

Agenda

Planning Committee

Wednesday, 9 March 2022 at 7.30 pm

New Council Chamber, Town Hall, Reigate



This meeting will take place in accordance with Government guidance. The Committee will assemble at the Town Hall, Reigate. Members of the public, Officers and Visiting Members should attend remotely.

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Members:

S. Parnall (Chairman)

M. S. Blacker
G. Adamson
J. Baker
Z. Cooper
R. Harper
A. King
F. Kelly

J. P. King
S. A. Kulka
S. McKenna
R. Michalowski
R. Ritter
C. Stevens
S. T. Walsh

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Published 02 March 2022

Substitutes:

Conservatives:	R. Absalom, A. C. J. Horwood, J. Hudson, M. Tary and R. S. Turner
Residents Group:	R. J. Feeney, P. Harp, N. D. Harrison and C. T. H. Whinney
Green Party:	J. Booton, P. Chandler, J. C. S. Essex, S. Sinden and D. Torra
Liberal Democrats	M. Elbourne

Mari Roberts-Wood
Head of Paid Service

1. Minutes (Pages 7 - 10)

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

2. Apologies for absence

To receive any apologies for absence.

3. Declarations of interest

To receive any declarations of interest.

4. Addendum to the agenda (To Be Tabled)

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

PLANNING APPLICATIONS:

NOTES:

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

To consider the following applications:

5. 21/02160/F - Culligan International UK Ltd, Prospect Wells House, Outwood Lane, Chipstead (Pages 11 - 58)

Demolition and comprehensive redevelopment of the site for a 3 storey building to provide a mixed use development comprising a shop (Use Class A1) at ground floor with 10 residential units (Use Class C3) at first and second floors, car parking, landscaping and associated works. As amended on 18/10/2021 x 2 and 22/11/2021.

6. A) 21/00468/F and B) 21/00469/LBC - The Omnibus Building, Lesbourne Road, Reigate (Pages 59 - 82)

External alterations comprising 8 no. conservation rooflights. As amended on 16/02/2022.

7. 21/02145/F - Heysham Church Lane, Coulsdon (Pages 83 - 112)

Demolition of existing substantial 1.5 Storey dwelling and replacement with 4 x new dwellings with associated car parking and private amenity space. As amended on 20/09/2021, 23/09/2021, 21/10/2021, 13/12/2021, 31/12/2021,19/01/22, 21/01/2022, 08/02/2022 and on 18/02/2022.

8. 21/02090/F - The Children's Trust, Tadworth Court, 2 Tadworth Street, Tadworth (Pages 113 - 144)

Demolition of an existing single storey school building to facilitate development of a replacement specialist multi-purpose education and therapy-led facility for children with complex clinical needs (use class f1) along with associated hard and soft landscaping, car drop off bays and ancillary works.

9. Report back - Wray Common Conservation Area (Pages 145 - 150)

For the Planning Committee to consider the comments received following designation of the extension to Wray Common Conservation Area on the 16th December 2020.

10. Report back - Reigate Hill Conservation Area (Pages 151 - 156)

For the Planning Committee to consider the comments received following designation of Reigate Hill Conservation Area on the 20th January 2021.

11. Report back - Meath Green Conservation Area (Pages 157 - 170)

For the Planning Committee to consider the comments received following designation of Meath Green Conservation Area on the 17th February 2021.

12. Any other urgent business

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



Our meetings

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



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

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BOROUGH OF REIGATE AND BANSTEAD

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held at the New Council Chamber - Town Hall, Reigate on 9 February 2022 at 7.30 pm.

Present: Councillors S. Parnall (Chairman), M. S. Blacker (Vice-Chair), G. Adamson, J. Baker, Z. Cooper, A. King, J. P. King, S. A. Kulka, S. McKenna, R. Michalowski, C. Stevens, S. T. Walsh, J. C. S. Essex (Substitute), J. Hudson (Substitute) and C. T. H. Whinney (Substitute).

72. MINUTES

It was **RESOLVED** that the minutes of the meeting held on 15 December 2021 be approved as a correct record.

73. APOLOGIES FOR ABSENCE

Apologies for absence had been received from Councillors Harper, Kelly and Ritter. Councillors Whinney, Hudson and Green attended at their respective substitutes.

74. DECLARATIONS OF INTEREST

Councillor Blacker declared a pecuniary interest in item 11, 17 Vogan Close, Reigate, as he was the agent for this application. Councillor Blacker was not present at the meeting for the duration of this item.

75. ADDENDUM TO THE AGENDA

RESOLVED that the addendum be noted.

76. 21/02485/OUT - COLLINGWOOD BATCHELOR, 46-48 VICTORIA ROAD, HORLEY

The Committee considered an application at Collingwood Batchelor, 46-48 Victoria Road, Horley for additional floors to accommodate up to 34 residential dwellings, as amended 10/1/21 and 12.11.21.

RESOLVED that planning permission be **GRANTED** subject to S106 plus addendum changes and:

Reserved matters to be reported back to the Planning Committee.

77. 21/00429/CU - LAND AND CITY FAMILIES TRUST, OLD PHEASANTRY, MERRYWOOD GROVE, LOWER KINGSWOOD

It was **NOTED** that this application had been withdrawn for reasons as set out in addendum.

78. 21/02009/F - EVERSFIELD, 56 REIGATE ROAD, REIGATE

The Committee considered an application at Eversfield, 56 Reigate Road, Reigate for the extension of Care Home to increase the number of bedrooms by 16 with associated internal and external works.

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Jonathan Cheetham, a resident, spoke in objection to the application, explaining that there had been a number of objections to the development from neighbouring properties. The site visit demonstrated the claustrophobic effect on properties on Durfold Drive. The topography of the area was such that the roof lines of 28-34 Durfold Drive, were almost at the same level as the ground level of the proposed development. The revised plans showed the original building line would have been much further away from the public footpath, separating Eversfield from the back gardens of 28-34 Durfold Drive than was now the case. The result was a derogation of the environment of the neighbouring properties. It was acknowledged that the plan was for a 2-storey development.

Edward Stock, a resident, spoke in objection to the application, stating that the plans had been redrafted several times and this development had been moved closer to the boundary. The development would be overbearing and would lead to a loss of light. The development was out of character when compared to the manor house. There was concern regarding the runoff of water and it was felt that drainage had not been considered properly. Concern was raised regarding the soakaway close to the boundary of Durfold Drive and the poor condition of wall close by. If the foundations of the wall were undermined this could lead to flooding. There were also a number of nursing homes with vacancies for residents, including Eversfield and this development would add to this.

Jonathan Rowland, the agent, spoke in support of the application, explaining that they have a design solution which achieved three essential things;

- to enable this care home to secure its medium-term future and to offer nursing care to its residents;
- to respond to the requirements of the Conservation Officer, the Highways Officer and the tree Officer and the broader planning issues; and
- to ensure that the design was not detrimental to the privacy and amenity of the occupiers of neighbouring buildings.

A number of changes had been made to the proposed development and these were outlined. The size and height of the proposals were summarized and were lower when compared to the current extension. The distance of the development to Durfold Drive the flank wall were outlined. The Planning Officer's report noted that "no significant levels of overlooking or loss of privacy would be created by this scheme".

Anthony Barnes, the Property Manager for Elizabeth Finn Homes, spoke in support of the application and gave an overview of the company explaining that it was a wholly owned subsidiary of the poverty charity Turn2us, which has a mission to fight poverty in the UK and Ireland. Surplus from the Care Homes was returned to the Charity to allow them to continue to provide direct grants and assistance to those in financial need. Staffing levels and occupancy at the Home were outlined, with an anticipation of occupancy at pre pandemic levels this year. Without nursing provision, the Home would not be able to provide the ongoing care some elderly residents required.

RESOLVED that planning permission be **GRANTED** as recommended with addendum changes plus additional condition requiring details of external lighting to be submitted for approval prior to commencement.

79. A) 21/00468/F AND B) 21/00469/LBC - THE OMNIBUS BUILDING, LESBOURNE ROAD, REIGATE

It was **NOTED** that this application had been withdrawn for reasons as set out in addendum.

80. 21/02420/F - MARKETFIELD COURT, 15 MARKETFIELD WAY, REDHILL

The Committee considered an application at Marketfield Court, 15 Marketfield Way, Redhill for an application for planning permission to provide a roof extension containing three 2 bedroom apartments.

RESOLVED that planning permission be **GRANTED** as per report and conditions/informatives in the addendum.

81. 21/02357/F - GARAGE BLOCK TO THE REAR OF 25 ALBURY ROAD, MERSTHAM

The Committee considered an application at the garage block to the rear of 25 Albury Road, Merstham for the demolition of garages and erection of two detached dwellings.

A request for deferment for clarification on turning/tracking was proposed by Councillor Blacker and seconded by Councillor Walsh. **RESOLVED** that the application be **DEFERRED**.

82. 21/03038/HHOLD - 17 VOGAN CLOSE, REIGATE

The Committee considered an application at 17 Vogan Close, Reigate for a proposed first floor rear extension and side extension, and the addition of a first floor side facing window to existing dwelling.

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

83. 21/03016/F - HMP HIGH DOWN, HIGHDOWN LANE, BANSTEAD

This item was discussed in the exempt part of the meeting as access to the details of the scheme were restricted, and plans could not be viewed without authorisation due to potential security threat of publication.

The Committee considered an application at HMP High Down, Highdown Lane, Banstead for a new single storey workshop facility and relocation of existing dog kennels. As amended on 20/12/2021.

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

84. DEVELOPMENT MANAGEMENT QUARTER 3 - 2021-22 PERFORMANCE

The Head of Planning gave an overview of the table shown within the report, explaining that in quarter 3, 75% of major applications had been determined within the targeted timeframe.

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There had been a reduction in the number of householder applications being received and these were now at pre pandemic levels. A number of planning appeals had been lodged and more were expected.

3 major appeals had been determined and 2 of these had been dismissed, 1 of these being 8 Brighton Road, Hooley. 62% of non-major appeals had been dismissed.

A high number of breaches were being reported (113 in Q3).

In October it was taking 2.8 days to register an application, this had been reduced to 2.6 days in December. This was very good when compared to neighbouring boroughs.

It was noted that Lesley Westphal, who had been contracted to the Council, had given her notice to leave, however members were assured that permanent members of staff would be sought. Members offered their thanks to Lesley Westphal for her support.

The Committee was apprised that there had been a change to permitted development rights, meaning that public houses and restaurants could erect gazebos and outdoor structures. It was explained that this covered moveable structures.

In respect of the number of outstanding enforcement breaches (197), it was stated that these covered a wide variety of breaches; they could relate to changes of use for example and other types of breaches were outlined. Some breaches took a long time to determine and appeal timescales could also be lengthy, this kept them live for a long time.

The Committee thanked the Planning Team for their work and the report was **NOTED**.

85. EXEMPT BUSINESS - RELATING TO ITEM 12

RESOLVED that members of the Press and public be excluded from the meeting for agenda item 12, HMP High Down, Highdown Lane, Banstead, under Section 100A(4) of the Local Government Act 1972 on the grounds that:

It involves the likely disclosure of exempt information as defined in paragraph 7 of Part 1 of Schedule 12A of the Act;

- (i) Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

86. ANY OTHER URGENT BUSINESS


There was none.

The Meeting closed at 9.57 pm

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 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	9th March 2022
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Hollie Marshall
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AGENDA ITEM:	5	WARD: Chipstead, Kingswood And Woodmansterne

APPLICATION NUMBER:	21/02160/F	VALID:	1st September 2021
APPLICANT:	Prospect Wells House Ltd	AGENT:	Montagu Evans
LOCATION:	CULLIGAN INTERNATIONAL UK LTD, PROSPECT WELLS HOUSE, OUTWOOD LANE, CHIPSTEAD, SURREY, CR5 3NA		
DESCRIPTION:	Demolition and comprehensive redevelopment of the site for a 3 storey building to provide a mixed use development comprising a shop (Use Class A1) at ground floor with 10 residential units (Use Class C3) at first and second floors, car parking, landscaping and associated works. As amended on 18/10/2021 x 2 and 22/11/2021.		
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 demolition of the existing building and a comprehensive redevelopment of the site for a 3 storey building to provide a mixed use development comprising a retail unit of 372sqm at ground floor level and 7 x 1 bedroom dwellings and 3 x 2 bedroom dwellings at first and second floors, car parking, landscaping and associated works. 12 car parking spaces and 5 cycle parking spaces to the front of the site are proposed to serve the retail use. Towards the rear of the site, 15 parking spaces are proposed that would serve the residential use of site along with 10 cycle parking spaces. Small areas of landscaping would be sited around the car parking spaces.

This application follows application 19/01825/F, which was also for 10 flats plus the retail unit but with a far higher proportion of larger flats than now proposed so was larger in scale and refused and dismissed at appeal. The appeal Inspector found the impact upon character to be acceptable but the appeal was dismissed on grounds of insufficient car parking and harm to the living conditions of future occupiers, with particular regard to the impact of parking area upon these. The applicants have sought to address the matters found to be unacceptable at that scheme,

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The reduction in scale and size of residential units has allowed for the current proposal to better meet with parking standards and now meets with no objections from the County Highway Authority whilst also improving upon the parking layout such that it no longer causes harm to amenity, thus addressing the sole concerns of the Inspector.

The existing building is an employment use for the purposes of DMP Policy EMP4 which seeks to protect employment uses but in this case no objection to the loss of Class E employment use is raised. This follows the building lying vacant for an extended period of time and the marketing which has been undertaken to the satisfaction of the Council's Policy and Property teams which demonstrates difficulties in viably continuing for such uses. Furthermore, the proposal includes a retail unit of 372 sqm, meaning the development would not result in the total loss of employment use at the site and for these reasons this was not a reason for refusal in the previous cases. It is considered that the proposal would comply with the requirements of policy EMP4 and that the partial loss of employment use is considered acceptable in this instance.

Sufficient information has been provided to demonstrate that the proposed edge-of centre Co-Operative store would not have a significant adverse impact on consumer choice for convenience retail within the existing Rectory Lane Local Centre, subject to a planning condition restricting the range of goods sold to specifically exclude the sale of lottery tickets. This condition is recommended to protect the viability of the designated Local Centre in accordance with DMP policy RET5.

Subject to recommended conditions in terms of materials, the design of the development is considered to have an acceptable impact upon the character and appearance of the locality and due to separation distances, would not have a harmful impact upon the amenities of neighbouring dwellings.

There is no affordable housing requirement given the application is below the threshold where this can be required by Policy.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions.

Environmental Health (Contaminated Land): There is some potential for contamination to be present on and/or in close proximity to the application site and as such conditions to deal with contaminated land and an informative to provide additional guidance is recommended.

Neighbourhood Services: Provided comments on their requirements for refuse collection.

Surrey County Council Lead Local Flood Authority: Satisfied that the proposed drainage scheme meets the national guidance and technical standards. Condition recommended to secure implementation of drainage strategy.

Surrey Police Designing Out Crime Officer: Note some parking is situated to the rear of the site and also there is undercroft parking. Suggest due to this layout that this will hinder natural surveillance and therefore increase the opportunity for vehicle crime. Recommends a Secure by Design condition.

Surrey Wildlife Trust – no objection subject to recommended conditions

Housing – no comments received

Planning Policy – no objection

Infrastructure Agreements Manager SCC – no comments received

UK Power Networks – no comments received

Sutton and East Surrey Water Company – no comments received

Woodmansterne Greenbelt and Residents Association – objects on the grounds of detrimental impact on the local established businesses, density, overdevelopment, inadequate parking, hazard to highway safety, increase in traffic and congestion, noise and disturbance, drainage and sewage, flooding

Outwood Lane Residents Association – no comments received

Chipstead Residents Association – objects on the grounds of inadequate parking, lack of soft landscaping, cramped, fail to provide good living conditions for future occupants, hazard to highway safety, car dominated, harm to Green Belt, out of character with surrounding area, bin store inadequate size, crime fears, impact on existing retail uses.

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Representations:

Letters were sent to neighbouring properties on 7th September 2021, a site notice was posted 8th September 2021 and advertised in local press on 16th September 2021.

133 responses have been received raising the following issues:

Issue	Response
Out of character with surrounding area	See paragraph 6.15 – 6.21 and condition 4
Inadequate parking	See paragraph 6.25 – 6.27 and conditions 18 and 24
Hazard to highway safety	See paragraph 6.25 – 6.29 and conditions 17 – 19
Harm to wildlife habitat	See paragraph 6.42 – 6.45 and conditions 8 - 9
Impact on infrastructure	See paragraph 6.59 – 6.60
No need for the development	See paragraph 6.1
Crime fears	See paragraph 6.48 and condition 28
Harm to Conservation Area	See paragraph 6.17
Inconvenience during construction	See paragraph 6.49 and condition 5
Overdevelopment	See paragraph 6.15 – 6.21
Overlooking and loss of privacy	See paragraph 6.22 – 6.24
Drainage/sewage capacity	See paragraph 6.46 and conditions 15 and 16
Flooding	See paragraph 6.46
Harm to Green Belt/countryside	See paragraph 6.12 – 6.14
Alternative location/proposal preferred	Submitted scheme must be assessed on its own planning merits
Health fears	See paragraph 6.50
Increase in traffic and congestion	See paragraph 6.27
Overbearing relationship	See paragraph 6.22 – 6.24
Overshadowing	See paragraph 6.22 – 6.24
Poor design	See paragraph 6.15 – 6.21
Loss of/harm to trees	See paragraph 6.38 – 6.41 and condition 6

Impact on local shops	See paragraph 6.8 – 6.11 and Appendix B
Impact on bus service	See paragraph 6.47
Lack of affordable housing	See paragraph 6.57 – 6.58
Property devaluation	Not a material planning consideration
Loss of a private view	Not a material planning consideration
Covenant conflict	Not a material planning consideration
Harm to listed building	See paragraph 6.17
Loss of buildings	See paragraph 6.17
- Support - Benefit to housing need	See paragraph 6.1
- Support - Community/regeneration benefit	See paragraph 6.1
- Support - Economic growth / jobs	See paragraph 6.6
- Support - Visual amenity benefits	See paragraph 6.17

1.0 Site and Character Appraisal

- 1.1 The site occupies a corner plot location on the north side of the Rectory Lane/Outwood Lane junction adjacent and to the south-west of the Midday Sun pub. On the opposite side of Rectory Lane is a water treatment works, whilst to the north is the pub car park. The majority of the site is located within the urban area but transitions to the green belt with part of the site (NW corner) located within the metropolitan green belt and the remainder of the northern site boundary abutting the green belt. The pub car park which abuts the site to the north is within the green belt.
- 1.2 The site is occupied by a two storey building, set back from the site frontage. The building is currently vacant and has historically been in commercial use. It is understood that the ground floor has historically been used as a water bottling operation but this ceased approximately 10 years ago. The previous occupier used the ground floor for light industrial use with ancillary offices on the first floor.
- 1.3 There is a hard surfaced parking area to the site frontage, with a service road/parking area to the west running parallel with Rectory Lane. A number of mature trees and hedgerows enclose the site.
- 1.4 In the wider locality is a parade of shops and commercial businesses at ground floor level with residential above, to the north west of the site in Rectory Lane. Beyond this to the east and west are largely residential dwellings.

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2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice therefore the opportunity to secure improvements did not arise
- 2.2 Improvements secured during the course of the application: During the course of the application additional information has been submitted to address comments by the County Highways Authority and Surrey Wildlife Trust.
- 2.3 Further improvements to be secured through the use of conditions. – conditions recommended include details of highways, trees, landscaping, ecology, contaminated land, materials, levels, noise, hours of use and deliveries.

3.0 Relevant Planning and Enforcement History

There is extensive planning history for the site, the most recent being:

- | | | | |
|-----|---|--|--|
| 3.1 | 21/02481/DED | Demolishing of Prospect Wells House, for commercial units and apartments. | Prior Approval Refused
30 th November 2021 |
| 3.2 | 20/02362/F | Demolition of existing buildings and erection of a three storey residential building to comprise 16 flats with associated access, parking, landscaping and other associated works. As amended on 05/01/2021. | Pending consideration |
| 3.3 | 19/01825/F | Demolition and comprehensive redevelopment of the site for a 3 storey building to provide a mixed use development comprising a shop (Use Class A1) at ground floor with 10 residential units (Use Class C3) at first and second floors, car parking, landscaping and associated works. As amended on 03/12/2019, 10/02/2020, 21/04/2020, 27/05/2020 and on 29/07/2020. | Refused 6 th August 2020
Appeal dismissed
21 st April 2021 |
| 3.4 | Appeal decision 19/01825/F/AP is appended to this report at Appendix A. | | |

4.0 Proposal and Design Approach

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- 4.1 This is a full application for demolition of the existing building and a comprehensive redevelopment of the site for a 3 storey building to provide a mixed use development comprising a shop at ground floor with 10 residential units at first and second floors, car parking, landscaping and associated works.
- 4.2 The proposal would include a retail unit of 372sqm at ground floor level with 12 car parking spaces and 5 cycle parking spaces to the front to serve this use. Also at ground floor level would be two accesses to serve the residential uses above along with a refuse store, plant room and a bicycle store for 10 bikes. Towards the rear of the site, 15 parking spaces are proposed that would serve the residential use of site. Small areas of landscaping would be sited around the car parking spaces.
- 4.3 At first and second floor the building would include 10 residential units, comprising 7 x 1 bedroom dwellings and 3 x 2 bedroom dwellings. All units would be served by a balcony, along with a larger, communal balcony area at first floor level at the rear of the site.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as Chipstead being a 'predominantly commuter village in north-east Surrey, conveniently situated for easy access to central London (to the North) and to Gatwick Airport, (to the South). There are also good connections with easy access to the east / west routes via the M25. Beyond Chipstead's boundaries are the villages of Woodmansterne Coulsdon, Banstead, Hooley and Kingswood. These villages are separated by areas of Metropolitan Green Belt. The village is just to the west of the London Borough of Croydon and is located along the main (Chipstead Valley) Road which interconnects these villages and the Croydon Borough.'
	Site features meriting retention are listed as: vehicular access from Outwood Lane
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other

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	development options being considered. There is a second application under consideration at present for residential redevelopment of the site.
Design	The applicant's reasons for choosing the proposal from the available options were: 'The proposed plans submitted as part of this planning application take into account the feedback that was received on the previously submitted layout and counters the reasons for refusal given in the Planning Officer report and the Appeal Inspectors report.'

4.5 Further details of the development are as follows:

Site area	0.2 hectares
Existing use	Light industrial (Distribution facility for a water dispensing machine company)
Proposed use	Mixed – retail and residential
Existing parking spaces	12
Proposed parking spaces	27 (15 residential, 12 retail)
Parking standard	15 minimum (residential) 13 maximum (retail)
Net increase in dwellings	10
Proposed site density	50 dwellings per hectare
Density of the surrounding area	69 dwellings per hectare (1 – 9a Rectory Lane)

5.0 Policy Context

5.1 Designation

Urban area

Site partly within Metropolitan Green Belt (north western limb)

Adjacent to Metropolitan Green Belt (land to the rear, north of the site)

Flood Zone 1

Site partly within Surface Water Flood Model – 1 in 1000 years (front)

Parking standards – low accessibility

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS3 (Green Belt)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)

5.3 Reigate & Banstead Development Management Plan 2019

Design, Character and Amenity (including housing)	DES1, DES4, DES5, DES6, DES7, DES8, DES9,
Landscape & Nature Conservation	NHE2, NHE3
Employment	EMP4
Retail	RET5
Metropolitan Green Belt and Infrastructure	NHE5 INF3
Transport, Access and Parking	TAP1
Climate Change Resilience and Flooding	CCF1, CCF2

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 Affordable Housing
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 Conservation of Habitats and Species 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 residential development is acceptable. Such a redevelopment would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply.

6.2 The main issues to consider are:

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- Employment use
- Retail use
- Impact on Green Belt
- Design and character
- Neighbour amenity
- Highway matters
- Amenity for future occupants
- Impact on trees
- Sustainable construction
- Drainage
- Ecology
- Other matters
- Sustainable Construction
- Affordable Housing
- Community Infrastructure Levy
- Infrastructure contributions

Employment use

- 6.3 Whilst the site is not located within a designated employment area or town centre, DMP policy EMP4 applies. This resists the loss of existing suitably located business, industrial and storage and distribution uses within the urban area but outside of areas designated for employment purposes. Alternative business uses (in this case B1 uses) should be considered first and only when it can be demonstrated that the site is unsuitable for such uses would alternative uses be acceptable.
- 6.4 The application proposes the demolition of the existing building which will result in the loss of 852sqm of light industrial accommodation. DMP policy EMP4 recognises the importance of safeguarding viable employment land and premises, whilst also recognising the requirements of national policy that such land and premises should only be protected if there is a reasonable prospect of employment use. The loss of employment use will only be permitted if one of three criteria is met. In this instance, marketing information has been provided to demonstrate that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (criteria a of policy EMP4). The policy refers to Annex 3 of the DMP for information on what will be required to demonstrate this.
- 6.5 The Council's Policy Team have been consulted upon the application and made the following comments:

With regard to complying with DMP Policy EMP4, the applicant has submitted an update (dated 23 June 2021) to its marketing report which was submitted in support of previous planning application 19/01825/F, which was refused on 6 August 2020. The submitted update concludes that "None of these applicants were therefore looking to lease the premises as a B1 industrial building."

Under DMP Policy EMP4 and Annex 3, requirements for active marketing include the need for advertisements to include the “lawful land use of the property”. At the time the previous planning application was refused, the lawful use was B1a light industrial (and indeed any uses in the B1 use class, which included offices).

The marketing was carried out to support the previous planning application, and was accepted by the Council, so that loss of employment under DMP Policy EMP4 was not given amongst the reasons for refusal.

Since that refusal, however, in September 2020, the new Use Class E “Commercial, Businesses and Services” came into force, and the lawful use of the site is now presumably Class E, which includes a variety of uses, including light industrial, offices and retail uses.

As loss of the lawful employment use under DMP Policy EMP4 was not given as a reason for refusal of the last application and given the progress in attempting to resolve the outstanding issues of concern, namely around the parking, in this case I would not object to the loss of Class E employment use under DMP Policy EMP4 in this instance.

- 6.6 Furthermore, the proposal includes a retail unit of 372 sqm. There is no detail within the application on how many employees may work within the use, but the use would provide employment on site, meaning the development would not result in the total loss of employment use at the site.
- 6.7 For the reasons above, it is considered that the proposal would comply with the requirements of policy EMP4 and that the partial loss of employment use is considered acceptable in this instance.

Retail use

- 6.8 The proposal seeks to introduce a 372sqm retail unit outside of a designated retail area. The site is within very close proximity (24m) of the Rectory Lane Local Centre. National and local policy (Paragraphs 86-89 of the revised NPPF and Policy RET5 of the DMP) require for proposals for main town centre uses outside of designated centres and not in accordance with an up-to-date local plan (such as this proposal) to undertake a sequential test to assess whether there are suitable sites available (or expected to become available) in a more sequentially preferable location and a retail impact assessment (if the proposal such as in this case is above the locally set floorspace threshold) to assess the impact of the proposal.
- 6.9 During the course of the application, the Policy Team were consulted and had no further observations to make concerning either the applicant’s submitted retail sequential assessment nor its impact assessment, and the Policy comments for application 19/01825/F remain relevant to this application. These previous comments concluded that sufficient information has been provided to demonstrate that the proposed edge-of centre Co-Operative store

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would not have a significant adverse impact on consumer choice for convenience retail within the existing Rectory Lane Local Centre, subject to a planning condition restricting the range of goods sold to specifically exclude the sale of lottery tickets. These comments are attached in full at Appendix B.

- 6.10 The Policy Team noted, given the applicant's retail impact assessment, and considering the turnover of the existing convenience store in the nearby designated Rectory Road Local Centre, they maintain that a planning condition is necessary to prevent the sale of Lottery tickets from the proposed retail convenience store, in order to protect the vitality, viability and customer choice in the nearby designated Local Centre. They therefore suggest that should the planning application be suitable for approval in all other respects, that the following planning condition be included:

"The retail use hereby permitted shall not be used for the sale of lottery tickets or scratch cards.

Reason: To protect the viability of the designated Local Centre in accordance with the National Planning Policy Framework and Development Management Plan policy RET5."

- 6.11 On the basis of the information provided and reviewed by the Council's Policy Team, the proposal is considered to accord with policy RET5 of the DMP and is considered acceptable.

Impact on Green Belt

- 6.12 The north western corner of the site is sited 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.
- 6.13 In this instance, the north western corner of the site is made up of hardstanding and borders a car park to the east, also within the MGB. Although the site is vacant at present, the white lines on the ground indicate this area has been used for parking in the past, and aerial photos concur with this assumption showing vehicles in this area. Given the previous use of this part of the site would be similar to the proposed, the proposal is not considered to give rise to harm to the openness of the MGB, over what the existing use does. The Planning Inspector agreed with this conclusion in the recent appeal noting *'it is not in dispute between the main parties that the proposed development would not be inappropriate development in the Green Belt. Based on the evidence before me, I agree with this conclusion.'*
- 6.14 The increase in built form within the urban area would have an increased presence in what is a transitional location to the MGB. However, to the north

of the site where the MGB begins is a car park, which is considered to be a less sensitive part of the MGB and therefore in this instance the proposal is not considered to have a harmful impact in this transitional location.

Design and character

- 6.15 Policy DES1 of the DMP states all 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 and lists a number of criteria proposals should comply with to ensure this. The existing building would be demolished to make way for the proposed development, however the existing building is not of particular architectural merit and its loss is not considered to warrant refusal of the application.
- 6.16 The application proposes a three-storey building, that would step down in height twice, towards with the neighbouring pub, The Midday Sun. The front elevation would feature two gables, one larger than the other and these elements would be set slightly forward of the main building helping to break up the appearance of the elevation. The larger of the two gable would be sited towards the south wester corner of the building, helping to successfully address this corner site location. The ridge height of the building would decrease towards to north east, stepping down twice, with a lower eaves height as well towards the north eastern corner of the building.
- 6.17 At ground level the shop front would be largely glazed with signage above. Turning to the south west elevation, this too would be broken up and feature two gable elements. One of the entrances to the residential dwellings would be sited on this elevation towards the south west corner of the building. The rear elevation would follow the design and style of the front with gable features, dormer windows and a staggered building line. The north east elevation would step down in height, and the roof would be of hipped design, decreasing the bulk and mass towards this side of the development. Conditions are recommended to secure the materials details to ensure the external appearance compliments the traditional character of the locality. The site is not within nor adjacent to a Conservation Area and is not considered to result in harm in this regard. The existing building is not listed and the proposal is not considered to result in harm to the nearby locally listed building, Woodmansterne Pumping Station. The existing building is not of particular architectural merit and its loss would not warrant refusal of the application.
- 6.18 Externally there would be a total of 27 parking spaces. 12 spaces would be for the retail use and be sited to the front of the site, 7 spaces directly in front of the retail store, 3 along the side boundary with the neighbouring pub, and 2 parallel parking spaces on the southern boundary of the site. 5 cycle parking spaces are also proposed to the front of the retail unit.
- 6.19 A total of 15 spaces are proposed to serve the 10 residential dwellings. To the south western side of the building 6 parking spaces are proposed to serve the residential dwellings. A further 9 spaces are proposed towards the north

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western corner of the site. The remainder of the site would be laid to hardstanding albeit for small sections of soft landscaping to the front elevation contained in two small parcels and one to the south of 3 parking spaces. A slender parcel of land to the side of the parking bays is also proposed to be landscaping although given the narrowness this area would not be able to accommodate meaningful landscaping. Small parcels of land around parking spaces 11, 12 and 13 would also be soft landscaped.

- 6.20 The quantum of hardstanding is not dissimilar to that of the existing layout and that of the recent appeal decision. In terms of character and appearance, the Inspector in the appeal decision commented:

'The proposed development would broadly maintain the existing functional use and appearance of this part of the site, although it would incorporate some limited soft landscaping to this area. It would also be possible to introduce additional screening as part of the boundary treatment via condition. As such the proposed development would broadly maintain the existing appearance, with a small, but positive, contribution of additional planting.'

Therefore, the proposed development, with particular regard to the car parking area, would not have a harmful effect on the character and appearance of the area. Consequently, it would not be contrary to policy DES1 of the Local Plan which seeks that development should make a positive contribution to the character and appearance of its surroundings, amongst other things.'

- 6.21 In view of the Inspector's conclusions and the similarities in this level of landscaping proposed, the layout is considered acceptable in terms of the impact upon visual amenities of the locality and would comply with policy DES1.

Neighbour amenity

- 6.22 The proposal has been considered in terms of the impact upon amenity of neighbouring properties. The closest neighbour is to the north east and this site is occupied by The Midday Sun pub. The building would decrease in height and scale as it approaches the shared side boundary with this property. The existing building line is staggered between these properties which results in the existing building being set back from the front elevation of the pub. The proposed building would be further set back, lessening the impact upon the existing side facing windows of the pub. The building would have a presence in the garden of the pub to the rear, however given the commercial nature of this area, it is not considered to result in a harmful impact upon amenity. The pub does have a large seating area to the front of the site also, which would have a similar relationship to the site as the existing situation.

- 6.23 The nearest residential properties to the site 102 Outwood Lane, approximately 42m to the south east of the site, on the opposite side of

Outwood Lane, and 1A Rectory Lane, approximately 31m to the north west of the site, on the north west side of Rectory Lane. Given the level of separation to nearby residential dwellings, the proposal is not considered to give rise to a harmful impact amenity in terms of overbearing, domination, loss of light or outlook, or overlooking and loss of privacy.

- 6.24 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 .

Highway matters

- 6.25 The application is proposing a total of 27 parking spaces. These would be divided to serve the residential and retail uses of the development. 12 spaces would serve the retail element and 15 spaces would serve the 10 residential dwellings.
- 6.26 The residential units comprise 7 x 1 bedrooms and 3 x 2 bedroom. As per Annex 4: Parking Standards of the DMP the site lies within a low accessibility area and requires a minimum of 15 parking spaces (2 spaces per 2 bedroom dwelling = 6, 1 space per 1 bedroom dwelling = 7, and 2 visitor parking spaces). The retail space would require a maximum of 12.4 spaces (1 space per 30m²), rounded up to 13. This gives a total requirement for 28 spaces, the application proposes 27. However this is not considered to represent a shortfall of parking spaces as the minimum residential requirement is met whereas the standard for retail is a maxima. The proposal improves significantly upon the refused scheme which proposed 29 spaces against the parking standard of 33 with a number of those spaces being tandem and likely prone to manoeuvring difficulties.
- 6.27 The County Highways Authority were consulted upon the application and provided the following comments following the submission of additional information being submitted.

'The development includes 7 one bed and 3 two bed flats and 372m² of retail floor space. According to Reigate and Banstead Parking Standards the proposed development should include 13 parking spaces for the flats and a further 2 spaces for visitors and 12.4 spaces or 13 spaces for the retail use if rounded up in accordance with Reigate and Banstead Parking Standards. This is a total parking requirement of 28 spaces. The proposed development includes 27 parking spaces, the shortfall is due to the developer providing 12 spaces for the retail use, as opposed to 13 spaces. The residential element of the site has parking in accordance with minimum parking standard requirements but there is a shortfall of one space for the retail use.'

Each space is accessed independently and they are all set out with adequate manoeuvring space.

The developer is providing space within the site for refuse collection and delivery vehicles to the retail use to enter the site where two of the retail

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parking spaces are proposed to be located. However this would displace two of the retail parking spaces when occupied. In combination with the one space shortfall there is potential for there to be a shortfall of 3 spaces when there are deliveries and collections.

The developer has asserted that the quantum of parking proposed for the retail use is adequate based on survey information carried out by the Co-operative. The Co-Operative Car Park Study together with a survey of Tesco Express and Sainsbury Local Stores shows average durations of stay ranging from a maximum of 8.9 minutes and 7 minutes at respectively at Co-Operative and Tesco/Sainsbury car parks to a minimum of 5.5 minutes at Co-Operative car parks. This means the proposed car parking spaces for the retail use would each have capacity to accommodate between 6.7 and 10.9 vehicles an hour. The proposed 12 spaces would be able to accommodate between 80.4 and 130.8 vehicles an hour. Based on a retail floor area of 372m² the proposed development would generate 27 inbound movements at its peak between 0800 and 0900 in morning. Even during deliveries when there would be 10 spaces available because two of the 12 spaces for the retail have been cordoned off for delivery the car park would be able to accommodate between 67 and 109 vehicles an hour. These spaces would still be able to accommodate the likely peak traffic generation.

I have carried out a parking accumulation survey using the TRICS data that the developer has used. This shows that during most of the day the car park would be able to accommodate the resulting traffic generation derived from the TRICS data. From 1600 hours the data shows that the car park is likely to be fully accommodated with a shortfall of six spaces in the early evening. I have recommended a condition for the developer to submit a revised "Control and Management of the Delivery Bay" document to exclude deliveries between 1600 hours and 1900 hours.

For residential refuse collection, there is space for this to take place from the service road in front of the development. There will be no need for the residential refuse collection to take place from the retail service bay.

I have recommended a condition for the developer to submit a plan showing the residential spaces and 3 of the retail spaces to be fitted with electric vehicle charging points and a further 3 spaces to be fitted with an electrical supply should further charging points be required in the future.

I have also recommended a condition for the developer to provide welcome packs to residents giving them information on public transport in the vicinity of the site and leisure, retail, employment and education land uses they can travel to by non-car modes of transport.

The developer is proposing to use the existing access points, which would be acceptable given the geometry and sight lines at the access points.'

- 6.28 The Applicant has confirmed that all waste for the retail store is stored inside the shop and returned to the depot on the delivery lorries.

6.29 Subject to the recommended conditions, the proposal is considered acceptable in terms of parking and highway matters.

Amenity for future occupants

6.30 The application proposes the following mix of units

Unit 1	2 bedrooms	4 persons	88sqm
Unit 2	1 bedroom	2 persons	55sqm
Unit 3	1 bedroom	2 persons	55sqm
Unit 4	1 bedroom	2 persons	65sqm
Unit 5	2 bedrooms	4 persons	80sqm
Unit 6	2 bedrooms	4 persons	88sqm
Unit 7	1 bedroom	2 persons	55sqm
Unit 8	1 bedroom	2 persons	55sqm
Unit 9	1 bedroom	2 persons	64sqm
Unit 10	1 bedroom	2 persons	58sqm

6.31 All units would exceed the minimum internal space standards, complying with the requirements policy DES5 which requires as a minimum all new residential accommodation meet the nationally described spaces standards. Habitable spaces would be served by windows or glazed doors providing light and outlook. Each unit would include a private balcony, and a shared terrace measuring 41 sqm would be provided at first floor level providing private and shared outdoor amenity space.

6.32 With regard to noise impacts, the Applicants submitted a Noise Impact Assessment in support of the application which considers the appropriateness of the site for residential use (C3) at first floor and above noting retail is proposed at ground floor.

6.33 The Council's Noise Consultants noted that the neighbour representations relating to traffic movements and the associated noise impacts are not considered to be a material impact as the predicted trip generation is very low. Furthermore, the assessment method for traffic noise requires impacts to be averaged over the entire daytime period this and the local noise climate means that in their opinion any noise from traffic will not be readily discernible to nearby sensitive receptors.

6.34 Having reviewed the circumstances of the application they therefore confirmed that, taking account of the previous history and the context of the application, the impacts of the proposal are considered low and can be controlled by suitable conditions addressing operating hours, noise from deliveries, waste collection and plant associated with the supermarket/shop use, suitable waste segregation to separate commercial and residential waste, lighting controls and control and mitigation of environmental noise.

6.35 The Noise Consultants also noted the KP acoustics assessment shows that the front garden area from the neighbouring Midday Sun Public house will be

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low. This is predominantly due to distance and screening from the premises front facade. However, there is no assessment of plant noise from the public house on the proposed development. They would be particularly concerned regarding the bedroom on the first floor of the North East elevation which the aerial photographs suggests will be overlooking the Kitchen extraction Plant.

- 6.36 The Environmental Noise Report also identifies high maximum noise levels in the early hours of the morning and although the report recommends a suitable glazing scheme, it states that further assessment is required in order to design a suitable ventilation system. There is also no specific suggested noise targets that the plant and building services equipment that will service the shop will need to comply with. The Noise Consultants have recommended suitable worded conditions to address these matters and conclude although there is a potential for noise impact from the kitchen extraction plant of the Midday Sun, the NPPF only provides protection against unreasonable complaints and the public house has an obligation to ensure they follow best Practicable Means to minimise noise emissions. These noise impacts can be assessed and controlled through suitable conditions.
- 6.37 Subject to the recommended conditions, the proposal is considered to comply with policy DES5 and overcome the previous concerns relating to living conditions for the future occupants which focussed on the impacts by virtue of parking manoeuvrability.

Impact on trees

- 6.38 The Tree Officer was consulted upon the application and commented there are many what look to be good quality trees immediately beyond the site boundaries. These trees clearly provide many benefits to this site and the locality and will certainly be of future value to any development. Many of the trees look to be growing on highway verge sites and all look to be beyond the application site. Even so, it will be necessary to ensure there is a suitable level of protection for these trees in any development proposal at the site. If any works are proposed within the rooting area of any trees on site – for example any excavation, construction or re-surfacing in the current rear parking area – details will be needed on what the level of impact may be and how this will be mitigated.
- 6.39 General site hoarding may well provide a sufficient level of tree protection to the external trees and there may be no proposed works within the rooting areas of off-site trees - if this is so it must be confirmed by submission. If this is not so full details will be required on tree protection and mitigation measures.
- 6.40 A condition is recommended to secure an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) be submitted to and approved in writing by the Local Planning Authority (LPA). This shall include details of how trees and their roots will be protected during all demolition and construction activity. The AMS and TPP must detail protection of those trees at risk of development impacts including but not limited to impacts arising from:

foundations and other excavations, trenches for underground drainage, pipework and cabling; construction machinery access; storage of materials, spoil and associated works e.g. mixing of concrete or cement. All works shall be carried out in accordance with these details when approved.

- 6.41 There are small areas of soft landscaping proposed around the site and a landscaping condition is recommended to secure details of planting in these areas.

Ecology

- 6.42 The application was submitted with a Preliminary Ecology Appraisal Report dated July 2019 and Bat Survey dated September 2021. The Bat Survey identified the building to have moderate bat roost suitability. Two emergence/re-entry surveys were undertaken in July and August and no bats were identified to be roosting in the building. Further surveys have been carried out; one dusk emergence on 12th August 2021 and one dawn survey on 9th September 2021. No bats were recorded emerging from or re-entering the building during either survey. Low levels of foraging and commuting activity were recorded within and around the survey area, by all surveyors. A condition is recommended that a precautionary approach to works be undertaken in accordance with Table 0.1 of the referenced ecology report. Furthermore, the development should comply with the recommendations of the Bat Conservation Trust's document entitled "Bats and Lighting in the UK - Bats and The Build Environment".
- 6.43 Surrey Wildlife Trust were consulted upon the application and advised the developer should take action to ensure that the development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive. If this is not possible and only small areas of dense vegetation are affected, the site could be inspected for active nests by an ecologist within 24 hours of any clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use.
- 6.44 SWT also advise the developer will need to ensure they do not cause any invasive, non native species to spread as a result of the works associated with the development in order to comply with the relevant legislation. To prevent the spread, Japanese knotweed should be eradicated using qualified and experienced contractors and disposed of in accordance with the Environment Protection Act (Duty of Care) Regulations 1991.
- 6.45 Paragraph 179 of the NPPF states that plans should 'identify and pursue opportunities for securing measurable net gains for biodiversity.' This development offers opportunities to restore or enhance biodiversity and such measures will assist the LPA in meeting the above obligation and also help offset any localised harm to biodiversity caused by the development process. SWT recommend, should the LPA be minded to grant planning permission, the development should adhere to the enhancement measures set out in the ecological report.

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Drainage

- 6.46 The site is in Flood Zone 1 and is not in an area identified as being at any significant risk of surface water flooding. Surrey County Council were consulted upon the application as the Lead Local Flood Authority. They have reviewed the surface water drainage strategy for the proposed development and are satisfied that the proposed drainage scheme meets the relevant requirements subject to recommended conditions.

Other matters

- 6.47 Objection has been raised on the grounds of impact upon local bus services and consultation with Transport for London (TFL) who operate the bus route. TFL and Croydon Council were not consulted as part of the application. The bus stop and access road lay outside of the application site boundary with no amendment to these proposed as part of the proposal. The County Highways Authority were consulted upon the application and have made no objection to the proposal on the grounds of hazard to highway safety subject to recommended conditions.
- 6.48 Objection has been received on the grounds of crime fears. The Crime Reduction Advisor and Designing out Crime Officer of Surrey Police was consulted upon the application and has reviewed the design and access statement and associated documents provided for the application and notes there are no details of any measures of Crime Prevention through Environmental Design, in order to achieve a safe and secure environment within the submitted application. In particular relation to the plan for the development, he notes some car parking area is situated to the rear of the site and also there is undercroft parking. He suggests due to this layout that this will hinder the natural surveillance and therefore increase the opportunity for vehicle crime. The Officer goes on to comment 'to support Approved Document Q which was incorporated into the Building Regulations 2010, in October 2015: Compliance to the 'Secured by Design' scheme would satisfy all requirements and further supports the applicant's submitted intention to achieve a sustainable development.' A condition is recommended to ensure the development achieves that standards contained within the Secure by Design award scheme.
- 6.49 The application would be in retail and residential use and is not considered to result in a harmful impact in terms of noise and disturbance, subject to recommended conditions, or smells. Concern has been raised in regard to disturbance and inconvenience that may occur during the construction of the development. Whilst nearby residents' concerns regarding potential adverse noise, nuisance or disturbance resulting from construction are appreciated, such effects would be temporary and not sufficient to warrant refusal given the existence of other legislation (e.g. statutory nuisance) to control these issues. In the event that the application was to be approved, a robust Construction Management condition could be imposed to manage amenity and highway impacts of the construction process.

- 6.50 No significant health issues are considered to arise as a result of the planning application.

Sustainable construction

- 6.51 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.
- 6.52 The application has been submitted with an Energy & Sustainability Statement dated August 2021 which concludes the proposed developed is estimated to achieve a 34.5% improvement surpassing the policy requirement by 15.5%. The report states 'the proposed energy strategy for the development firstly aims to reduce the need for energy through passive design and energy efficiency measures, through optimising the thermal envelope and then to use energy efficient building services, with a communal ASHP system providing both space heating and hot water, to be located in the plant room and each unit having an hot water cylinder heated from the system.'
- 6.53 In terms of water efficiency the report notes 'Each unit will comply with Policy CCF1 by ensuring water consumption is equal to or less than 105 litres per person per day, not including the 5 litres per day for external water consumption.'
- 6.54 In the event that planning permission is to be granted, a condition could be imposed to ensure the measures of the Energy Statement are implemented prior to the first occupation of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.55 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP.
- 6.56 Policy DES7 of the DMP requires that on sites of 5 or more homes at least 20% of homes should meet the Building Regulations requirements for 'accessible and adaptable dwellings'. The applicant has not referred to this requirement. Without any evidence to the contrary it is considered that such a requirement would be viable for the applicant and therefore a condition is recommended to secure adequate accessible housing in accordance with policy DES7.

Affordable Housing

- 6.57 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

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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. Following this, the Development Management Plan was adopted in 2019 which requires affordable housing only on schemes of more than 10 units. As this scheme is below this threshold, no affordable housing can be required.

Community Infrastructure Levy (CIL)

- 6.58 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning permission, an informal calculation shows a CIL liability of around £166,440.

Infrastructure Contributions

- 6.59 In terms of other contributions and planning obligations, The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence. In this case, no such contributions or requirements have been requested or identified. Accordingly, any request for an infrastructure contribution would be contrary to CIL Regulation 122.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date Received
Proposed Plans	MBSK220119-02	P1	20.01.2022
Proposed Plans	MBSK220119-01	P1	20.01.2022
Floor Plan	1468-PL1210	A	20.01.2022

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Proposed Plans	1468-PL1115	A	20.01.2022
Proposed Plans	MBSK211202-01	P1	20.01.2022
Street Scene	PL1300		01.09.2021
Existing Plans	PL1200		01.09.2021
Location Plan	PL1100		09.08.2021
Block Plan	PL1101		09.08.2021
Site Layout Plan	PL1102		09.08.2021
Site Layout Plan	PL1110		09.08.2021
Elevation Plan	PL1312		09.08.2021
Elevation Plan	PL1313		09.08.2021
Elevation Plan	PL1310		09.08.2021
Elevation Plan	PL1311		09.08.2021
Floor Plan	PL1212		09.08.2021
Roof Plan	PL1213		09.08.2021
Floor Plan	PL1211		09.08.2021

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 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 until a Construction Management Statement, to include details of:
 - a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, wildlife. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - c) Means of communication and liaison with neighbouring residents and businesses.

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d) Hours of work.

Has been submitted to and improved 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 is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

6. Prior to the commencement of development, an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) must be submitted to and approved in writing by the Local Planning Authority (LPA). This shall include details of how trees and their roots will be protected during all demolition and construction activity. The AMS and TPP must detail protection of those trees at risk of development impacts including but not limited to impacts arising from: foundations and other excavations, trenches for underground drainage, pipework and cabling; construction machinery access; storage of materials, spoil and associated works e.g. mixing of concrete or cement.

All works shall be carried out in 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 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.

7. No development shall commence on site until a scheme for the soft and hard landscaping (including hard surfacing and any street furniture), including details of existing landscape features to be retained or pruned, has been submitted and approved in writing by the local planning authority. The landscaping scheme 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 first occupation 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 or any existing plants/hedging retained 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 Meath Green Conservation Area, and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012.

8. No development above ground level shall commence until a scheme to provide positive biodiversity benefits, informed by the submitted Preliminary Ecological Appraisal Report (dated July 2018 ref: UE0333_ProspectHse_PEA_0_190722), has been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and Reigate and Banstead Development Management Plan 2019 policy NHE2

9. The development hereby approved shall be carried out in accordance with the precautionary approach to works specified within Table 0.1 of The Bat Survey Report dated 20 September 2021 and ecological protection measures specified within table 0.2 of The Preliminary Ecological Appraisal Report dated July 2019.

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the 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 Land Contamination: Risk Management Guidance (2020) 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 the Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF.

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 the Reigate and Banstead 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 Land Contamination: Risk Management Guidance (2020) 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 the Reigate and Banstead 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 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 the Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF.

14. 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 the Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF.

15. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non- Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
 - b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. If infiltration is deemed unfeasible, associated

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discharge rates and storage volumes shall be provided using a maximum discharge rate equivalent to the pre-development Greenfield run-off

c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.

d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

e) Details of drainage management responsibilities and maintenance regimes for the drainage system.

f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

16. 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 surface water 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), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS.

17. 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 any boundary hoarding behind visibility zones
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

18. 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 1468 PL 1115 for vehicles to enter and leave the site in forward gear and for cars associated with the proposed residential and retail development to be parked. Thereafter the approved turning and 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 2021 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

19. 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 numbered 1468 PL 1115 for a minimum of 20 bicycles to be stored in a secure and entirely covered location for the residential development and for 10 bicycles associated with the retail use to be provided in a sheltered location. Thereafter the approved bike parking areas shall be retained and maintained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

20. The development hereby approved shall not be occupied unless and until all of the residential parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and 3 of the retail spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and a further 3 of the retail spaces are provided with an electrical supply to retrospectively fit a fast charge socket if demand warrants this 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 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

21. No development shall be occupied until details of a Welcome Pack containing information to residents on education, employment , leisure and retail land

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uses within 2km walking distance and 5km cycling distance of the site and the same land uses further away by the nearest bus and rail services to be submitted to and approved in writing with the Local Planning Authority. The approved Welcome Packs shall be distributed to each of the residential units as they are first occupied.

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 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

22. No development shall be occupied until details of a Welcome Pack containing information to staff on the nearest bus and rail services to the site to be submitted to and approved in writing with the Local Planning Authority. The approved Welcome Packs shall be distributed to each member of staff.

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 2021 and and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

23. Notwithstanding the submitted "Control and Management of the Delivery Bay" document, the development shall not be commenced until a revised "Control and Management of the Delivery Bay" document, to include preventing deliveries between 1600 hours and 1900 hours, has been submitted for the approval of the Local planning Authority.

The approved details shall be implemented upon first occupation of the site.

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 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

24. Deliveries are not permitted to the retail premises hereby permitted other than within the following times:

07:30 Hours to 21:00 Hours (excluding between 1600 hours and 1900 hours)
– Monday through to Friday.

08:00 Hours to 21:00 Hours (excluding between 1600 hours and 1900 hours)
– Saturdays.

08:00 Hours to 18:00 Hours (excluding between 1600 hours and 1900 hours)
– Sundays, Bank Holidays or Public Holidays excluding Christmas day
Boxing Day where all deliveries are prohibited at any time.

Reason: To ensure that the development provides an acceptable noise environment for new residents with regard to policy DES9 of the Reigate and Banstead Development Management Plan 2019.

25. The retail use hereby permitted shall only be carried out between the following times:

07:30 Hours to 22:00 Hours – Monday through to Saturday
08:00 to 18:00 Hours – Sundays, Bank Holidays or Public Holidays.

Reason: To control activity in the interests of neighbouring residential amenities with regard to Reigate & Banstead Borough Council's Development Management Plan 2019 policies DES9 and RET1.

26. The retail use hereby permitted shall not be used for the sale of lottery tickets or scratch cards.

Reason: To protect the viability of the designated Local Centre in accordance with the National Planning Policy Framework and Development Management Plan policy RET5

27. No development above slab level shall take place until details setting out how the applicant will ensure that at least 20%, unless otherwise agreed in writing, of the homes meet the Building Regulations requirements for 'accessible and adaptable dwellings' have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

Reason: In order that the scheme provides accessible housing in accordance with Reigate and Banstead Development Management Plan 2019 policy DES7.

28. The development shall not be occupied until a scheme demonstrating compliance with the principles of 'Secured by Design' has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed before the occupation of the development hereby permitted and shall be permanently maintained as such thereafter.

Reason: To ensure that the development provides a secure environment for future residents in accordance with Policy DES1 of the Reigate & Banstead Development Management Plan 2019.

29. Prior to the commencement of development, a scheme of noise and vibration attenuation and ventilation sufficient to prevent overheating and maintain thermal comfort shall be submitted to and approved in writing by the Local Planning Authority. The scheme including performance details and a glazing plan shall achieve the habitable room standards as detailed in BS8233:2014 with no relaxation for exceptional circumstances and appropriate consideration of night time L_{Amax} with suitable measures to ensure the thermal comfort of occupiers. The scheme shall also include details of post

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construction validation noise measurements that will be carried out prior to occupation of any residential dwellings hereby approved. All work must be carried out by suitably qualified person and the approved noise, vibration attenuation and ventilation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: To ensure that the development provides an acceptable noise environment for new residents with regard to policy DES9 of the Reigate and Banstead Development Management Plan 2019.

30. Prior to commencement of construction a scheme of assessment of the acoustic impact arising from the operation of all internally and externally located plant shall be submitted to and approved in writing by the local planning authority. The assessment of the acoustic impact shall be undertaken in accordance with BS 4142: 2014 (or subsequent superseding equivalent) and other relevant measures, and shall include a scheme of attenuation measures to ensure the rating level of noise emitted from the proposed building services plant is 3dBA less than background.

The use hereby permitted, or the operation of any building services plant, shall not commence until a post-installation noise assessment has been carried out to confirm compliance with the approved noise criteria and submitted to and approved by the planning authority. The scheme shall be implemented in accordance with the approved details and attenuation measures, and they shall be permanently retained and maintained in working order for the duration of the use and their operation.

Reason: To ensure that the development provides an acceptable noise environment for new residents with regard to policy DES9 of the Reigate and Banstead Development Management Plan 2019.

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

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE3.

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

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they

are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

Each dwelling shall be provided with the above facilities in accordance with the approved details prior to occupation of the relevant dwellings.

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

33. Prior to above ground works of the development hereby approved, full details of a lighting strategy shall be submitted to and approved in writing by the local planning authority. The lighting strategy shall include details of the lighting of all public areas and buildings and shall be designed to comply with the ILP guidance for intrusive light Zone E2. The approved lighting shall be installed in accordance with the approved details before the commencement of the use and shall be retained and maintained thereafter

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.

34. The development shall be carried out in accordance with Energy and Sustainability Statement dated August 2021 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.

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

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

INFORMATIVES

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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. Further information can be found on the Council website at : [Climate Change Information](#).
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;
 - (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](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 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).
9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
10. 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->

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

11. Biodiversity enhancements – with regard to condition 8 the Council expects the applicant to provide an appropriately detailed document to demonstrate that a measurable net gain (not just compensation), secure for the life time of the development, is achievable. The applicant may wish to use an appropriate metric such as the DEFRA Biodiversity Metric 2.0 to demonstrate how the site will provide biodiversity net gain. If net gain cannot be met this must be fully justified.
12. 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’.

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.

13. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

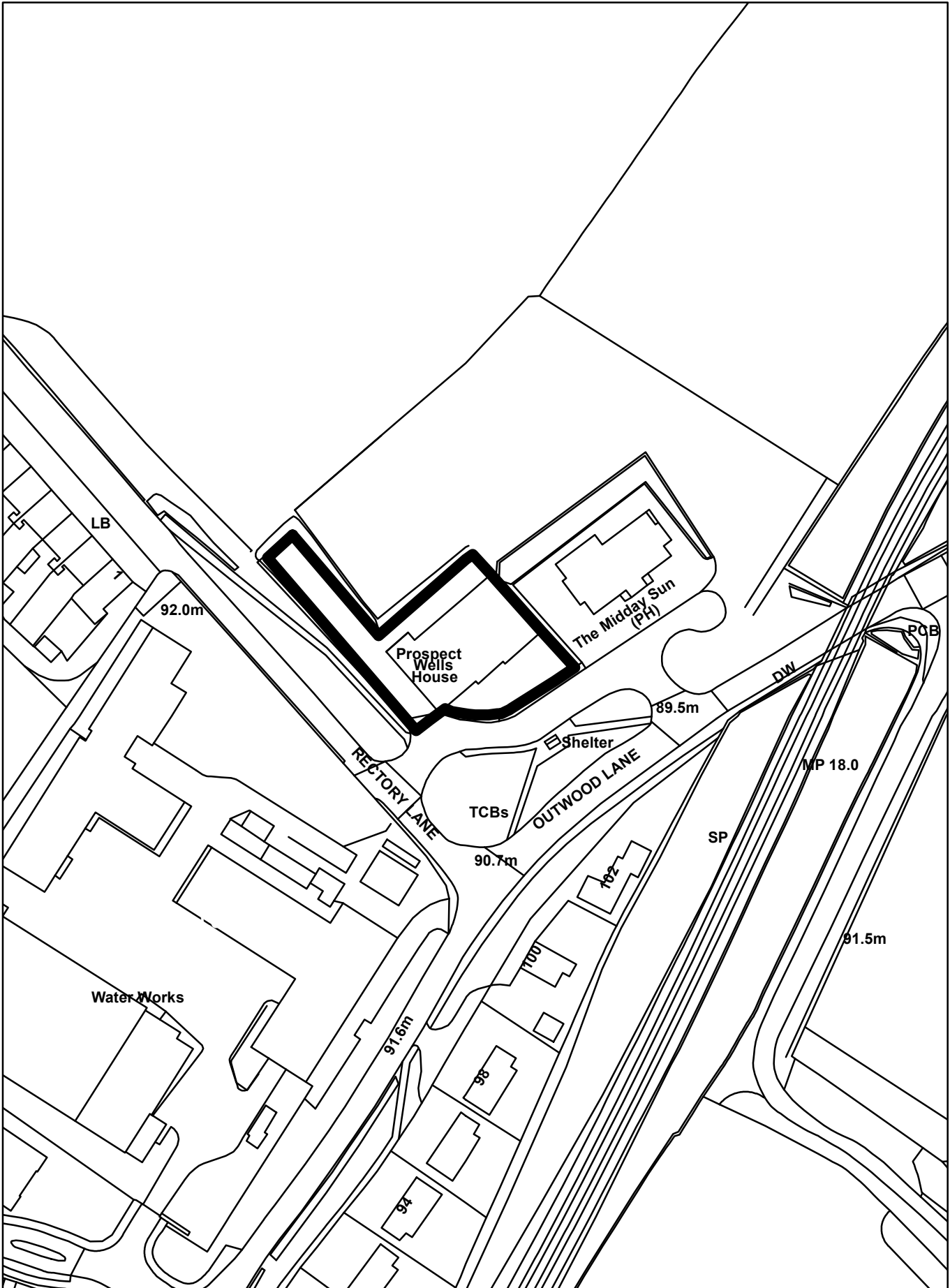
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS8, CS10, CS11, CS12, CS14, CS17 and EMP4, DES1, DES4, DES5, DES6, DES7, DES8, DES9, TAP1, CCF1, CCF2, INF3, NHE2, NHE3, NHE9, RET5 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.

21/02160/F - Culligan International UK Ltd,
Prospect Wells House, Outwood Lane, Chipstead



NOTES
 Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

— Boundary Line

Existing Building Line (Blue dash line).

Retail parking spaces, also used for retail store deliveries on a store management basis.

A 19/01/22 TL AT Entrance gates amended to LPA comments.

Rev Date	Drw Chk	Description

Purpose of Issue:
PLANNING

client:
Prospect Wells House Ltd

project:
Outwood Lane, Chipstead

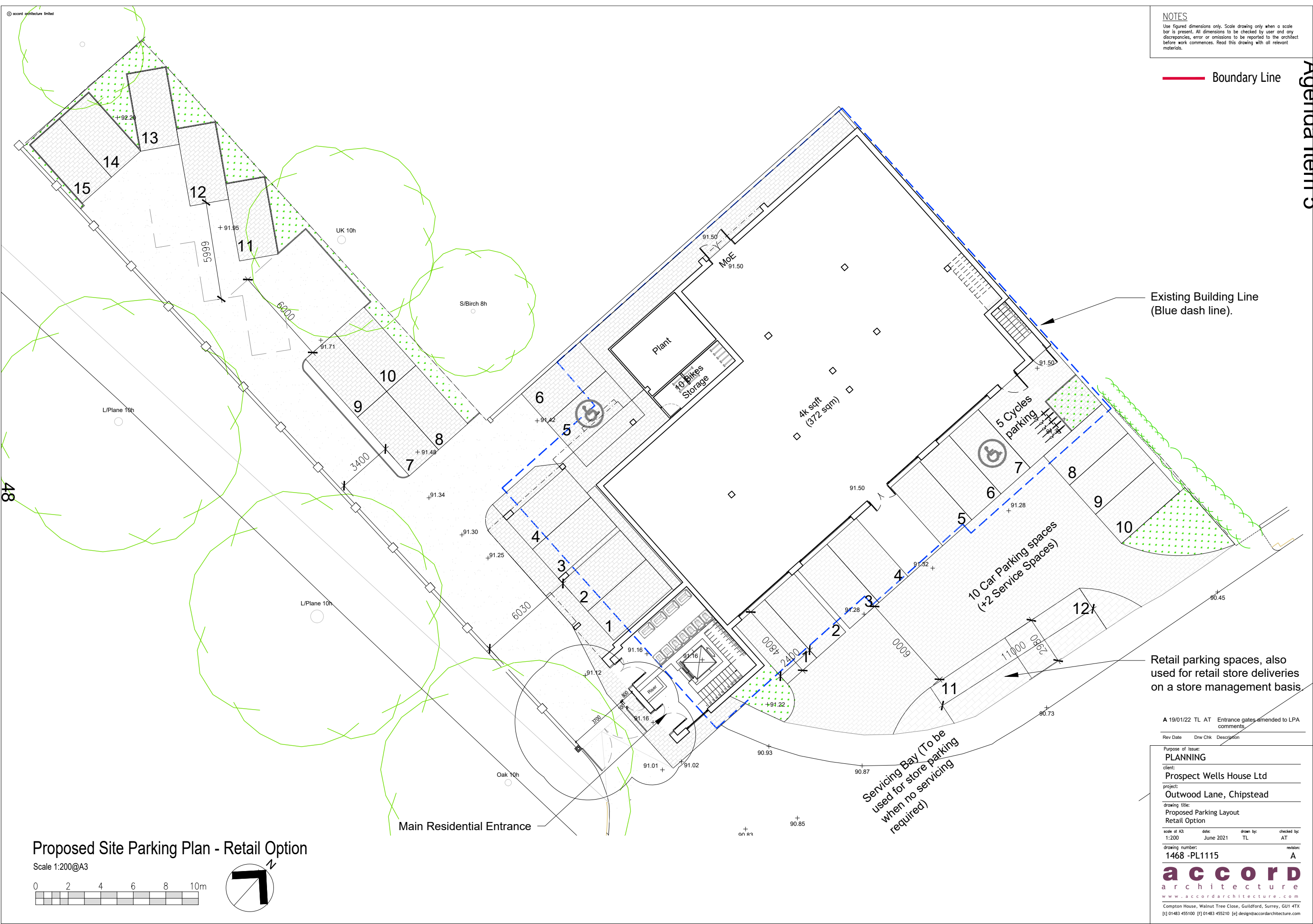
drawing title:
Proposed Parking Layout Retail Option

scale at A3:	date:	drawn by:	checked by:
1:200	June 2021	TL	AT

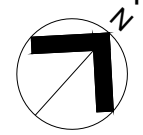
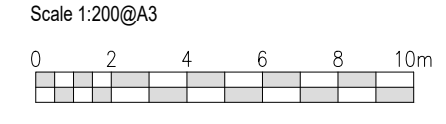
drawing number:	revision:
1468 -PL1115	A

accord
 architecture
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 [t] 01483 455100 [f] 01483 455210 [e] design@accordarchitecture.com

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Proposed Site Parking Plan - Retail Option



 **Boundary Line**

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Proposed Site Plan - Retail Option

Scale 1:500@A3

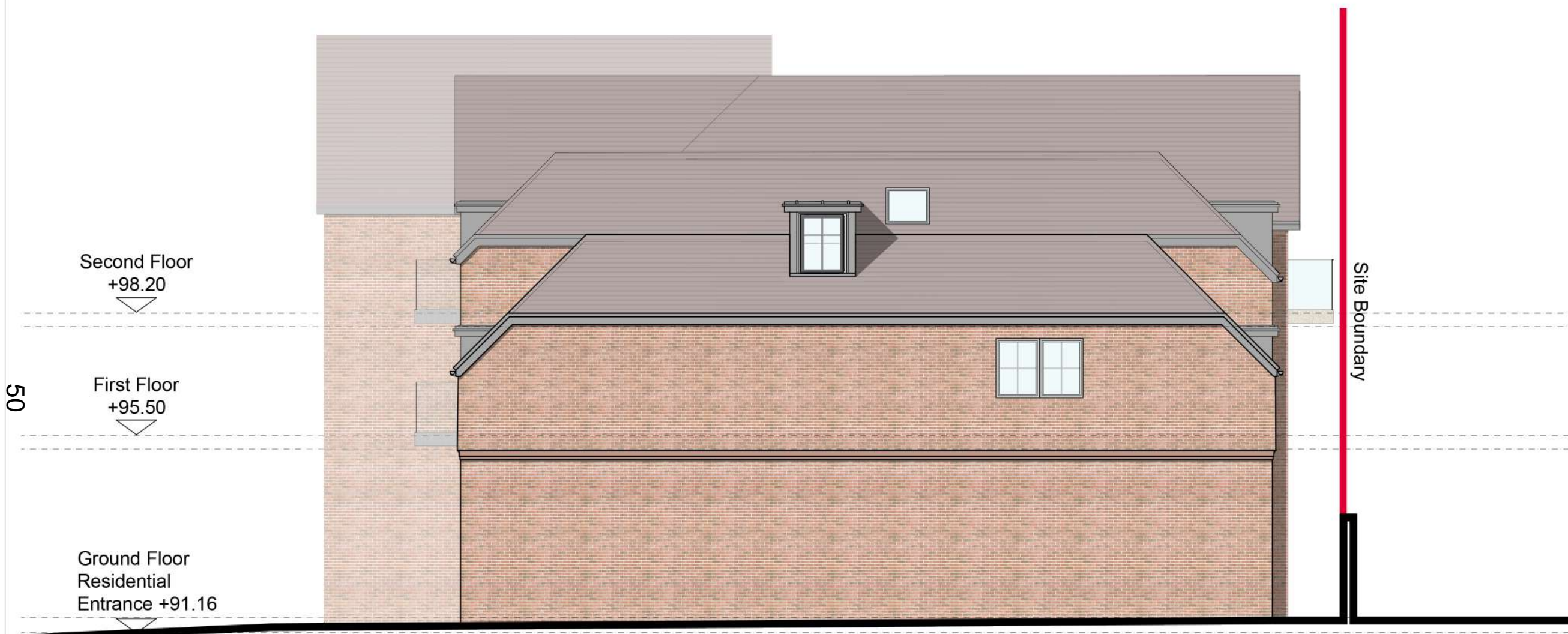


Rev Date	Drn	Chkd	Description
Purpose of Issue: Planning Application			
client: Prospect Wells House Ltd			
project: Outwood Lane, Chipstead			
drawing title: Proposed Site Plan			
scale of A3:	date:	drawn by:	checked by:
1:500	June 2021	TL	AT
drawing number: 1468 - PL 1110			revision:
			-
accord architecture www.accordarchitecture.com			
Compton House, Walnut Tree Close, Guildford, Surrey, GU1 4TX [t] 01483 455100 [f] 01483 452110 [e] design@accordarchitecture.com			

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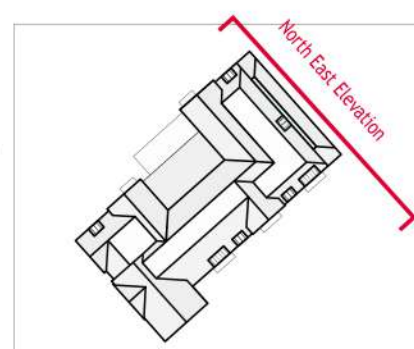
NOTES
Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

— Boundary Line



North East Elevation Scale 1:100 @A3

- Material Key**
-  Facing Brickwork
 -  Red/Brown Roofing Tiles
 -  Tile Hanging
 -  Articulated Brickwork
 -  Grey Metal Cladding



Rev Date	Dim	Chkd	Description
Purpose of Issue: PLANNING			
Client: Prospect Wells House Ltd			
Project: Outwood Lane, Chipstead			
Drawing Title: Proposed Elevation North East Elevation			
Scale of A3: 1:100	Date: June 2021	Drawn by: TL	Checked by: AT
Drawing number: 1468-PL1313		Revision: -	
accord architecture www.accordarchitecture.com			
Compton House, Walnut Tree Close, Guildford, Surrey, GU1 4TX [t] 01483 455100 [f] 01483 455210 [e] design@accordarchitecture.com			

NOTES
Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

— Boundary Line



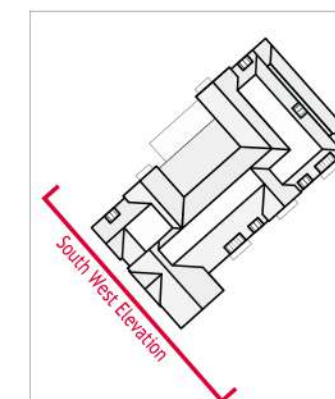
South West Elevation Scale 1:100 @A3

Proposed Elevations



Material Key

-  Facing Brickwork
-  Red/Brown Roofing Tiles
-  Tile Hanging
-  Articulated Brickwork
-  Grey Metal Cladding



Rev	Date	Dim	Chkd	Description
Purpose of Issue: PLANNING				
Client: Prospect Wells House Ltd				
Project: Outwood Lane, Chipstead				
Drawing Title: Proposed Elevation South West Elevation				
Scale of A3:	Date:	Drawn by:	Checked by:	
1:100	June 2021	TL	AT	
Drawing Number: 1468-PL1312				Revision:
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NOTES
Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

Boundary Line



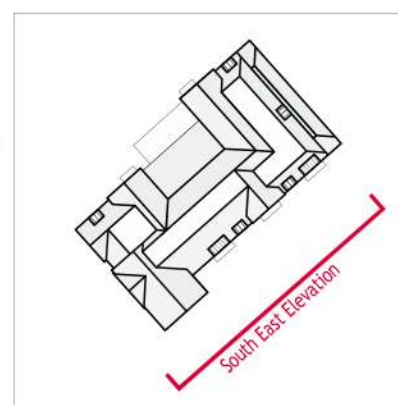
South East Elevation Scale 1:100 @A3

Proposed Elevations



Material Key

-  Facing Brickwork
-  Red/Brown Roofing Tiles
-  Tile Hanging
-  Articulated Brickwork
-  Grey Metal Cladding



Rev	Date	Dim	Chkd	Description
Purpose of Issue: PLANNING				
Client: Prospect Wells House Ltd				
Project: Outwood Lane, Chipstead				
Drawing Title: Proposed Elevation South East Elevation				
Scale of A3:	Date:	Drawn by:	Checked by:	
1:100	June 2021	TL	AT	
Drawing number: 1468-PL1310		Revision: -		
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NOTES
Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

— Boundary Line

Site Boundary

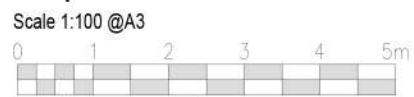
Site Boundary



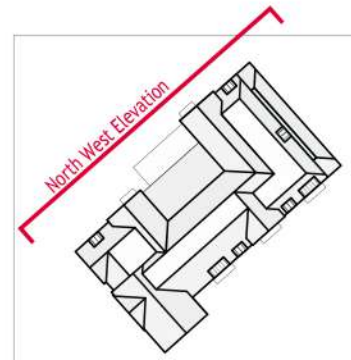
55

North West Elevation Scale 1:100 @A3

Proposed Elevations



- Material Key**
-  Facing Brickwork
 -  Red/Brown Roofing Tiles
 -  Tile Hanging
 -  Articulated Brickwork
 -  Grey Metal Cladding
 -  Render



Rev Date	Dim	Chkd	Description
Purpose of Issue: PLANNING			
Client: Prospect Wells House Ltd			
Project: Outwood Lane, Chipstead			
Drawing Title: Proposed Elevation North West Elevation			
Scale of A3: 1:100	Date: June 2021	Drawn by: TL	Checked by: AT
Drawing number: 1468-PL1311		Revision:	
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Agenda Item 5

Appeal Decision

Site Visit made on 17 March 2021

by H Miles BA (Hons), MA, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 21 April 2021

Appeal Ref: APP/L3625/W/20/3259755

Prospect Wells House, Outwood Lane, Chipstead CR5 3NA

- 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 Prospect Wells House Ltd against the decision of Reigate and Banstead Borough Council.
 - The application Ref 19/01825/F, dated 6 September 2019 was refused by notice dated 6 August 2020.
 - The development proposed is demolition and comprehensive redevelopment of the site for a 3 storey building to provide a mixed use development comprising a shop (Use Class A1) at ground floor with 10 residential units (Use Class C3) at first and second floors, car parking, landscaping and associated works.
-

Decision

1. This appeal is dismissed.

Preliminary Matters

2. During the course of this appeal a Unilateral Undertaking (UU) has been submitted which includes a parking monitoring contribution. I will return to this matter later in this decision.

Main Issues

3. The main issues are the effect of the proposed development, with particular regard to the car parking arrangements, on
 - Highway safety
 - Whether the proposed development would provide a high standard of living conditions for future occupiers,
 - The character and appearance of the area.

Reasons

Highway Safety

4. The Council indicated that if a UU is found to be acceptable during the course of the appeal, the third reason for refusal which relates to on street parking would not be contended. However, although a UU has been submitted I have not received any confirmation from the Council that they no longer wish to pursue the third reason for refusal. Therefore, I address this matter below.
5. The Local Plan states that the proposed development should provide a maximum of 33 car parking spaces. 29 car parking spaces are proposed. On

this basis the proposed development is likely to result in a maximum of 4 vehicles overspill parking onto the surrounding highways.

6. A parking survey detailing on street parking available within 500m of the site has been submitted which shows that there is some capacity. However, the survey extends beyond a 200m walking distance where people may want to park. Furthermore, it appears to include main roads (such as Outwood Lane) where parking would block part of the busy carriageway. These would not be attractive places to park and would also lead to localised congestion and subsequent harm to highway safety. Nor does it take into account the time sensitive parking associated with the nearby school. Consequently, I afford limited weight to these findings.
7. The UU secures a Parking Monitoring Contribution of £3,000. It is indicated in the Council's evidence that this money would be put towards reviewing parking restrictions on the roads within 200 metres of the development for a period of up to three years full occupation of the site if parking ever becomes a problem on the roads surrounding the site.
8. However, the UU includes limited information as to how this money would be spent and it has not been detailed as to how the figure of £3,000 has been reached. Furthermore, a review in itself would not mitigate the adverse impacts described above. Consequently, it has not been demonstrated that the UU would make the development acceptable in planning terms, nor that the Parking Monitoring Contribution would be fairly related in scale and in kind to the development. As such it does not pass the tests and therefore cannot be taken into account.
9. Based on the evidence before me, I am not persuaded that the surrounding highway network could safely accommodate the overspill parking from the proposed development.
10. Consequently, the proposed development would have a harmful effect on highway safety. As such it would be contrary to Policy TAP1 of the Reigate and Banstead Local Plan Development Management Plan (September 2019) (the Local Plan) which states that planning applications which have an unacceptable impact on highway safety will not be looked upon favourably.

Living Conditions for future occupiers

11. Policy DES5 of the Local Plan sets out a requirement that all new residential developments must provide good living conditions for future occupants. It goes on to set further criteria as to how this could be achieved, however there is no indication that this is a closed list of matters.
12. The proposed car parking arrangements would result in occasions where a car would have to move to allow the one behind it to leave. Due to the cramped layout of the car parking area, these situations can involve a lot of manoeuvres making them inconvenient for occupiers. Consequently, the development would not function well.
13. It would be possible for cars to manoeuvre into the tandem and triple car parking spaces in a forward gear. However, given the number and accuracy of the manoeuvres required it would not be particularly easy or convenient. Furthermore, if any cars were larger than the 'medium' car referred to in the evidence, such movements would be even more difficult.

14. Spaces would be allocated so that occupiers would not block in cars that are not in their household, which would avoid potential conflict between occupiers of different units. I have also taken into account that the Highways Authority have not objected to this proposed arrangement.
15. Nevertheless, this does not persuade me that comings and goings from this car parking area would provide acceptable circulation and manoeuvring space for the car parking layout proposed so as to provide a good standard of living conditions for future users.
16. My attention is drawn to a development at Cherryleen, Kingswood (LPA ref: 18/01742/F) which includes tandem parking. However, in this case the space around the tandem spaces and therefore the associated manoeuvres appear to be notably different than that proposed. Consequently, this would not be directly comparable to the scheme before me now.
17. Therefore, the proposed development, with particular regard to the car parking area, would not provide a high standard of living conditions for future occupiers. Accordingly, it would be contrary to Policy DES5 of the Local Plan, the aims of which are set out above.

Character and Appearance

18. The proposed car parking area to the rear of the site is currently hardstanding and I understand it was previously used for commercial storage and car parking. It has a change in levels and planting to the rear and a grass verge with mature trees to Rectory Lane. Although these are outside the site boundary, they limit the visibility of the site in public views.
19. The proposed development would broadly maintain the existing functional use and appearance of this part of the site, although it would incorporate some limited soft landscaping to this area. It would also be possible to introduce additional screening as part of the boundary treatment via condition. As such the proposed development would broadly maintain the existing appearance, with a small, but positive, contribution of additional planting.
20. Therefore, the proposed development, with particular regard to the car parking area, would not have a harmful effect on the character and appearance of the area. Consequently, it would not be contrary to policy DES1 of the Local Plan which seeks that development should make a positive contribution to the character and appearance of its surroundings, amongst other things.

Other Matters

21. It is not in dispute between the main parties that the proposed development would not be inappropriate development in the Green Belt. Based on the evidence before me, I agree with this conclusion.
22. The proposed development would result in social, economic and environmental benefits associated with new commercial and residential development. I am not presented with specific localised evidence that the Covid 19 pandemic has affected the supply of new homes in this area. Nevertheless, the government's objective of significantly boosting the supply of homes remains and the provision of 10 new dwellings, close to services and public transport is a benefit of the proposal.

23. The development would provide a new retail unit close to existing residents, encouraging trips by sustainable modes of transport and creating 17 full time equivalent jobs. It would result in an increased spend in the local area from new residents and direct and indirect jobs during the construction period, albeit these would be temporary. It would also develop this vacant site.
24. On the other hand, the proposed development would provide an inadequate quality of living for future occupiers. It would also result in harm to highway safety with, potentially, severe consequences. Accordingly, taking all the above into account, the modest public benefits would not outweigh the permanent serious harms set out above.

Conclusion

25. The proposal would not accord with the development plan and there are no other considerations, including the provisions of the Framework, to indicate that the appeal should be determined otherwise. Therefore, for the reasons given above, I conclude that the appeal should be dismissed.

H Miles


INSPECTOR

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Planning Committee
9th March 2022

Agenda Item: 6a and 6b
21/00468/F
21/00469/LBC

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	9 th March 2022
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Sheahan
	TELEPHONE:	01737 276514
	EMAIL:	Matthew.sheahan@reigate-banstead.gov.uk
AGENDA ITEM:	6a and 6b	WARD: RGT - Reigate

APPLICATION NUMBER:	A) 21/00468/F B) 21/00469/LBC	VALID:	11/03/2021 11/03/2021
APPLICANT:	Skelton Developments (Nottingham) Limited	AGENT:	Quod
LOCATION:	THE OMNIBUS BUILDING LESBOURNE ROAD REIGATE SURREY RH2 7LD		
DESCRIPTION:	External alterations comprising 8 no. conservation rooflights. As amended on 16/02/2022		
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 and Listed Building Consent application for the insertion of 8 conservation rooflights to the second floor of The Omnibus Building. The building is located on the northern side of Lesbourne Road in Reigate and is Grade II listed, being a former Bus Garage designed by Wallis Gilbert and Partners and built in 1931 with its northern elevation and roof designed particularly to respect the setting of the Church Fields area to the north, and it now playing a role in the setting of the Chart Lane Conservation Area. The surrounding area is characterised by predominantly residential uses with some commercial uses to the south, and open land to the north.

The proposed rooflights would be of similar style to others found on the building, with some variation in terms of width in order to correspond with first floor windows below. The rooflights would be contained within the north elevation of the building. Their purpose is stated as being required to allow for the provision of a greater degree of natural light to the office space occupying the second floor, which is currently vacant, as well as allow for improved outlook for any future occupiers of the building, in accordance with required standards. It is argued by the applicants that the proposed improvements to the building would bring significant economic benefits that should be afforded significant weight, highlighting in particular the bringing back of a high quality employment space into use, which could be suitable for use by a local business or a new business to the borough, with space to accommodate between 30-40 full-time

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equivalent jobs, the increase in spending locally by employees and the contribution of this to the local economy, as well as additional business rates revenue generated, and increased productivity of employees.

It is accepted that, whilst the office space is vacant it is not currently contributing to the economy of Reigate, and that there would be benefits in bringing the office space back in to use which may be assisted by the proposal. However the current situation is not an absolute impediment to the office space being usable and it has not been fully demonstrated that alternatives have been properly explored to let the space at a lower cost or to find less harmful solutions to improve their outlook and lighting. It is therefore considered that the benefits claimed would not outweigh the level of harm to the character of the Grade II listed building in this instance.

The Omnibus building has been significantly altered over the preceding decades, particularly to the south side of the building, not least the creation of a glazed atrium and entrance, granted in 1997, to accommodate the conversion of the building to offices. At the time of these previous applications, care was given to avoiding the insertion of dormer windows and rooflights on the northern side of the building in order to protect its powerful roof scape, and the creation of the glazed atrium was seen as a way to achieve this. It is clear however that this has been poorly designed with regard to allowing for light penetration to certain parts of the internal space.

Whilst accepting that the building needs improving in this regard, to maximise potential of the upper floor, it is the view that this could be achieved without needing to further harm the last remaining elevation of the original building. The north elevation has a clean, unbroken roofscape, clearly visible from the north and providing an attractive setting for the Chart Lane Conservation Area. It is officers view that a less damaging alternative would be for rooflights to be added on the hidden southern plane of the roof, out of view of the street scene or the ground level as they would be hidden by the southern office block and provide additional light. The applicants have expressed concern regarding the overheating potential of this and the costs associated with measures to mitigate against this. Further internal alterations to the layout of the building and increasing the size and width of the atrium would be required to provide light more generally to the building, which is an issue across all floors, as well as improving outlook.

It is accepted that the proposal would provide economic benefit associated with enabling the tenanting of the upper floor offices. However, harm would result by virtue of the punctuation of the impressive, clean and unbroken northern roofscape which currently exists and is a defining feature of the listed building and provides an important backdrop to the Chart Lane Conservation Area.

Overall therefore the economic benefits are not considered to outweigh the harm to the listed building and setting of the conservation area, especially as it is considered that there are alternative (less harmful) solutions that have not been fully explored or ruled out on the basis of cost.

RECOMMENDATION

Planning permission is **REFUSED** for the following reason:

1. The proposed insertion of 8 conservation rooflights in the roof of the north elevation of the building would result in the cluttering of this large expanse of clean and unbroken roof which is a distinctive feature of the building and contributes positively to the setting of the Chart Lane Conservation Area. The proposal would therefore result in harm to the character and integrity of the Grade II listed building and the setting of the Conservation Area. The benefits of the proposal are not considered to outweigh this harm and the proposal is therefore contrary to the National Planning Policy Framework 2021, Policy CS4 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE9 of the Reigate and Banstead Development Management Plan 2019.

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Consultations:

Conservation Officer: Objection raised. This is discussed in detail later in this report.

Twentieth Century Society: in response to the proposal for 9 dormer windows, Objection was raised, and refusal recommended. Comments were made as follows:

The uninterrupted steeply -pitched tile roof is a key part of the buildings special interest. The north side of the roof is particularly significant, being designed to provide a plain “backdrop”, as the CA (Conservation Area) appraisal puts it, to the open spaces that characterise the Chart Lane Conservation Area. We agree with the Councils Conservation Officer that the insertion of dormer windows will harm the buildings appearance and character and will have a detrimental impact on the conservation area. For these reasons we encourage the Local Authority to refuse the application.

Re-consultation took place with regard to amendments to provide 8 conservation rooflights on 17.2.2022. No response has been received to date.

Representations:

Letters were sent to neighbouring properties on the 12th March 2021 with respect to both applications. One letter of objection was received raising the following issues:

Issue	Response
Harm to the Listed Building	Paragraph 6.2-6.10

1.0 Site and Character Appraisal

- 1.1 This is a grade II statutory listed building, a former Bus Garage designed by Wallis Gilbert and Partners and built in 1931 as part of the headquarters of the East Surrey Traction Company (the Company was taken over by the London Transport Passenger Board in 1933, with London General Country Service, later known as London Country Buses).
- 1.2 The building comprises a part of the former bus depot which was converted to offices and has a modern glazed façade, with external play area located to the western side of the building. There is parking to the south, east and west of the site. The building is located on the northern side of Lesbourne Road. The surrounding area is characterised by predominantly residential with some commercial and some open land to the north. There are no significant trees likely to be affected by the proposed development. The site level decreases towards the east. The site of the building abuts the Chart Lane Conservation Area to the north.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Formal pre-application advice was not sought from the Local Planning Authority prior to the submission of the application. Informal advice was given by the Conservation Officer in relation to a scheme proposing 14 dormer windows within the roof and 10 additional windows at the ground floor level. Feedback was provided verbally by the Conservation Officer, who expressed concerns with the proposal. The scheme was subsequently revised, taking these comments into account, prior to submission of the application.
- 2.2 Improvements secured during the course of the application: Following concerns raised with regard to the principle of inserting windows/ openings into the northern roof plane, amendments were offered by the applicants in order to address the concerns raised by the Council. The dormer windows as originally proposed were amended for 8 conservation style roof lights; however it is not felt that the amendments to replace the proposed dormer windows with rooflights would sufficiently overcome concerns raised with regard to the principle of windows/ openings in the northern roof plane and the impact of this on the listed building.
- 2.3 Further improvements could be secured: None as the application is to be recommended for refusal.

3.0 Relevant Planning and Enforcement History

The planning history for the property is extensive. The most recent applications are listed below:

97/09490/F Part demolition/ redevelopment and part refurbishment to provide new class B1 office building and restaurant (class A3) together with associated parking and landscaping – Approved with Conditions

97/09480/LBC Part demolition/ redevelopment and part refurbishment to provide new class B1 office building and restaurant (class A3) together with associated parking and landscaping – Approved with Conditions

99/01110/LBC Alterations to existing fenestration of retained part of listed building in connection of planning permission 97P/0948 and listed building consent 97P/0948 Approved with Conditions

00/02429/CU Change of use of retained part of listed building to class B1 (offices) – Approved with Conditions.

00/09620/CU Change of use of retained part of listed building to class D1 (Nursery) with formation of new vehicular egress, alterations to car parking layout to include external play area & associated external alterations (amended description) – Approved with Conditions

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00/92350/LBC Alteration to the front elevation of new office building (revision to listed building consent 97P/0948) Drawing Nos. 4503 D(0)01,2,3,4,5 – Approved with Conditions

00/92360/F Alteration to the design of the front elevation of new office building (revision to planning permission 97P/0949) – Approved with Conditions

02/00230/LBC - Works associated with the alteration of the car park and entrance to the site, (03.04.2002) GRANTED

09/01970/F - Installation of hand rail to front of building, (23.02.2010) GRANTED

10/00562/F Installation of handrail to front of building - AC - Approved with Conditions

21/00468/F External alterations comprising 9no. dormer windows at second floor level. As amended on 12/08/20 – Pending Consideration.

4.0 Proposal and Design Approach

4.1 This is a full planning application and listed building consent application for external alterations comprising the insertion of 8 conservation rooflights at the second floor level of the building within the north elevation. Within the planning statement submitted in support of the application it is stated that the proposed windows are required in order to provide adequate levels of natural light and outlook to the second floor office space, which at present is not served by windows to the northern side, and that the absence of windows is hindering the potential occupation of the building. There would be two differing windows used, with some variation in the width and amount of glazing for the rooflights, in order to match the existing window widths at first floor below. The cill and head height of all the proposed windows would be level along the length of the building. They would be metal framed windows. The larger of the two window types would be 4.7m in width and 1.5m in height, whilst the smaller would be 3.6m in width and 1.5m in height.

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:

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<p>Assessment</p>	<p>The building is Grade II listed, and falls within the Chart Lane Conservation Area, as well as being adjacent to the Reigate Town Conservation Area. There are also a number of other statutorily listed and locally listed building nearby, and a Grade II statutorily listed park and garden. As such, a comprehensive Heritage Statement and Townscape/Landscape Visual Impact Assessment (“TVIA”) have been prepared. The Assessment notes that whilst the Site is linked to the renowned architects Wallis Gilbert and Partners, the historic parts of the building are not representative of their characteristic style and quality.</p> <p>The Assessment notes that whilst the Site is linked to the renowned architects Wallis Gilbert and Partners, the historic parts of the building are not representative of their characteristic style and quality. Furthermore, the only remnants of the original building include the small westernmost section (now occupied by a nursery school) and parts of the rear (north) elevation. The rear elevation has also been altered from what was constructed originally and the roof, which is affected by these proposals was completely rebuilt in 2000. Nonetheless, the Site is considered to have low to medium archaeological interest, medium historic interest, and low to medium architectural/artistic interest. The planning statement goes on to say that the value of the Site’s setting is considered to be medium, given that the building itself is Grade II listed, located in a Conservation Area (to which it makes a minimal and neutral to positive contribution), and within the settings of a number of other heritage assets. The Site makes a moderate and positive contribution to the setting of the adjacent Grade II listed former office buildings (Linden Court), and a neutral contribution to the settings of other nearby heritage assets. The Significance Statement therefore concludes that the overall heritage significance of the site is medium.</p>
<p>Involvement</p>	<p>No community consultation is identified as having taken place.</p>
<p>Evaluation</p>	<p>Initial design proposals sought to insert 14 dormer windows within the roof plane and 10 additional windows to the ground floor of the north elevation of the building. Informal pre-application advice was sought from the Councils Conservation Officer on these proposals, to which concerns were raised. In response the number of dormer windows was reduced from 14 to 9 and the</p>

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	ground floor windows omitted. The widths of the proposed dormer windows were reduced to reflect existing windows below.
Design	The statement explains that the design of the proposals scheme has been informed by a detailed understanding of the history and heritage of the subject site and its wider setting, and the area's local distinctiveness. The proposals are considered to sensitively respect and conserve the historic environment by virtue of the design, reflecting the existing architectural style, idiom, detailing, proportions and materials of the subject site and the adjacent Grade II listed building.

4.4 Further details of the development are as follows:

Site area	0.65ha
Existing Use	Office (Class E)

5.0 Policy Context

5.1 Designation

Urban Area
Grade II Listed Building
Adjacent to Chart Lane Conservation Area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued townscapes and the historic environment)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1
Natural and historic environment	NHE9
Transport, access and parking	TAP1

5.4 Other Material Considerations

National Planning Policy Framework
2021

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide

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A Parking Strategy for Surrey
Parking Standards for Development

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application seeks planning permission and listed building consent for external alterations comprising the insertion of 8 conservation rooflights at second floor level.

- Design and impact on the character of the Grade II listed building
- Impact on neighbouring amenity
- Transport matters

Design and impact on the character of the Grade II listed building

6.2 Paragraph 199 of the NPPF 2021 requires local planning authorities to consider the impact of a proposed development on the significance of a designated heritage asset, and great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 200 follows by stating that:

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks gardens, and World Heritage Sites, should be wholly exceptional.

6.3 Policy NHE9 of the Councils Development Management Plan 2019 (DMP) requires development which has the potential to impact on a designated heritage asset to preserve its character and setting. The policy states with regard to Grade II listed buildings that, in considering planning applications that directly or indirectly affect designated heritage assets, the Council will give great weight to the conservation of the asset, irrespective of the level of harm. Any proposal which would result in harm to or total loss of a designated heritage asset or its setting will not be supported unless a clear and convincing justification is provided. In this regard: Substantial harm to, or loss of, Grade II

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assets will be treated as exceptional and substantial harm to, or loss of, Grade I and II* assets and scheduled monuments will be treated as wholly exceptional.

- 6.4 The Councils' Conservation Officer has reviewed the application and makes the following comments:

Further to our recent site visit my views are as follows, as previously noted the Bus Garage of 1931 is a barn like building with few windows and a handmade clay tile roofscape without dormers or rooflights. In converting the Garage in recent years, great efforts were made to ensure that new windows, rooflights or dormers were avoided on the north side. This building is quite different in character to the Bus Company Offices of 1932 situated on the west side of the site.

It is considered that the proposed dormers or rooflights would disrupt what is a clean and powerful unbroken roofscape. It is appreciated that at present there is a winter tree issue as the self-seeded trees in the land adjacent provide cover in the summer. As noted, in converting the Garage in recent years, great efforts were made to ensure that new windows, rooflights or dormers were avoided on the north side of the roof. A glazed building on the south side was accepted as a way of achieving this but it is apparent that this has been poorly designed in terms of the light penetration within the building on several floors. I consider as a less damaging alternative that rooflights provided on the hidden southern plane of the roof would not be visible from the street or from the ground as they would be hidden by the southern office block and provide additional light, and a reduction in the depth of the internal floor and increase in the size and width of the atrium would seem to be needed to provide light generally in the building. I am concerned that the problems were apparent on other floors and if the issue is not resolved by a redesign on the south side there would be pressure for further windows on the north side at other levels.

The NPPF notes, inter alia, the following for designated Heritage Assets assuming the harm is less than substantial;

Considering potential impacts

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

202. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed

against the public benefits of the proposal including, where appropriate, securing its optimum viable use

There is a need to minimise harm to the Heritage Asset, irrespective of the level of harm and any harm requires clear and convincing justification. Paragraph 199 of NPPF notes that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

There is clearly a problem with the southern glazed building which was intended to avoid alterations to the northern elevation of the listed building. My view is that its inadequacies should be addressed by remodelling the south building atrium as the deep floors as no longer fit for purpose. The listed building has already been considerably altered and it is important that its integrity is not further eroded. Whilst appreciating the problems of the modern southern building this should not be resolved by harming what is left of the northern principal elements of the listed building. I therefore consider that the proposal is harmful to the character and integrity of the listed building and strongly recommend refusal from a conservation viewpoint.

- 6.5 In support of the proposal, the applicants have argued that the scheme would bring about a number of key economic benefits that should be afforded significant weight in the consideration of this application. These benefits have been submitted in the form of a statement, which are attached separately to this report, however the key points raised are outlined in the following sections.
- 6.6 It is argued that the works would transform the quality of the space – future-proofing it to enable it to attract tenants over the long-term, as at present the offices located on the second floor of the building do not have window openings and therefore very poor access to natural daylight and external views. Occupation of the currently vacant 437 sqm GIA share of the space for use by a business would support policy objectives at the national, regional and local level which aim to help local businesses to thrive and grow. The improvements would also be expected to deliver the following local economic benefits:
- High-quality employment space brought into use, suitable for use by a local business or a new business to the borough;
 - Space to accommodate estimated 30-40 full-time equivalent jobs;
 - Uplift in Gross Value Added (GVA) of between approximately £3.9 million and £5.2 million per year;
 - Local spending by net additional workers within the local economy of between £85,000 to £110,000 per year; and
 - Additional Business Rates Revenue for Reigate and Banstead (no rates are payable while the space is vacant as the building is listed).
- 6.7 It is contended that despite the challenging market there have been a number of enquiries about the vacant second floor space over the last 12 months. However it has not been possible to let the space in its current state. All potential occupiers who have viewed the accommodation have stated that they

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would be interested in taking up the space should windows be installed, however the current condition of the unit is not suitable to meet their needs for high quality space with good access to natural daylight and external views. It is argued that all of these potential occupiers would have represented an inward investment into Reigate if the space was suitable, as they are not currently represented in the town. The poor quality of the existing space has to date led to the loss of those investments to locations elsewhere outside of Reigate. It is further argued that, as a consequence of the pandemic, many people have expressed a desire to work from home at the very least on a part time basis, therefore there is a need to provide high quality office spaces to encourage employees back to offices. In support of this view a letter from DTRE estate agents has been submitted and is appended to this report.

- 6.8 As stated earlier in this report and referenced by the Conservation Officer, when considering the potential impact of development on the significance of a designated heritage asset, the NPPF requires any harm to, or loss of, the significance of a designated heritage asset to require clear and convincing justification. Whilst the economic arguments in support of the proposal have been afforded appropriate weight, it is not considered that this would outweigh the harm to the building. Paragraph 199 of the NPPF is clear that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. The north elevation of the building, with its' powerful, unbroken roofscape, represents the last remaining element of the original building, which has been significantly altered, particularly to the south in the form of a glazed atrium and modern entrance. Therefore the insertion of windows along the length of this elevation would result in the significant loss of significance of this building. This would be contrary to the requirement of the NPPF, which is clear that there is a need to minimise harm to the Heritage Asset, irrespective of the level of harm. Linden Court immediately to the west has a number of dormer windows within its roof space, however this building is of a quite different character and setting whereas the Omnibus Building was designed to resemble a barn like structure, which by its nature would be devoid of domestic clutter to the roof such as dormer windows or roof lights.
- 6.9 It was initially proposed that 9 flat roof dormer windows be inserted on the north elevation of the building. Concerns were raised to this by officers, and it was suggested that a more appropriate alternative would be the insertion of openings in the southern elevation of the building, where they would be less visible and able to allow light to penetrate the building, coupled with a reduction in the depth of the internal floor and increase in the size and width of the atrium would seem to be needed to provide light generally in the building. In response the applicants consider that this would not be a viable alternative, as this would not provide for outlook for future occupants of the office, which it is argued would be contrary to Core Strategy (Chapter 4), and the NPPF (Chapter 12) requires development to "*create places which promote health and wellbeing*". The applicants cite the Health, Wellbeing & Productivity in Offices Report' which states that the health and wellbeing of

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employees is significantly enhanced by providing proximity to windows and access to views, noting that *“office occupants prefer access to windows and daylight, which bring consistent benefits in terms of satisfaction and health”*. *Longer distance views, away from computer screens or written documents, allow the eyes to adjust and re-focus, which reduces fatigue, headaches and the effects of eye strain in the long term. Views also have a positive impact on wellbeing, in part by providing a psychological connection with other groups of people while in a safe space, satisfying the instinctive human need for ‘refuge-prospect’*. It is also argued that provision of light and outlook increased productivity in the workplace and the obvious benefits of this to the economy more widely. The installation of rooflights on the southern plane, it is argued, would not only fail to provide economic benefits in terms of increased employee productivity but would also fail to assist in the prevention of a large area of office floorspace potentially becoming unlettable.

The installation of windows in the southern roof plane, it is suggested, would result in the building being subject to direct sunlight throughout the morning and much of the day, particularly during the summer months. The applicants have discounted this option, stating: *“The installation of rooflights on the southern plane of the roof is likely to provide some improvement to the internal light levels as existing. However, as this part of the roof is south-facing, rooflights in the suggested location would be subject to direct sunlight throughout the morning and much of the day, particularly during the summer months. This would not only result in unacceptable glare for an office environment but would also increase solar heat gain. The latter would be unacceptable in respect of environmental sustainability as additional cooling of the building would be required. In order to mitigate glare and solar gain, a shading strategy would need to be introduced such as the installation of blinds. Due to the high level of the rooflights, these would need to be electrically operated and externally located in order to be effective at reducing both glare and solar gain. Not only would this system be costly to install and maintain, but its addition of would likely create heritage implications in itself and would also reduce any daylight improvements made by the rooflights.”* As an alternative solution, the applicants offered amendments to the scheme, reducing the proposed openings from 9 dormer windows to 8 conservation rooflights.

- 6.9 It is clear that the glazed section to the south has been poorly designed with regard to allowing for light penetration to certain parts of the internal space. Whilst accepting that building needs improving in this regard, it is the view that this could be achieved without needing to further harm the last remaining elevation of the original building. It is officers view that alternative solutions to improving light provision and outlook to the building have not been sufficiently explored. As stated in paragraph 6.4, further internal alterations to the layout of the office space within, in addition to increasing the size and width of the atrium would be required to provide light more generally to the building, which is observed as being an issue across all floors, which when viewed on site appeared to suffer from similar light issues (ground, first and second), as well as improving outlook. This could reasonably be achieved as the existing deep office spaces are not fit for the purposes of modern office working.

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- 6.10 In response the applicants contend that such alternations to the southern part of the building would be financially unviable to such an extent that it would put the listed building at risk. 'The rear of the building only has a depth of 8.5m from the atrium to the rear wall of the building. This is a shallow office compared with the vast majority of offices which have floorplates with much greater depths. The depth of the front of the building to the atrium is 16m and is not an impediment to occupation as daylight comes from both the atrium and from windows on the opposite wall. The windows at the front also importantly provide views. To increase the size of the atrium further could not be justified economically. The rebuilt tiled roof derives support from the columns at the edge of the existing atrium as does the glass roof over the atrium. The space at the rear of the building would then no longer be deep enough to be used as office space and it would effectively become a corridor. The costs would be substantial, more of the office accommodation would be lost than the gain in space by making the second floor rear lettable and therefore it could never be justified. Making the atrium larger would also not address the lack of external views.
- 6.10 Whilst there are clearly issues with both alterations to the atrium or the provision of rooflights on the southern plane, it is not clear that either option has problems that are insurmountable. The weight attributable to the economic benefits is thereby reduced accordingly such that, overall when conducting the planning balance, it is considered that the harm that would result to the distinctive, clean, unbroken expanse of roof which was purposefully designed as such to respect its context and setting, is not outweighed by the benefits. Therefore the proposal would be contrary to the NPPF 2021, Policy CS4 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE9 of the Reigate and Banstead Development Management Plan 2019.

Impact on neighbouring amenity

- 6.11 The nearest residential property would be Linden Court to the east of the Omnibus building which, whilst now residential in use, once formed the offices for the former bus garage. This building features flat roof dormer windows around the roof of the building. Most of these would not be impacted by the proposed dormers due to the relationship between the two buildings, with the rear elevation of Linden Court angled away facing a north-easterly direction. This would render views between windows difficult and would give rise to minimal overlooking/ loss of privacy. It is noted that the roof plane of Linden Court features two windows in the southern elevation that face the Omnibus building; however there are no windows proposed to face this elevation. In view of this the proposal would not give rise to significant harm to neighbouring amenity and would comply with Development Management Plan Policy DES1 in this regard.

Highway Matters

- 6.12 Given that the application relates only to the insertion of windows to an existing office space there would be no highway implications to take in to account, therefore the application would be acceptable in this regard.

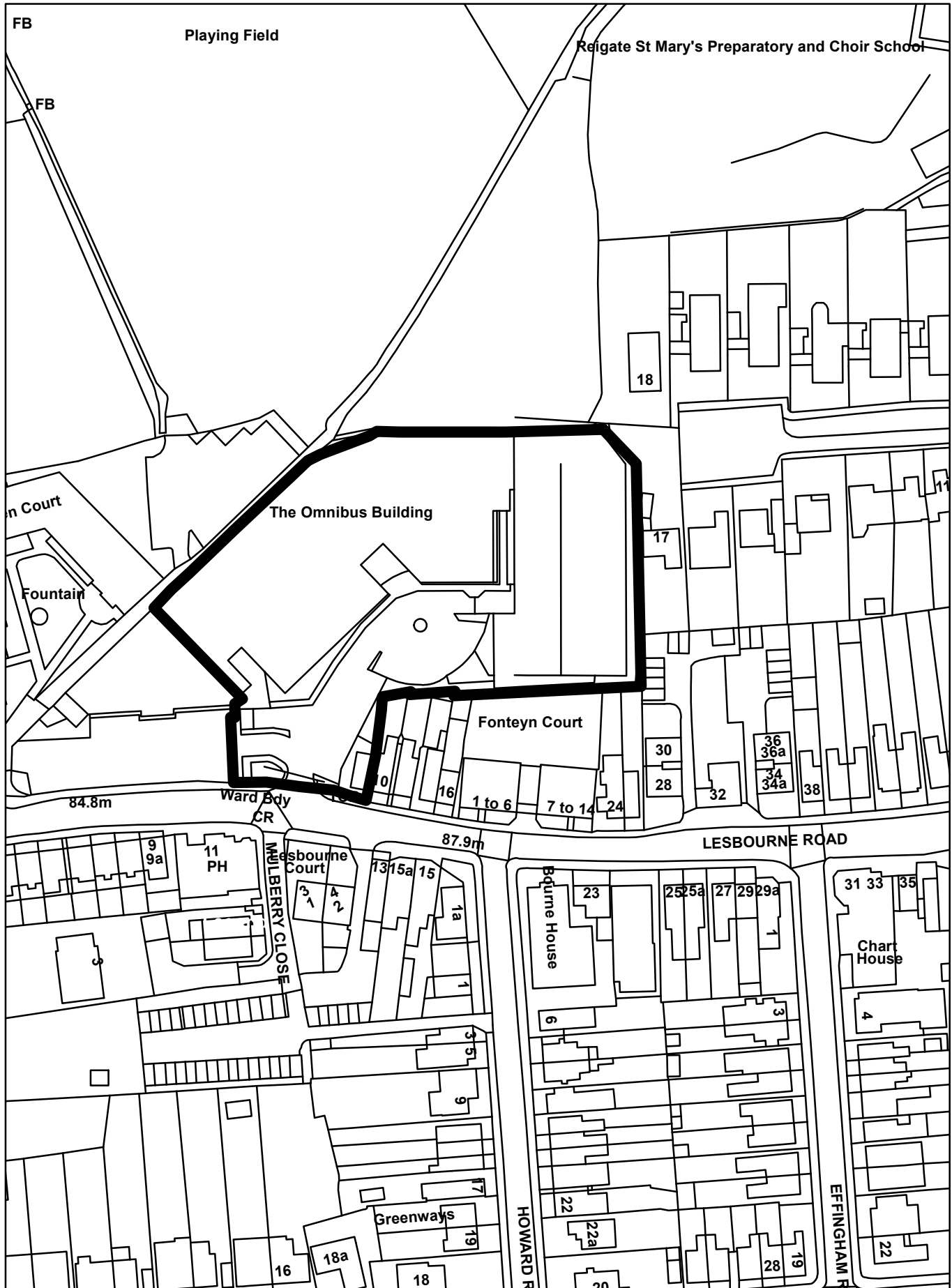
Reason for refusal

1. The proposed insertion of 8 conservation rooflights in the roof of the north elevation of the building would result in the cluttering of this large expanse of clean and unbroken roof which is a distinctive feature of the building and contributes positively to the setting of the Chart Lane Conservation Area. The proposal would therefore result in harm to the character and integrity of the Grade II listed building and the setting of the Conservation Area. The benefits of the proposal are not considered to outweigh this harm and the proposal is therefore contrary to the National Planning Policy Framework 2021, Policy CS4 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE9 of the Reigate and Banstead Development Management Plan 2019

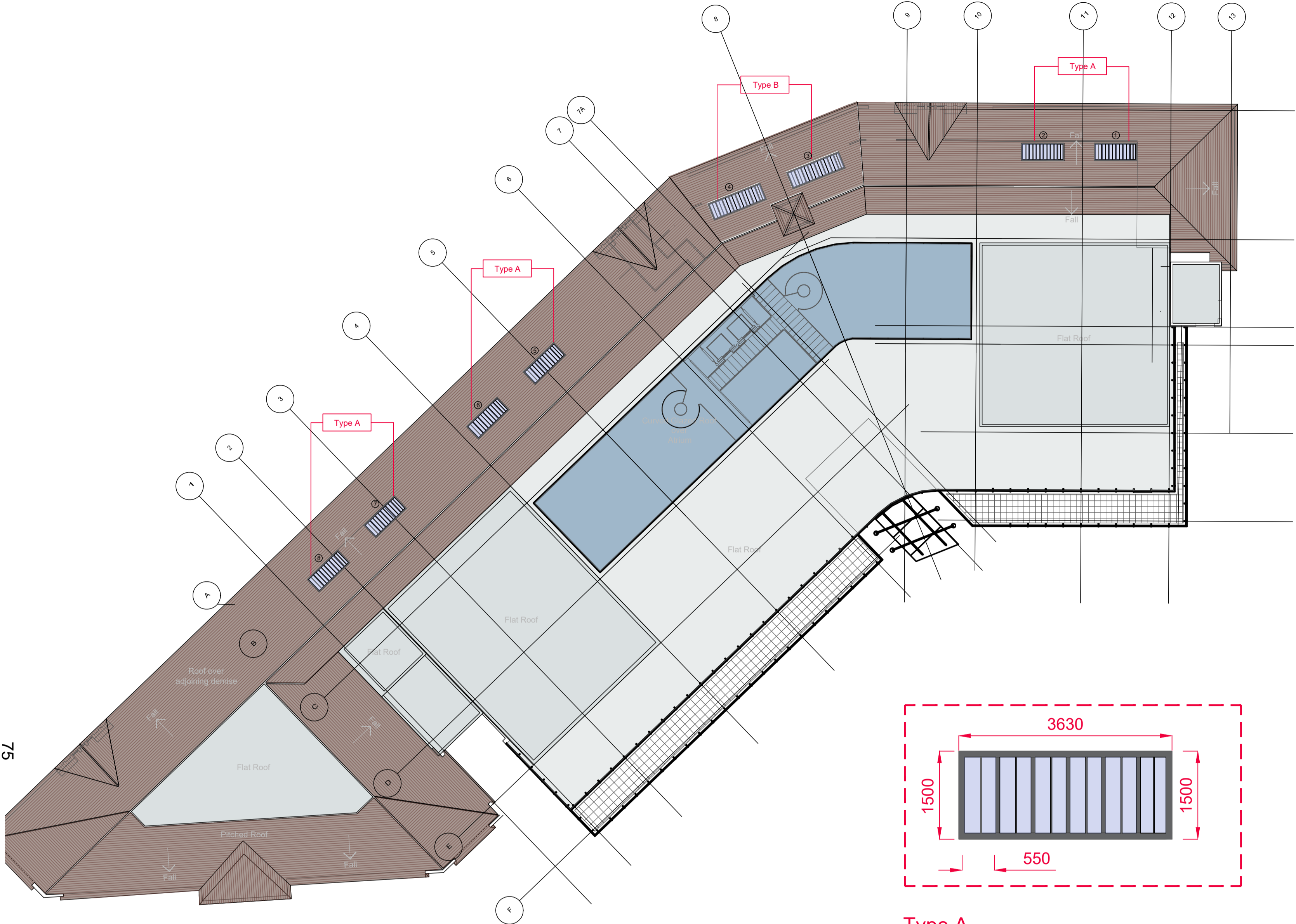
Proactive and Positive Statements

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

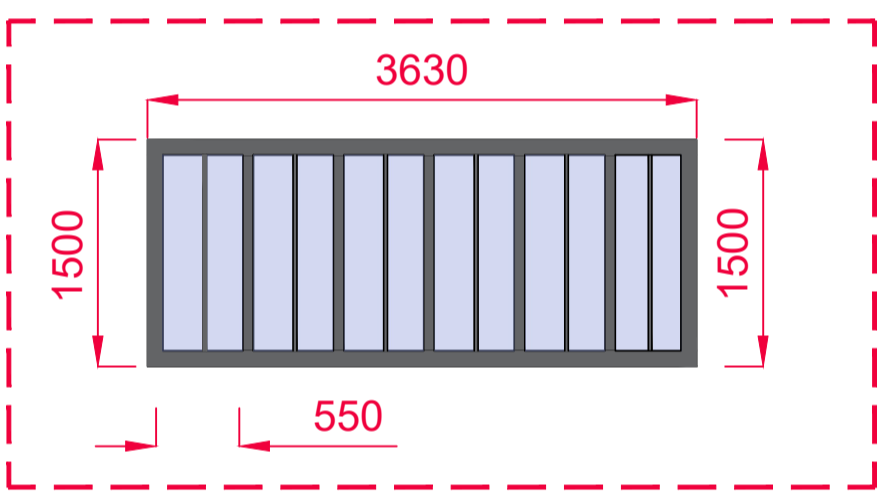
Agenda Item 6 21/00468/F - The Omnibus Building, Lesbourne Road, Reigate



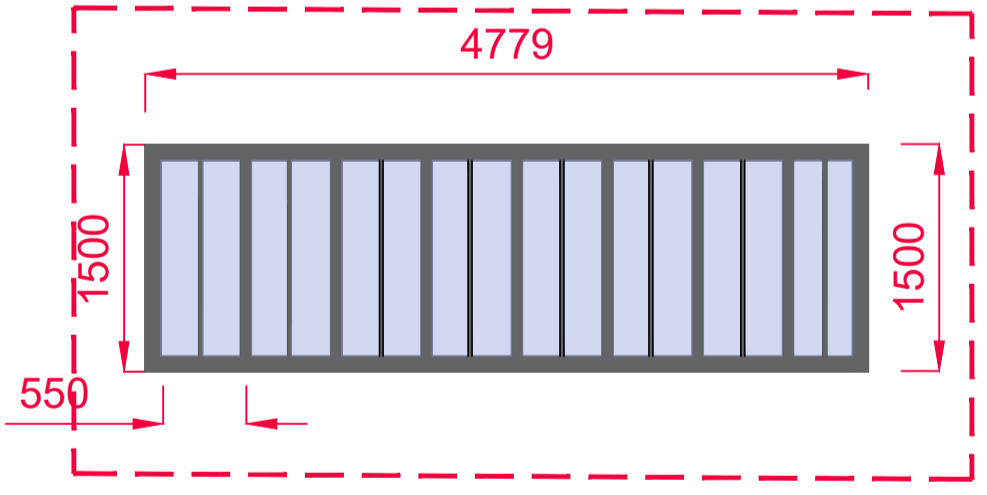
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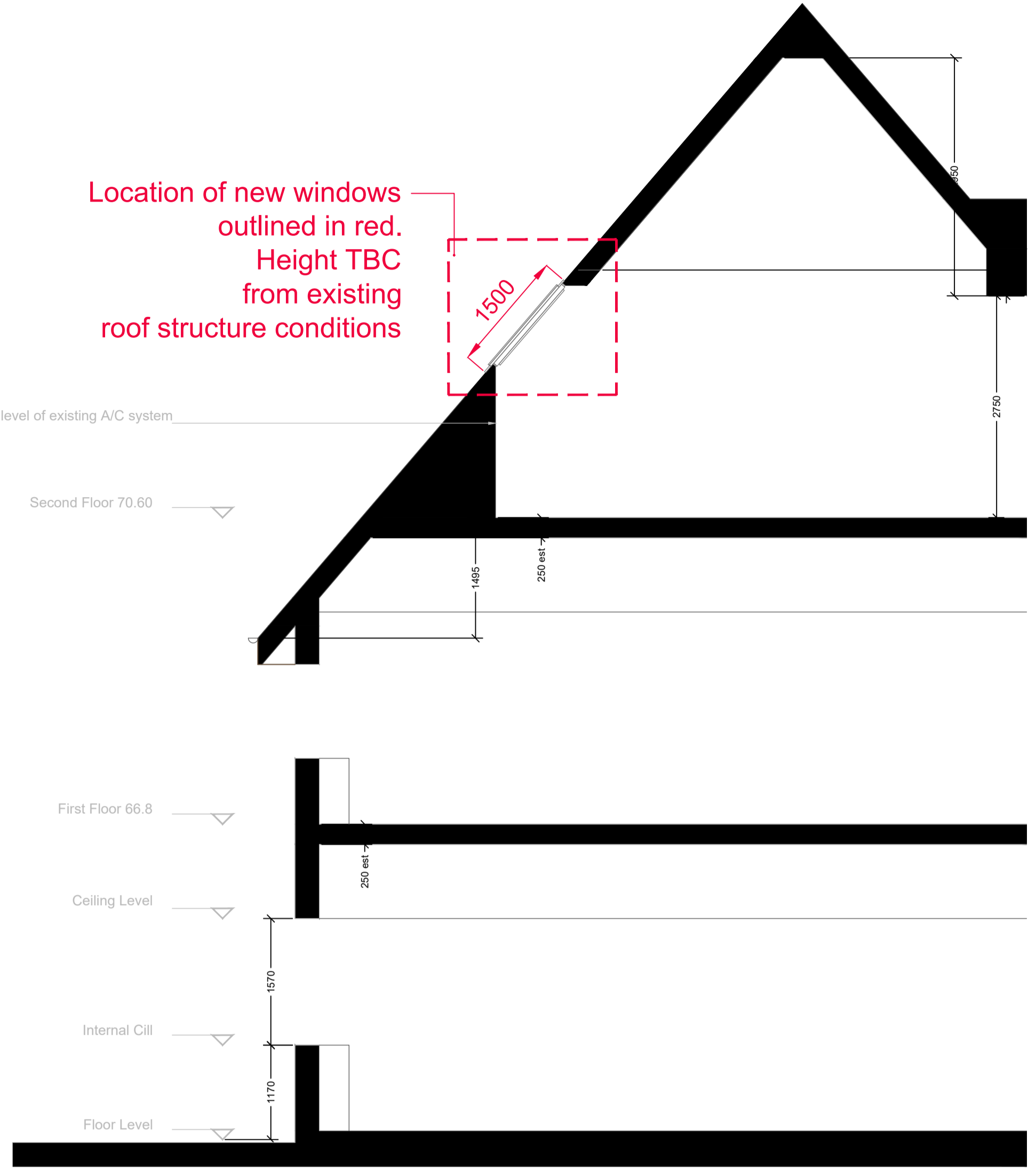
1 Proposed Plan
1:250



3 Detail 01
1:50



4 Detail 02
1:50



2 Section A-A - Proposed
1:50

Location of new windows outlined in red.
 Height TBC from existing roof structure conditions



5 Elevation - Proposed
1:200

Rev	Date	Drw	Chk	Notes
P-01	05.05.21	SA	JD	Rooflight Windows Updated

Planning

Client
 Skelton Group

Project
 The Omnibus Building
 Lesbourne Road
 Reigate RH2 7AU

Drawing Title
 Listed Building Consent
 Proposed Roof Lights

Drawn	Checked	Paper	Scale	Date
SA	JD	A1	1:	Apr 21

Project No.	Drawing No.	Revision
20375	0306	P-01

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Daniel Chapman
Managing Director
Skelton Group Investments Limited
104 Park Street
London
W1K 6NF

**PRIVATE &
CONFIDENTIAL**

4 February 2021

Dear Daniel,

OMNIBUS – LESBOURNE ROAD, REIGATE, RH2 7JA

Omnibus, Reigate is a Grade A office building in a good location with good building fundamentals. However, a significant negative to the building is the lack of natural light to the rear of the building, and in particular, the 2nd floor. There is currently a tenant located on this floor, who have exercised their break, leaving the space vacant from 27th March 2021. This will leave over 27,000 sq ft of office space in the building capable of accommodating up to 250 employees empty in the current challenging economic climate.

We believe the addition of the windows to the rear of the building is vital to secure a future tenant. As a result of COVID-19 and the current economic uncertainty, we are seeing considerably less demand from occupiers and office take-up was down approximately 40% year on year in the south of England. We therefore need to be able to provide the best opportunity to let the building and the most flexibility. A key element for flexibility is to be able to split the floor, to accommodate for different size requirements. Without windows at the rear of the property, it makes the floor nearly impossible to split and will potentially leave it unlettable.

This is supported by the current interest we have in the property from two businesses. Both businesses want a split of the floor plate, to include the front section of the building where there is natural light. To secure these potential tenants the addition of windows to the rear of the building at 2nd floor level is required in order to undertake the proposed splits of the floor plate. Otherwise, it will leave sections of the property which are completely unlettable, as they will have no access to natural light. Not being able to provide these additional windows will therefore not only prevent the interested parties from occupying the office floorspace, but will also severely hinder future interest as the ability to offer flexible areas of floorspace will be limited. The long term vacancy of office floorspace is extremely detrimental to the local economy in terms of limiting employment generation and opportunities.

Additionally, a pattern we are currently seeing with occupiers is a 'flight to quality' with most employers recognising that having a good quality building environment is necessary to create a place where employees want to go to work, and therefore only relocating for betterment. It is becoming increasingly important for businesses to focus on employee wellbeing, not only for staff



retention and recruitment but also for mental health reasons. Therefore, factors such as natural light are a priority for all businesses.

There is now a measurement and guidance which Landlords follow, the 'WELL Standard Scores'. The WELL Building Institute is leading the global movement in improving the built environment to improve human health and well-being, through light, air, water, nourishment, fitness, comfort, and mind. A key part of this is the amount of daylight within an office building and standards that state most of the workforce should be located within close proximity to a window. Installing windows to the rear of the property will allow all workstations to be located close to natural light, making the floor plate much more diverse and efficient. Natural light into the building is a key selling point and without the building may run the risk of losing occupiers to buildings in surrounding towns, which do offer an abundance of natural light.

In addition to providing natural light, the proposed windows will provide access to views of green space and the countryside beyond.

Overall, this demonstrates the importance of additional windows for attracting future interest, from both a wellbeing and economic perspective. It is now widely recognised that employee wellbeing is a focus and becoming more important for most companies, and therefore demand for office space includes factors, such as natural light and access to views, which contribute to this.

Yours sincerely,

A handwritten signature in grey ink that reads 'Hannah Davies'.

Hannah Davies
Senior Surveyor

Hannah.davies@dtre.com
07501323734



Economic Benefits

Omnibus Building, Reigate

1 Introduction

- 1.1 The Omnibus building is an office building on the edge of Reigate town centre offering a total of approximately 7,698 sqm GIA office space arranged across three floors, with a large central communal atrium accessible to all tenants. The building is currently partly vacant and undergoing renovation works to improve the quality of the internal space for occupiers, including provision of the new atrium space and LED lighting improvements at a total cost of in excess of £1.25 million.
- 1.2 The proposed external alteration works to rear of the second floor of the building would dramatically improve approximately 777 sqm GIA office space that currently does not include window openings and has very poor access to natural daylight and no external views (as shown in Figure 1 below). Of this space, 437 sqm GIA is currently vacant.
- 1.3 The works would transform the quality of the space – future-proofing it to enable it to attract tenants over the long-term.
- 1.4 Occupation of the currently vacant 437 sqm GIA share of the space for use by a business would support policy objectives at the national, regional and local level which aim to help local businesses to thrive and grow. The improvements would also be expected to deliver the following local economic benefits:
 - 1.4.1 High-quality employment space brought into use, suitable for use by a local business or a new business to the borough;
 - 1.4.2 Space to accommodate estimated 30-40 full-time equivalent jobs;
 - 1.4.3 Uplift in Gross Value Added (GVA) of between approximately £3.9 million and £5.2 million per year;
 - 1.4.4 Local spending by net additional workers within the local economy of between £85,000 to £110,000 per year; and
 - 1.4.5 Additional Business Rates Revenue for Reigate and Banstead (no rates are payable while the space is vacant as the building is listed).

2 Policy Context

- 2.1 Planning policies at the national, regional and local level set out measures to support business to thrive and grow.



- 2.2 Helping to build a strong, competitive economy is one of the three overarching objectives of England's planning system set out in the National Planning Policy Framework (NPPF)¹. Paragraph 81 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."*
- 2.3 In its Strategic Economic Plan² and Build Back Smarter, Greener and Stronger³ strategies the Coast to Capital LEP, sets out objectives to support the investment that will allow businesses to grow, including in the towns surrounding Gatwick airport.
- 2.4 Reigate and Banstead's Core Strategy⁴ sets out policies to support the local economy. Core Strategy Policy CS5 sets out the Council will support sustainable economic prosperity including by: *"Planning for a range of types and sizes of employment premises to cater for the needs of established, growing and start-up businesses; and ensuring sufficient flexibility to meet their changing needs and attract new businesses."* Supporting paragraph 5.5.14 states *"Ensuring best use is made of employment land is a key driver of 'smarter' working, as well as being the most sustainable approach to future development. Small businesses make a vital contribution to the borough's economy so it is particularly important to secure the conditions and facilities that allow these businesses to survive and grow."*

3 Supporting Businesses in Reigate and Banstead

- 3.1 Small businesses play an important part in the local economy. They support a significant amount of employment and offer great diversity in terms of skills profile and across various sectors. Supporting small businesses and enabling them to grow is key to developing a healthy and resilient local economy.
- 3.2 UK Business Counts data for 2020⁵ shows there are 8,210 local business units in Reigate and Banstead borough. Of these 87% are "micro" businesses with between 0-9 employees; 11% are small businesses with between 10-49 employees; and the remaining 2% have 50 or more employees.
- 3.3 The high proportion of small businesses in Reigate and Banstead indicates a large pool of potential demand for the kind of space offered by the Omnibus building.
- 3.4 Despite the challenging market there have been a number of enquiries about the vacant second floor space over the last 12 months. However it has not been possible to let the space in its current state. All potential occupiers who have viewed the accommodation have stated that they would be interested in taking up the space should windows be installed – the current condition of the unit is not suitable to meet their needs for high quality space with good access to natural daylight and external views.

¹ MHCLG, 2012 (updated July 2021), National Planning Policy Framework.

² Coast to Capital LEP, 2018. Strategic Economic Plan 2018-2030.

³ Coast to Capital LEP, 2020. Build Back Smarter, Greener and Stronger.

⁴ Reigate and Banstead Borough Council, 2014. Core Strategy.

⁵ Inter Departmental Business Register (IDBR), 2020. UK Business Counts data.



- 3.5 All of the potential occupiers would have represented an inward investment into Reigate if the space was suitable, as they are not currently represented in the town. The poor quality of the existing space has to date led to the loss of those investments to locations elsewhere outside of Reigate.
- 3.6 The need for office space to be of a higher amenity quality than would have previously been acceptable has been underlined by the growth in home and flexible working during the Covid 19 pandemic which is why these improvements are being sought now to future-proof the space. Many workers have reported a preference to continue working from home at least some of the time once restrictions on travel and social mixing are lifted. A YouGov survey September 2020 found 57% of workers would like to work from home at least some of the time after the pandemic (compared to 32% who did before)⁶.
- 3.7 The pandemic has therefore caused businesses to rethink their space requirements and this is likely to mean there will be a “flight to quality”, as many businesses seek out space suitable to encourage workers back to the office.
- 3.8 The internal upgrade works that have been made to the remainder of the Omnibus Building to date have supported attracting a new occupier⁷, despite challenging market conditions arising due to the pandemic. This success is testament to the quality of the space available within the rest of the building, and the benefits that it offers to businesses.

4 Economic Benefits

- 4.1 As well as supporting national, regional and local policies that seek to encourage businesses to grow, the letting of the currently vacant space at the Omnibus building would be expected to generate the following economic benefits locally:
 - 4.1.1 A number of jobs would be expected to be generated by the proposed improvement works. This could create an opportunity for a local contractor to tender for the works.
 - 4.1.2 Once the proposed improvements are complete, the currently vacant space would provide high quality office floorspace in a highly accessible town centre location – with excellent transport links, including via road (access to M25 and Gatwick Airport) and train (Reigate train station provides regular services including to London, Gatwick Airport, and Reading). Transport links provide sustainable commuting links for employees, as well as linking businesses to potential customers, clients and the wider supply chain. The building owners also run a shuttle bus service to Redhill train station to further increase the accessibility and sustainability of the location. This would make most efficient use of land and an existing building rather than building new space elsewhere.

⁶ YouGov, September 2020. Based on workers in work who were in work prior to the pandemic and expect to continue to be in work following the pandemic. Available online: <https://yougov.co.uk/topics/economy/articles-reports/2020/09/22/most-workers-want-work-home-after-covid-19> Last accessed August 2021.

⁷ Vacancy of this area of the building arose following departure of existing tenant Capita, leaving one third of the building vacant.



- 4.1.3 Based on standard floorspace to employment density guidelines⁸ the improved 437 sqm GIA space would be expected to accommodate between 30-40 full-time equivalent (FTE) jobs. (This is in line with the number of employees reported by businesses enquiring about the space, (c.35-50 employees headcount – likely to include a mix of full-time and part-time roles)).
 - 4.1.4 It is expected the workers within the improved space will contribute approximately £85,000 to £110,000 per year spending in the local economy during the working day⁹.
 - 4.1.5 The employment accommodated within the improved space would be expected to generate between £3.9 million and £5.2 million per year in GVA¹⁰, (economic value generated by the expected employment activity).
 - 4.1.6 The Proposed Development would be expected to generate Business Rates revenue of approximately £45,000 per year¹¹. The existing vacant space is exempt from Business Rates due to its status as a listed building.
- 4.2 In summary, the proposed improvement works would create a high-quality business space in Reigate suitable for use by a local business. This in turn would support new employment locally, and generate economic benefits – in a sustainable, accessible town-centre location, supporting efficient use of land.

⁸ Homes and Community Agency, 2015. Employment Density Guide. Jobs generated at Omnibus Reigate based on a range of between 10 sqm (NIA) per job for B1a Finance and Insurance uses, and 13 sqm (NIA) per job for B1a Corporate uses.

⁹ Visa Europe, 2014. Worker spending data. 2014 data showed workers spend on average £10.59 a day in the area local to their work, for 220 days a year. This has been adjusted to account for inflation (Bank of England averaged 2.3% a year) to generate expected spending in 2021 of £12.59 per day.

¹⁰ ONS, 2018. Regional GVA by industry: local authority level (Reigate and Banstead) 2018; and BRES, 2018.

¹¹ Based on comparable space within the existing building (Valuation Office Agency). The final amount payable will be determined by a valuation of the completed space.

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Figure 1: Photos of the existing second floor space – indicating poor access to natural daylight or external view



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 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	09 March 2022
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Michael Parker
	TELEPHONE:	01737 276339
	EMAIL:	Michael.parker@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: <i>Hooley, Merstham and Netherne</i>

APPLICATION NUMBER:	21/02145/F	VALID:	05/08/2021
APPLICANT:	Calm Homes Ltd	AGENT:	Accord Architecture Ltd
LOCATION:	HEYSHAM CHURCH LANE HOOLEY COULSDON SURREY CR5 3RD		
DESCRIPTION:	Demolition of existing substantial 1.5 Storey dwelling and replacement with 4 x new dwellings with associated car parking and private amenity space. As amended on 20/09/2021, 23/09/2021, 21/10/2021, 13/12/2021, 31/12/2021, 19/01/22, 21/01/2022, 08/02/2022 and on 18/02/2022.		
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 four semi-detached 3-bedroom dwellings with associated parking and landscaping following the demolition of the existing detached dwelling.

The site comprises a relatively modest detached bungalow with outbuildings on a substantial plot on the northern side of Church Lane, approximately 50m to the east of the junction of Church Lane and Church Lane Avenue and approximately 60m to the west of the junction of Church Lane and Brighton Road. The site is broadly rectangular in shape and contains a number of trees and planting typical of a mature domestic property. The front boundary to Church Lane, is vegetated and screens the site from public view.

The area around the site is in residential use. There are a range of architectural styles and sizes of dwelling in the vicinity. Church Lane is characterised by detached houses in relatively spacious plots, whilst dwellings in Church Lane Avenue and Brighton Road are closer together and on narrower plots. To the south of the site is Broad Walk/Garden Walk, a private road containing spacious detached houses. Church Lane itself the road retains predominantly the appearance and character of a rural lane.

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The dwellings would be in the form of two pairs of two storey semi-detached dwellings located at the northern end of the site. All four properties would be 3-bedroom units. The properties would be served by one access with parking provided around a circular parking area. A total of 10 parking spaces are proposed, 2 for each dwelling and 2 visitor spaces.

The two pairs of semi-detached units would have a relatively contemporary design whilst retaining a traditional form with a mix of gabled and half hipped roofs. The materials would be a relatively simple palette of clay roof tiles and facing brickwork – a multi brick and feature buff brick, and grey coloured windows.

Overall, it is considered that the proposed development would be of appropriate scale and design and would be in keeping with the street scene of Church Lane and the character of the wider locality and would provide an acceptable level of amenity for future occupants.

The proposal would not have a significant adverse effect upon existing neighbouring properties. The proposal would provide parking in excess of the DMP parking standards and would, subject to conditions, be acceptable with regard to the impact on trees, ecology and sustainable construction.

The proposals would make efficient use of this previously developed site for new housing without harming the amenities of neighbouring properties and are considered acceptable.

RECOMMENDATION

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

Consultations:

Highway Authority: the County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions.

Tree Officer: no objection subject to conditions.

Neighbourhood Services: advise that a bin presentation point will be needed adjacent to Church Lane to allow refuse collection.

Representations:

To date 8 representations have been received raising the following issues:

Issue	Response
Covenant Conflict	Not a material planning consideration
Crime fears	See paragraph 6.40
Drainage/sewerage capacity	See paragraph 6.41
Harm to Conservation Area	This site is not within a Conservation Area
Harm to Green Belt/countryside	This site is in the designated Urban Area
Harm to wildlife habitat	See paragraph 6.35 to 6.36
Hazard to highway safety	See paragraph 6.22 to 6.27
Health fears	See paragraph 6.15 to 6.21&6.42
Inadequate parking	See paragraph 6.22 to 6.27
Inconvenience during construction	See paragraph 6.42
Increase in traffic and congestion	See paragraph 6.22 to 6.27
Increase in pollution	See paragraph 6.20
Loss of/harm to trees	See paragraph 6.28 to 6.34
Loss of private view	Not a material planning consideration
No need for development	See paragraph 6.1
Noise and disturbance	See paragraph 6.20 & 6.42

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Out of character with surrounding area	See paragraph 6.3 to 6.14
Overdevelopment	See paragraph 6.3 to 6.14
Overlooking and loss of privacy	See paragraph 6.15 to 6.21
Overshadowing	See paragraph 6.15 to 6.21
Poor design	See paragraph 6.3 to 6.14
Property devalue	This is not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The site comprises a relatively modest detached single storey dwelling with outbuildings on a substantial plot on the northern side of Church Lane, approximately 50m to the east of the junction of Church Lane and Church Lane Avenue and approximately 60m to the west of the junction of Church Lane and Brighton Road. The site is broadly rectangular in shape and contains a number of trees and planting typical of a mature domestic property. The front boundary to Church Lane, is vegetated and screens the site from public view.
- 1.2 The area around the site is in residential use. There are a range of architectural styles and sizes of dwelling in the vicinity. Church Lane is characterised by detached houses in relatively spacious plots, whilst dwellings in Church Lane Avenue and Brighton Road are closer together and on narrower plots. To the south of the site is Broad Walk/Garden Walk, a private road containing spacious detached houses. Church Lane itself the road retains predominantly the appearance and character of a rural lane. The land slope down across the site from west to east.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was provided under application PAM/21/00238. Concerns were raised regarding scale of development and potential impact on neighbouring properties
- 2.2 Improvements secured during the course of the application: Officers requested and secured the following alterations;
 - Removal of the 5th unit to the front of the site. Proposal now reduced to four dwelling.
 - Amendment to design to reduce amount of flat roof and reduce bulk
 - Changes to the access arrangements to address Surrey County Council comments.
 - Submission of arboricultural information

- 2.3 Further improvements to be secured through conditions or legal agreement:
The following conditions are recommended to be attached to the permission:
- Materials and design measures
 - Tree Protection
 - Landscaping
 - Ecology
 - Sustainability measures
 - Highway conditions

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 substantial 1.5 Storey dwelling and replacement with four new dwellings with associated car parking and private amenity space.
- 4.2 The dwellings would be in the form of two pairs of two storey semi-detached dwellings located at the northern end of the site. All four properties would be 3-bedroom units. The properties would be served by one access with parking provided around a circular parking area. A total of 10 parking spaces are proposed, 2 for each dwelling and 2 visitor spaces.
- 4.3 The two pairs of semi-detached units would have a relatively contemporary design whilst retaining a traditional form with a mix of gabled and half hipped roofs. The materials would be a relatively simple palette of clay roof tiles and facing brickwork – a multi brick and feature buff brick, and grey coloured windows.
- 4.4 A design and access statement (D&A) should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.5 Evidence of the applicant’s design approach is set out below:

Assessment	Section 2.0 provides site analysis including details of site location and context and site considerations in terms of building line, traffic routes, existing trees and size of surrounding dwellings, character appraisal of surrounding properties and details of existing dwelling on site
Involvement	No evidence is provided that community consultation took

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	place but details of the pre-application proposals are provided (Section 3.0). This was a proposal of 8 dwellings
Evaluation	The D&A does include details of the previous pre-app (Section 3.0) and Section 4.0 and 5.0 details how the proposal evolved to the submission proposal, taking in to account the pre-application comments
Design	<p>Section 5.0 page 19 states: The scheme proposed in this planning application has considered the above Pre-app Advice and brings forward a design basis that works to create a scheme which is reduced in density and height, and maintains the existing semi-rural, 'green' aesthetic of the site and of Church Lane itself.</p> <p>The reviewed plan and siting of the scheme pulls the proposed dwellings back both from Church Lane and from the rear of the site which lessens their impact on the streetscene and surrounding buildings. Additionally, the decreased massing also reduces the scheme's impact while creating a building design which is more in keeping with the surrounding context.</p> <p>The elevational treatment blends contemporary elements with traditional forms and materials to complement the existing, eclectic context of Church Lane and other surrounding buildings."</p>

4.6 Further details of the development are as follows:

Site area	0.18ha
Existing use	Residential (1 dwelling)
Proposed use	Residential (4 x 3 bed semi-detached dwellings)
Existing parking spaces	3
Proposed parking spaces	10
Parking standard	8
Net increase in dwellings	3
Proposed site density	22 dph
Density of the surrounding area	<p>11 dph (Church Road, north-west of Heysham up to Lacre)</p> <p>15 dph (Church Lane Avenue and Church Lane Drive)</p> <p>31 dph (western side of Brighton Road from Church Road to Star Lane junction)</p>

5.0 Policy Context

5.1 Designation

Urban Area

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS2 (Valued Landscapes and Natural Environment)
CS5 (Valued People/Economic Development),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS13 (Housing Delivery)
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES2 (Residential garden land development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and Contaminated Land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE2 (Protecting and enhancing biodiversity)
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 2002

Local Distinctiveness Design Guide
2004

Local Character & Distinctiveness
Design Guide SPD 2021

Climate Change and Sustainable
Construction SPD 2021

SCC Vehicle and Cycle Parking
Guidance 2018

SCC Transportation Development
Planning Good Practice Guide 2016

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Other

Human Rights Act 1998
Community Infrastructure
Regulations 2010

6.0 Assessment

6.1 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable. There are, however, a number of issues that any application would have to address, including design and character, highways issues including car parking, neighbour amenity, impact on trees and ecology and sustainable construction.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Impact on ecology
- Sustainable Construction
- Community Infrastructure Levy

Design appraisal

6.3 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.

6.4 Policy DES2 of the Reigate and Banstead Development Management Plan 2019 relates to the development of residential garden land, including infilling schemes and development on back garden land. It states that development should be designed to respect the scale, form and external materials of existing buildings in the locality to reinforce local distinctiveness and be of a height, bulk, mass, and siting to ensure the development is in keeping with the existing street scene. For infilling, development should incorporate plot widths, front garden depths, building orientation and spacing between buildings in keeping with the prevailing layout in the locality and provide well-designed access roads, with space for suitable landscaping and maintain separation to neighbouring properties. The policy states that development should retain mature trees and hedges, and other significant existing

landscape features, and include grass verges and street planting that supports wildlife and maintains green corridors and demonstrate they have been carefully designed to ensure a good standard of amenity for all existing and future occupants; and not create an undue disruption to the character and appearance of an existing street frontage, particularly where the form and rhythm of development within the existing street frontage is uniform.

- 6.5 The site comprises a detached bungalow. The dwelling itself has limited architectural value and is set well back in to the site so that it is not a prominent feature of the area. The main amenity value of the site being the openness to the front of the site. The dwelling on the site is not listed and the site is not located in conservation area. As such the demolition of the existing dwelling would not be resisted.
- 6.6 The proposal would result in the creation of two pairs of semi-detached properties which would clearly alter the appearance of the site from the existing bungalow. However this plot is one of the larger plots on this side of Church Lane and therefore even with two reasonably large buildings the dwellings would retain good spacing to the side and rear boundaries and they would follow the building line of the dwellings to the west ensuring that the front of the site retains the spacious character of the existing site and which is a characteristic of this part of Church Lane. A number of frontage trees would be removed and vegetation removed to allow for the access sight lines but they would be replaced with a greater number of trees and a good quality landscape scheme would ensure that the treed and verdant character of the existing site is not lost. This would be secured by condition.
- 6.7 Whilst semi-detached properties are not common in this part of Church Road there are plenty of examples on Church Lane Drive and Brighton Road. The scale and bulk of the buildings would be in keeping with the two storey scale and form of the buildings along Church Road and wider area with the streetscene demonstrating that they would sit comfortably below the height of the neighbouring property Romany and not significantly above the dwellings to the east. The semi-detached properties due to their mix of gable and hipped roof form and the open plan of the front of the site would ensure that they read more as detached properties than two pairs of detached properties. The buildings would also still retain good spacing to the boundaries and so would not appear cramped within this large plot. Given all these factors it is considered that the proposal would adequately respect the layout and character of the surrounding area and would not appear at odds with the immediate surroundings and would meet the overall aims of policy DES2.
- 6.8 In terms of the design, form and materials of the buildings the surrounding area has a variety of architectural styles with examples of gabled, hipped and half hipped roofs and a mix of materials including render, facing brickwork and tiles. The proposed dwellings would have a relatively contemporary style but would include gabled and hipped roof forms which are common in the area and the materials would reflect the prevailing materials in the borough with a predominantly multi-brick elevation and clay roof tiles. The development should incorporate plot widths, front garden depths

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commensurate with the surroundings. A condition is recommended to secure the details of the exact brick and roof tile.

- 6.9 The submitted plans show that the front of the site would remain open with no fencing or other boundary treatments shown. Clearly some will be required along the boundaries and between plots but it would be important to limit the amount of fencing. A condition is therefore recommended to secured further details prior to occupation.
- 6.10 Given the above factors it is considered that the proposal would not result in unacceptable harm to the character and scale of the site and surrounding area and is considered therefore that the proposals comply with the provisions of DMP Policy DES1.
- 6.11 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, each house would be provided with 3 bedrooms. In this case, where only 3 houses are proposed, it would not be practical, nor possible for the proposal to provide accommodation which accords in full with the policy. Given that the site is located in an area which is characterised by a mixture of detached and semi-detached bungalow and two storey dwellings which contain between 3 bedrooms plus, it is considered that the development would be in keeping with the character of the surrounding area.
- 6.12 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.
- 6.13 Each dwelling would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. The proposed garden and main living areas would be north facing however all of the living rooms for the proposed dwelling would have dual aspect and the garden sizes are such that even with north facing gardens they would still receive sunlight. As such the units would provide good levels of sunlight and daylight to the main habitable rooms and garden areas.
- 6.14 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of London Road or the character of the wider locality and would provide an acceptable level of amenity for future occupants. It therefore complies with policies DES1, DES2, DES4 and DES5 in this respect.

Neighbour amenity

- 6.15 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.
- 6.16 To the south is Church Lane and some distance beyond are the properties in Garden Walk which are screened by trees. Given the distance away from the proposed dwelling there would be no material impact on any of the properties to the south of the site.
- 6.17 To the north are the rear gardens of the properties on the eastern side of Church Lane Avenue. The rear to side boundary relationship between the proposed dwellings and these gardens would be very similar to the other properties located along Church Lane. The separation distance from first floor to rear boundary would be no less than approximately 17.4m. This relationship is considered acceptable in this urban location and context and would result in an unacceptable level of overlooking or loss of privacy, or result in an unacceptable loss of light or overbearing impact.
- 6.18 To the west is the detached dwelling Romany. Romany is a full two storey property which sits at a higher ground level to the application site. The cross section drawing shows that the proposed Unit 1 and 2 building would have eaves that sit at a lower height and the proposed ridge would also be at a lower height than Romany. The proposed front and rear elevation of Unit 1 and 2 would be roughly in line with the front and rear of Romany. The proposed rear single storey element would only extend approximately 1.5m beyond the rear elevation of Romany. The separation distance between Unit 1 and Romany would be approximately 3.4 metres. Taking all these factors in to account, whilst it is acknowledged that there would be a degree of change in the relationship between the buildings the proposed scheme would not adversely affect the amenity of neighbouring properties with regard to overbearing impact and loss of light. In terms of overlooking and loss of privacy the only side facing windows would be high level and would serve bathrooms and as such would not allow direct overlooking. A condition is recommended to obscure glaze the windows.
- 6.19 To the east are the two dwellings that front Church Lane, Homecroft and Monisa and the dwelling which front on to Brighton Road. These properties are a mixture of bungalow and two storey buildings and they sit at a lower ground level to the application site. Clearly the proposed buildings would result in a change in the relationship with these neighbouring properties however when you consider the separation distances to these properties, a minimum of approximately 25.5m and the roof design of the unit 3 and 4 building, which has a roof which slopes away from the boundary it is considered that the proposed scheme would not adversely affect the amenity of neighbouring properties with regard to overbearing impact and loss of light. In terms of overlooking and loss of privacy the only side facing windows

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would be high level and would serve bathrooms and as such would not allow direct overlooking. A condition is recommended to obscure glaze the windows.

- 6.20 In terms of the proposal and potential noise, disturbance and pollution. There would be an increase in the activity at the site given the net gain of three dwellings however the increase is relatively small and the use would remain residential in line with the nature of the surrounding area. There is therefore no reason to believe that the proposed units would cause an unacceptable level of noise, pollution or disturbance in the area once occupied. A condition is included to ensure that the houses are provided with electric car charging points and cycle storage to help mitigate against the increase in houses.
- 6.21 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

- 6.22 The proposed development has been reviewed by the County Highway Authority, with regard to highway safety, capacity and policy matters. The CHA initially raised concerns regarding the scheme due to the sight lines of the access and lack of a speed survey. The applicant has subsequently submitted additional information and amended plans in relation to the proposed access, the achievable sight lines and speed survey. The CHA has provided the following comments:
- 6.23 “The developer has carried out a speed survey that shows sight lines of 28.3 metres should be provided. The developer can achieve sight lines of 28.3 metres to a point 1.8 into the carriageway from the near side carriageway edge. The improvement in sight lines can be achieved by removing the raised bank of land and vegetation and trees up to a height of one metres high above the carriageway. If the trees are within the highway then their removal may incur a CAVAT fee which can be calculated and charged to the developer as part of Section 278 works for the access.
- 6.24 The proposed development is likely to result in the equivalent of 1.5 more vehicle movements in the morning peak and 1.5 more vehicle movements in the afternoon peak. There is no accident record from neighbouring accesses who also have similar sight line issues. Given the absence of an accident record, the small increase in vehicle movements, and the improvement in sight lines, the proposed development is unlikely to result in danger on the highway.” The CHA therefore raise no objections subject to the imposition of a number of conditions.
- 6.25 The site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council’s adopted parking standards require the provision of 2 spaces for each of the 3 bedroom dwellings. Thus, a total of 8 spaces would be required. In this case, a total of 10 spaces are proposed with two spaces per dwelling and two visitor spaces. Therefore the proposal

is providing above the minimum requirements for parking. Cycle storage is not shown on the submitted plans but each dwelling has rear garden access and ample space for cycle storage which can be secured by condition.

- 6.26 In terms of refuse collection the Council's Neighbourhood Services Team has advised that refuse collection would need to be made from the access point at kerbside. Therefore a bin presentation area would be required where residents can place their bins on collection day. There is adequate space at the front of the site for such an area. Further details of this can be secured by condition.
- 6.27 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Impact on Trees

- 6.28 The Council's Tree Officer made the following initial comments with regard to the current application:
- 6.29 "The site appears to have a mature trees that contribute to the character of the local landscape, and any development should be accompanied by detailed arboricultural information demonstrating how the trees of quality can be incorporated into the scheme ensuring the character of the local area is not affected by this scheme. Failure to provide the relevant information at this stage may well result in the loss of established trees that have the long term potential that will benefit the local canopy cover."
- 6.30 The applicant subsequently submitted an Arboricultural Method Statement and Arboricultural Impact Assessment. The Tree Report identifies 16 trees within the site, two Grade B (moderate quality), 12 Grade C (poor quality) and 2 U Grade (trees which should be removed). The proposal would retain 7 of these trees (1 x B Grade and 6 C Grade). The trees to be protected are predominantly to the rear of the site with the trees along the side and front removed to enable the development and visibility for the access point. The report shows that no trees within the surrounding area will be impacted by the proposal.
- 6.31 To compensate for the loss the report shows the planting of approximately 10 trees to the side and front of the site. A mix of oak, field maple and hawthorn are proposed. This would result in a net gain of trees within the site. At this stage the planting is indicative, further details could be secured by condition were the application approved.
- 6.32 The report summarises that the arboricultural impact is considered to be relatively minor given that the majority of trees to be removed are low quality. The space for new landscaping at the front also gives an opportunity to improve the age class distribution and species diversity on the site and will adequately compensate the lost trees.

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- 6.33 The Council's Tree Officer has considered the submitted report and has advised that "The arboricultural report is acceptable and therefore I raise no objection" subject to condition to secure the tree protection measures.
- 6.34 Based on the Tree Officer's comments it is considered that the application would comply with NHE3 subject to compliance with the recommended pre-commencement condition in relation to tree protection and the recommended landscaping condition.

Ecology

- 6.35 The site is located within the urban area. The garden is maintained and the existing bungalow is not in poor condition and the majority of the roof space has been converted to bedroom space. It is therefore considered that the site is of low ecological value and the proposal is unlikely to result in harm to protected species. It is also important to note that in the unlikely event that protected species are present on the site they are protected under separate legislation,
- 6.36 There is however the opportunity for the proposal to provide biodiversity enhancement measures in line with policy NHE2. Were the application approved a condition is recommended to secure further details and implementation.

Sustainable Construction

- 6.37 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 either of the two requirements. However, in the event that planning permission is to be granted, a condition could be imposed to seek such information and its implementation prior to the first occupation of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.38 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

Community Infrastructure Levy (CIL)

- 6.39 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It raises 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, although the exact amount would be determined and collected after the grant of planning permission.

Other Matters

- 6.40 The development is not considered to cause an increase in crime issues. Due to the siting and orientation of the proposed dwellings the majority of the site to the south of the dwellings would remain open and would have natural surveillance from the new dwellings and those to the west and east. The rear of the site would be secured by the proposed garden fencing.
- 6.41 The site is not located within flood zone 2 and 3. As such no concern is raised with regard to fluvial flooding. The sewage capacity for the site would be assessed at building control stage. In terms of drainage, no drainage information has been provided at the application stage. In order to meet the requirements of policy CCF2 a condition is recommended to secure further drainage details.
- 6.42 In terms 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. To ensure that the impacts of construction are reduced a condition is recommended to secure a method of construction statement.

CONDITIONS

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

Plan Type	Reference	Version	Date
Street Scene	PL1415	A	21.01.2022
Site Layout Plan	PL1110	B	19.01.2022
Floor Plan	PL1210	A	19.01.2022
Floor Plan	PL1211	A	19.01.2022
Elevation Plan	PL1310	B	19.01.2022
Elevation Plan	PL1311	A	19.01.2022
Street Scene	1410	A	19.01.2022
Location Plan	PL1000		05.08.2021
Site Layout Plan	PL1100		05.08.2021
Floor Plan	PL1200		05.08.2021
Floor Plan	PL1201		05.08.2021
Elevation Plan	PL1300		05.08.2021
Elevation Plan	PL1301		05.08.2021
Block Plan	MBSK220222-01	P1	23.02.2022

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. 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 the developer obtains the Local Planning Authority's written approval of details of 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. A pre-commencement condition is considered necessary because adequate site levels go to the heart of the planning permission.

4. No development shall commence until a Construction Management Statement, to include details of:
 - a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, wildlife. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - c) Means of communication and liaison with neighbouring residents and businesses.
 - d) Hours of work.

Has been submitted to and improved 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 is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

5. No development shall commence until a strategy for the disposal of surface and foul water (surface water drainage scheme) is submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. Details of drainage management responsibilities and maintenance regimes for the drainage system must also be included. The works shall be carried out in accordance with the approved details.

Reason: To ensure that the site is satisfactorily drained and in order to protect water and environmental quality with regard to Policy CS10 of the Core

Strategy 2014, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

6. No development 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.

7. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan compiled by JB Arboricultural Method Statement and Arboricultural Impact Assessment

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.

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

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

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

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

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

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
 - (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: 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 and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

10. Prior to the first occupation of the development hereby approved details in relation to refuse, including details of bin storage for each dwelling and a bin presentation point at the access to site, shall be submitted to and agreed in writing by the Local Planning Authority. The bin presentation point and refuse storage for each dwelling shall be constructed and made ready for use in accordance with the approved details prior to the first occupation of the development.

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.

11. No The development shall not be commenced until the proposed vehicular access to Church Lane has been provided with a sight line of 28.3 metres to the west in accordance with the approved plan MBSK220222-01 Rev P1, all to be permanently retained with no obstructions to sight lines between 2.0 metres and 1.00 metres high above the level of the carriageway.

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

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with approved plan numbered 1528 PL1110 Rev B 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 Access, Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

13. Prior to the first occupation of the development details of covered and secure cycle storage for each dwelling shall be submitted to and agreed in writing by the Local Planning Authority and provided/installed ready for use in accordance with the agreed details. Thereafter the cycle parking/storage shall be retained and maintained for its designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

14. 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 requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

15. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected, both around and within the site, has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the first 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.

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16. 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.

17. 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.

18. No development above ground level shall commence until a scheme to provide positive biodiversity benefits, informed by the submitted preliminary ecology appraisal, has been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

19. The first floor windows in the east and west elevations 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.

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.org.uk.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
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 included and considered as part of the required Construction Management Statement (CMS) details 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 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
6. 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.
7. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
8. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

9. 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. In The developer is advised that trees within the highway may have a CAVAT value. If the trees that require removal to establish vehicle access sight lines of 28.3 metres are within the highway then a charge would be made to the developer during the Section 278 process that the developer would need to enter into to construct the access.
13. 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.
14. 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.
15. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above landscaping condition. 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.
16. Biodiversity enhancements – with regard to condition 18 the Council expects the applicant to provide an appropriately detailed document to demonstrate that a measurable net gain (not just compensation), secure for the life time of

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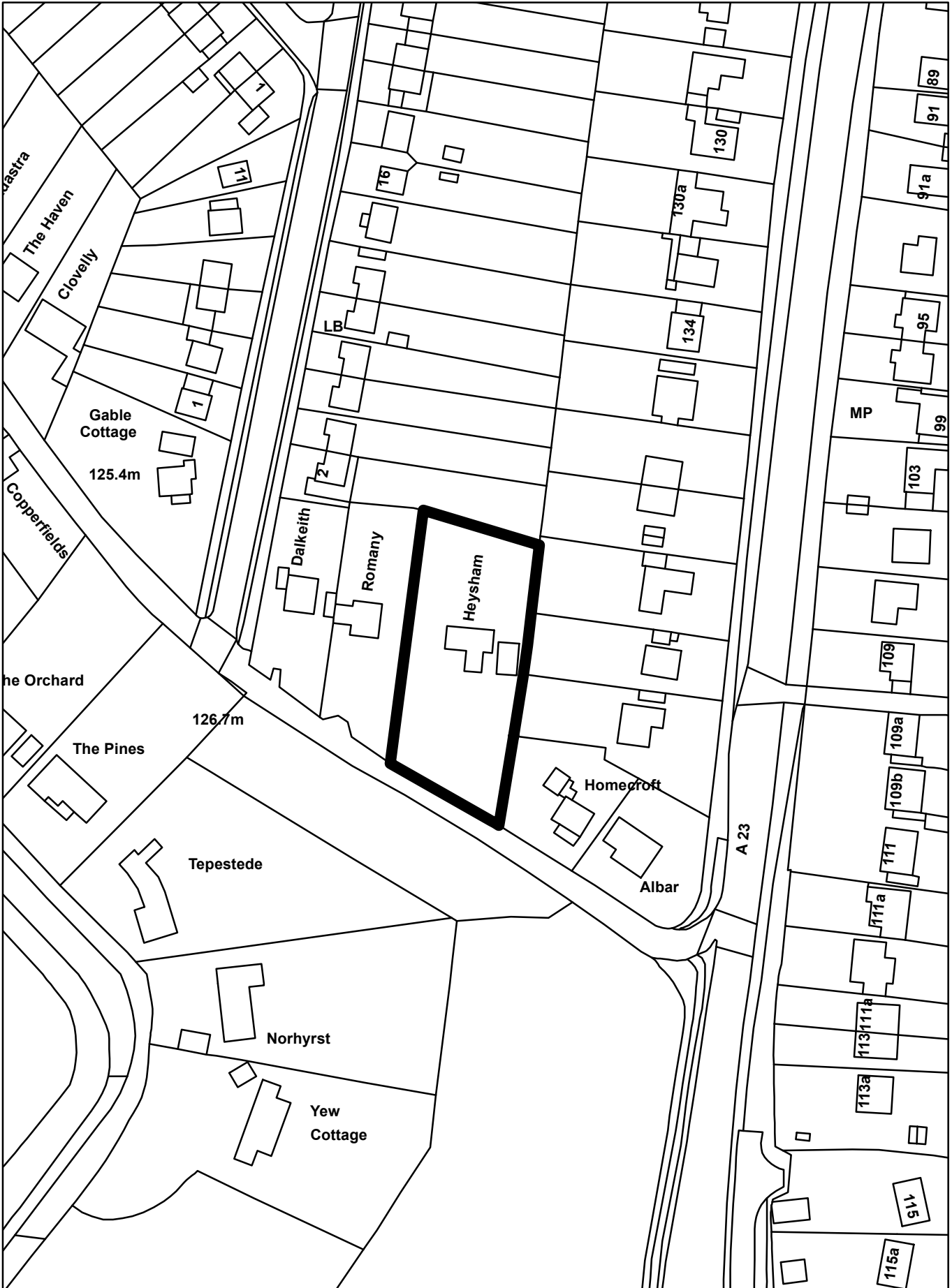
the development, is achievable. The applicant may wish to use an appropriate metric such as the DEFRA Biodiversity Metric 2.0 to demonstrate how the site will provide biodiversity net gain. The applicant would need to justify why this is not achievable as part of the submission.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS5, CS10, CS11, CS12, CS13, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE2, 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.

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.



NOTES

Use figured dimensions only. Scale drawing only when a scale bar is present. All dimensions to be checked by user and any discrepancies, error or omissions to be reported to the architect before work commences. Read this drawing with all relevant materials.

Application Boundary



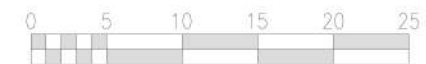
108

CHURCH LANE



Proposed Site Plan

Scale 1:500@A3



17.12.21	GG	AT	Layout amended to LPA discussion
23.09.21	GG	AT	Location of proposed trees adjusted
Rev Date	Drn	Chkd	Description

Purpose of Issue: PLANNING APPLICATION

client: **Calm Homes Ltd**
 project: **Heysham, Church Lane, Coulsdon**
 drawing title: **Proposed Site Plan**

scale at A3:	date:	drawn by:	checked by:
1:500	Jul 2021	GG	AT
drawing number:			revision:
1528 - PL1110			B

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Proposed Front Elevation
Scale 1:100@A3



Proposed Side Elevation (East)
Scale 1:100@A3



Proposed Rear Elevation
Scale 1:100@A3



Proposed Side Elevation (West)
Scale 1:100@A3



Key Plan
Scale 1:1250@A3



17.12.21 GG AT Elevations amended to LPA discussion
Rev Date Dm Chkd Description

Purpose of issue:
PLANNING APPLICATION

client:
Calm Homes Ltd

project:
Heysham, Church Lane, Coulsdon

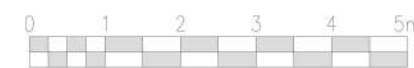
drawing title:
**Proposed Elevations
Units 1 & 2**

scale of A3: date: drawn by: checked by:
1:100 Jul 2021 GG AT

drawing number: revision:
1528 - PL1310 B

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Agenda Item 7



Key Plan
Scale 1:1250@A3



Proposed Front Elevation
Scale 1:100@A3



Proposed Side Elevation (East)
Scale 1:100@A3

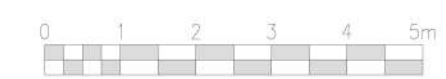


Proposed Rear Elevation
Scale 1:100@A3



Proposed Side Elevation (West)
Scale 1:100@A3

110



17.12.21 GG AT Elevations amended to LPA discussion
Rev Date: 17.12.21 Rev Description: GG AT

Purpose of Issue: **PLANNING APPLICATION**

Client: **Calm Homes Ltd**

Project: **Heysham, Church Lane, Coulsdon**

Drawing Title: **Proposed Elevations Units 3&4**

Scale of A3: 1:100 Date: Jul 2021 Drawn by: GG Checked by: AT

Drawing Number: **1528 - PL1311** Revision: **A**

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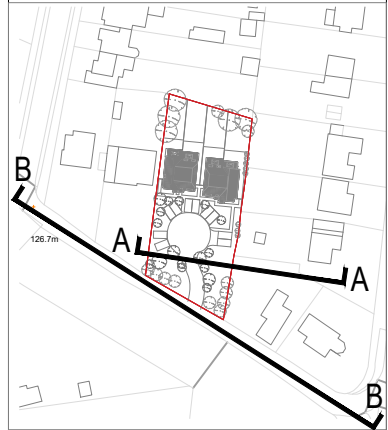
NOTES

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Proposed Cross Section [A-A]

Scale 1:200@A3



Key Plan

Scale 1:2000@A3



Proposed Church Lane Streetscene Cut-Through [B-B]

Scale 1:500@A3

17.12.21 GG AT Elevations amended to LPA discussion
Rev Date Dim Chkd Description

Purpose of Issue:
PLANNING APPLICATION

client:
Calm Homes Ltd

Project:
Heysham, Church Lane, Coulsdon

drawing title:
Proposed Streetscene Cross Section

scale at A3: date: drawn by: checked by:
1:200 / 1:500 Oct 2021 GG AT

drawing number: revision:
1528 - PL1415 A

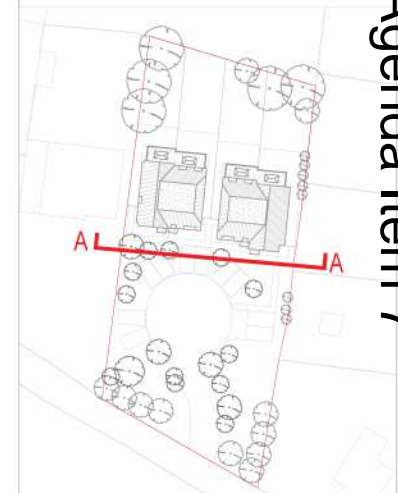
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Key Plan
Scale 1:1250@A3



Proposed Streetscene A-A
Scale 1:100@A3

17.12.21 GG AT Elevations amended to LPA discussion
Rev Date Utn Chgd Description

Purpose of Issue:
PLANNING APPLICATION
client:
Calm Homes Ltd
project:
Heysham, Church Lane, Coulsdon
drawing title:
Proposed Streetscene

scale of A3: 1:100 date: Jul 2021 drawn by: GG checked by: AT
drawing number: 1528 - PL1410 revision: A


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Agenda Item: 8
21/02090/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE	
	DATE:	09 March 2022	
	REPORT OF:	HEAD OF PLANNING	
	AUTHOR:	Michael Parker	
	TELEPHONE:	01737 276339	
	EMAIL:	Michael.parker@reigate-banstead.gov.uk	
AGENDA ITEM:	8	WARD:	Lower Kingswood Tadworth And Walton

APPLICATION NUMBER:	21/02090/F	VALID:	20/08/2021
APPLICANT:	The Children's Trust	AGENT:	Rcka Architects
LOCATION:	THE CHILDRENS TRUST TADWORTH COURT 2 TADWORTH STREET TADWORTH SURREY KT20 5RU		
DESCRIPTION:	Demolition of an existing single storey school building to facilitate development of a replacement specialist multi-purpose education and therapy-led facility for children with complex clinical needs (use class f1) along with associated hard and soft landscaping, car drop off bays and ancillary works.		
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 educational development which exceeds 250 sq. metres (gross external floorspace).

SUMMARY

The application seeks full permission for the demolition of an existing single storey school building to facilitate development of a replacement specialist multi-purpose education and therapy-led facility for children with complex clinical needs (use class f1) along with associated hard and soft landscaping, car drop off bays and ancillary works.

There is no in principle objection to the scheme. The school site is located centrally within the site and surrounded by a number of two storey buildings. The Conservation officer has reviewed the application and has advised that the proposal would have an acceptable impact on the listed buildings and the historic garden subject to conditions in relation to materials and historic garden management plan.

The applicant has provided a temporary decant strategy, noting that temporary modular cabin accommodation is likely to be required for a period of 2 years should this application be granted planning permission.

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The application has the potential to result in a limited increase (10-15%) in pupil and staff numbers at the site, but Surrey County Council are satisfied that there would not be an impact on highway safety and parking capacity subject to a condition to provide a parking management plan for the site.

The entire site is covered by an area Tree Protection Order. Whilst the footprint of the school is greater under this proposal, it takes development further away from protected trees. The tree officer has assessed the application, and was involved in pre-application discussions. Whilst tree losses would result these are limited and restricted to lower value trees. It is considered subject to condition the application would have an acceptable impact on trees. The proposal is also considered to be acceptable with regard to ecology and sustainable construction.

This proposal is therefore considered to provide improved facilities for the Trust and is acceptable in planning terms so is recommended for approval.

RECOMMENDATION(S)

Planning permission is GRANTED subject to conditions.

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions.

Historic England: No response to date

Surrey County Council Lead Local Flood Authority:
Satisfied that the proposed drainage scheme meets the national guidance and technical standards. Condition recommended to secure further finalised details of drainage strategy and implementation of drainage strategy.

Surrey County Council Archaeological Officer:
Low archaeological potential. It would not be reasonable or proportionate to require any further archaeological investigations on the site.

Surrey Wildlife Trust:
No objection subject to conditions

Tadworth and Walton Residents Association

- Support that proposal includes a long term landscape masterplan and ask that this be conditioned or secured by legal agreement
- Question regarding details of temporary school accommodation
- Query regarding construction and construction access. Ask for a construction management plan

Representations:

3 responses have been received raising the following issues:

Issue	Response
Inconvenience during construction	See paragraph 6.11-6.13
Inadequate parking	See paragraph 6.14-6.19
Increase in traffic and congestion	See paragraph 6.14-6.19
Hazard to highway safety	See paragraph 6.14-6.19
Overdevelopment	See paragraph 6.4-6.10
Noise & disturbance	See paragraph 6.11-6.13
Property devalue	Not a material planning consideration

1.0 Site and Character Appraisal

1.1 The application site is accessed from Tadworth Street and located to the west of Brighton Road (A217). Tadworth Court is a grade I listed building and there are other buildings and structures in the grounds which are listed grade II, either in their own right or from being within the listed building curtilage. The

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site is designated as a locally listed historic park and garden as identified within the Council's supplementary planning guidance 'The List of Historic Parks and Gardens'.

- 1.2 The site is within the designated urban area and part of the site is designated as an area of Urban Open Land - the southern and eastern parts of the site.
- 1.3 The entire site is covered by a Tree Preservation Order ref RE668, and there are a large number of mature trees within the site.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Two pre-application submissions have been made to the Council regarding this development (PAM/20/00221 and PAM/21/00598). This has given the Council the opportunity to set out the key areas of consideration and areas where further information would be required.
- 2.2 Improvements secured during the course of the application: Additional bat survey report, additional information regarding highway/parking concerns and design of development. Details of location of temporary school also provided.
- 2.3 Further improvements to be secured through conditions or legal agreement: Further details of temporary school building, Materials, Parking management plan, CTMP, Historic Garden Management Plan, Ecology, Trees and sustainable construction

3.0 Relevant Planning and Enforcement History

There is extensive history at this site. The most relevant history is:

- | | | | |
|-----|------------|--|-----------------------|
| 3.1 | 16/02765/F | Demolition of existing storage sheds, and replacement with central site store building. As amended on 23/01/2017 and 30/01/17 and on 24/02/2017. | Granted
17.03.2017 |
| 3.2 | 16/02369/F | Demolition of existing school building and replacement with new school building including ancillary parking. As amended on 15/12/2016 and on 30/01/2017. | Granted
16.02.2017 |

4.0 Proposal and design approach

- 4.1 This is a full application seeking permission for the demolition of an existing single storey school building to facilitate development of a replacement specialist multi-purpose education and therapy-led facility for children with complex clinical needs (use class f1) along with associated hard and soft landscaping, car drop off bays and ancillary works.

4.2 The reason for the proposal is set out within the submitted Planning Statement as follows:

“The Proposed Development will replace the existing Children’s Trust school building which is unfit for modern teaching purpose with a high-quality replacement facility incorporating education, clinical and therapeutic services to support children and younger adults with multiple disabilities and complex health care needs. The new build is first and foremost an educational facility with associated ancillary uses including therapeutic services and administrative uses.”

4.3 The Planning Statement goes on to outline the proposal, stating that the proposed school building is split into two key areas:

1) Four proposed blocks:

- i. North western block – flexible hall space;
- ii. North eastern block – classrooms and nursery;
- iii. South eastern block – administration, therapeutics and medical;
- iv. South western block – classrooms.

The ‘blocks’ feature distinct roof forms to distinguish between what they are used for, aiding in wayfinding and navigation around the Site.

2) Shared communal space that connects the blocks. The proposed shared space will provide an informal landscape that connects all of the blocks to form a single building. The shared space provides a reception and waiting area, a winter garden, a spill out space for the hall, circulation and dining.

Landscaping is also proposed both within the application site and wider grounds.

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

- Assessment;
- Involvement;
- Evaluation; and
- Design.

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

Assessment	The character of the surrounding area is assessed as a historic mansion with associated buildings of historic value set in a parkland setting, with residential development and road infrastructure beyond. The site provides a campus to meet the needs of the Children’s Trust.
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Involvement	Section 5.0 of the Design and Access Statement details the consultation process both within the organisation and consultation with the wider community
Evaluation	The proposed design has been led by the needs of the organisation, pre-application discussion, advice from the heritage and tree officer and Regulations/Standards around building and teaching environments and standards.
Design	<p>Section 6.0 and 7.0 set out the design proposals. The approach to the layout and form of the proposed building is responsive to both the site analysis as described in section 3 and the building layout's specific spatial and technical requirements. The building has been broken down into 3 areas - blocks, the shared space and the landscape.</p> <p>The 'blocks' feature distinct roof forms to distinguish between what they are used for, aiding in wayfinding and navigation around the site. The Transdisciplinary Hub features a curved roof form, rising to a point to highlight the entrance into the shared space whilst also hiding rooftop plant areas. The Classroom Blocks have a sawtooth roof profile, shaped to support the environmental strategies and creating an easily recognisable roof profile that is a more 'human' scale.</p> <p>The Shared Space is an internal space laid out on a uniform grid. This independent grid creates a clear distinction between the Shared Space and the building volumes whilst giving the Shared Space a sense of direction and movement from east to west to connect to existing circulation routes. The canopy ends extend out into the landscape between blocks, creating the opportunity for entrance 'nodes' of differing character and sensory experience as well as creating shelter from rain outside the building footprint at building entrances.</p>

4.6 Further details of the development are as follows:

Site area	0.84 Hectares
Existing use	Existing School/Therapy facility
Proposed use	No change
Proposed parking spaces	No change to parking provision (300 existing)
Existing floor area	1281 m2
Proposed floor area	3031 m2 (net gain 1750)

5.0 Policy Context

5.1 Designation

Urban area - whole site
Urban Open Land - partial
Grade I and Grade II listed buildings and curtilage structures
Historic Garden - locally listed
Tree Preservation Order (TPO) RE668 - Group order that covers entire site

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)
CS17 (Travel options and accessibility)

5.3 Reigate and Banstead Local Plan: Development Management Plan

OSR1 (Urban OpenSpace)
DES1 (Design of New Development)
DES8 (Construction Management)
DES9 (Pollution and contaminated land)
NHE2 (Protecting and enhancing biodiversity)
NHE3 (Protecting trees)
NHE9 (Heritage assets)
TAP1 (Access, parking and Servicing)
INF1 (Infrastructure)
INF2 (Community facilities)
CCF1 (Climate change mitigation)
CCF2 (Flood Risk)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

A Parking Strategy for Surrey
Parking Standards for Development
Local Character and Distinctiveness
Design Guide SPD
Climate Change and Sustainable
Construction SPD

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Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010
The List of Historic Parks and
Gardens

6.0 Assessment

6.1 The main issues to consider are:

- Principle of development
- Design and heritage considerations
- Neighbour amenity
- Access, parking and traffic generation
- Trees
- Ecology
- Sustainable construction
- Flooding and Drainage matters

Principle of development

6.2 Policies CS5, CS12 and INF2 of the Development Plan and Section 8 of the NPPF (para. 94) support the improvement of existing community facilities to meet their needs.

6.3 The site is located within the urban area and is an existing school site. The proposed development is outside of the land designated as Urban Open Space. Therefore, there is no need to consider the proposal against policy OSR1 of the Development Management Plan. There is therefore no in principle objection to the replacement school.

Design and heritage considerations

6.4 The proposal is within the curtilage and grounds of the Grade I Tadworth Court and within the woodland parkland setting of the Listed Building as well as abutting the historic garden designation. Given the location of the proposed development and potential for harm to historic assets of value the Conservation officer was consulted on the application. He responded as follows:

6.5 *“From a listed building viewpoint it is accepted that there appears to be a need for a building in terms of operational requirements and I therefore have no objection in principle from a conservation viewpoint.*

The floorspace of the building will have some detriment to the woodland parkland setting of Tadworth Court due to the urbanising effect of the increased footprint with loss of lawns and loss of potential for reinstatement of large woodland trees. The views of the tree officer should be sought in terms

of the impact on trees and whether there are any issues arising from the extent of proposed hardstanding and footprint on the site or potential for moderation of some of the hardstanding or potential for replacement planting.

Could more information be provided at this stage in terms of photographs and manufacturer's details, on the proposed materials and their colour. There would seem to be the potential to consider locally distinctiveness materials rather the propose concrete block and corrugated metal ? The parabolic curved elevation is odd and seems unnecessarily high given a large part is a false front with no building behind. There is a danger that this false front will be obvious and there does not appear to be an no indication of the materials for the plant room behind.

The Historic Garden Management Plan is not acceptable at this stage as further information and some changes are needed, such as tree and shrub survey plans, historical research etc, as well as further discussion on the proposals. This should be conditioned for agreement within a set time period. Planning permission and listed building consent would be required for certain works set out in the Management Plan including changes to the parterres and footpaths. Planning permission would be required for the fence or barrier to the A217 and it would be important that is set behind an evergreen hedge of native species facing the A217 to maintain the A217 Green Corridor. It should be noted that as well as the principal listed buildings all pre 1948 structures in the grounds or any attached to such structures or the principal buildings are curtilage structures and these include items such as the sundial, steps, lamp posts etc.

I note that the issue of temporary accommodation and construction access has been raised and it would be important to see information on this to ensure this does not result in further loss of the woodland parkland.”

- 6.6 Following the submission of further information the Conservation Officer has provided the following further comments:
“My comments of the 7th October set out my main concerns [as set out above]. If you are minded to approve I would recommend conditions from a conservation viewpoint as set out below. (I have already provided comments in relation to the temporary building and the need for tree protection and time limit conditions for the temporary structure). I have previously noted my concern about the materials lacking local distinctiveness and the issue of the false front parapet. There still seems to be no indication of the materials for the plant room behind, or how the rear of the false front would be detailed so conditions would be needed in relation to these. I note that the issue of temporary accommodation and construction access has been raised and it would be important to see information on this to ensure this does not result in further loss of the woodland parkland.”
- 6.7 Whilst the Conservation Officer has some concerns regarding the design and increased footprint of the school he has not raised an objection to the scheme, accepting that there is a need for a replacement facility over a larger footprint and recommends condition to mitigate any harm. The school is

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centrally located within the site and fairly well distanced and screened from the Grade I listed building, and whilst harm has been identified by the increase in footprint to the historic garden, this can be mitigated by an appropriately worded landscape condition.

- 6.8 The design is intentionally modern and bespoke in its layout and form, and is a result of the unique needs of the students. The modern design, with the use of mono-pitched angled roofs and flat roofs, also helps to reduce some of the bulk of the new school and the cross sections drawings show that, with the exception of the Transdisciplinary Hub building (which is intentionally taller to act as a wayfinder for visitors), is either lower or in line with the majority of the buildings which surround the site. Taking account of the existing adjacent buildings and natural tree screening, the increased scale and footprint of the replacement school is considered acceptable and unlikely to have a significant impact on the wider character of the locality or visual impact.
- 6.9 The applicant has advised that a temporary classroom block would be required during construction works. The applicant has advised that the temporary accommodation could be up to 18 months. The approximate location of the building would be to the west of the site. Finalised details can be secured by condition but given the likely small scale of the building and its temporary nature and its position well away from the main listed building and most sensitive parts of the historic garden no objection is raised regarding the temporary classroom block.
- 6.10 Taking these considerations into account the proposal would not appear out of place or cause unacceptable harm to the character and appearance of the area or historic assets within the wider site and surrounding area and would comply with policy NHE9 and the requirements of the NPPF.

Neighbour amenity

- 6.11 Development Management Policy DES1 expects all 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 or overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.12 Due to the location of the proposed building and temporary building, well away from the nearest residential properties, and the potential for only the limited increase in the number of students once the new school is built (up to 7 additional children), it is considered that the proposal would not cause unacceptable harm to the neighbouring residents. The proposed school has also been carefully designed so as to ensure that the new buildings would not have a detrimental impact on the surrounding buildings which provide residential accommodation for students and patients at the site. The proposal would therefore comply with policy DES1.

- 6.13 In terms 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. To ensure that the impacts of construction are reduced a condition is recommended to secure a method of construction statement. As set out in the below transport section a condition is also recommended to secure further details of construction traffic, parking and storage management through a Construction Transport Management Plan (CTMP).

Access, parking and traffic generation

- 6.14 Development Management Plan Policy TAP1 requires all types of development to provide safe and convenient access for all road users taking account of cumulative impacts, which would not unnecessarily impede the free flow of traffic, or compromise pedestrians or other transport modes. Traffic resulting from a development must not materially impede traffic congestion on the highway network or increase the risk of accidents.
- 6.15 The National Planning Policy Framework at paragraph 109 confirms that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 6.16 There would be no new access proposed as part of the development and the parking provision would be unchanged at 300 spaces, across the whole site in a mix of formal and informal spaces. Initially the applicant advised that there would not be an increase in student and staff numbers. Subsequently the applicant has advised that the potential growth at the school over the coming years could see a 10-15% increase in pupil numbers, equating to 7 additional Children at the school.
- 6.17 They have advised that this is likely to generate a maximum of 7 additional staff at the very worst case, or 0.5 staff members per child, so most likely 3 or 4 staff. This is dependent on need, but either scenario would be more than offset by TCT’s hybrid working arrangements, and as such will be a negligible in the context of the site where there are 75 staff at the current school and much more across the wider site.
- 6.18 Surrey County Council as the County Highway Authority (CHA) has considered this additional information and has provided the following comments:
“The proposed development no longer includes additional parking. The County Highway Authority (CHA) initially raised concerns about an increase in parking as part of application 16/02369/F as the then proposed development would not lead to an increase in staff or pupils at the school, and no measures had been put forward to reduce the number of existing informal car parking spaces across the site. The site has 276 formal parking spaces and 24 informal space.”

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The current proposal was initially based on their being no increase in pupil and staff numbers, so the existing 649 staff working shifts and 40 children would have continued with the current application. But now it appears as of 24 February 2022 that there is an increase which the school has given no assessment of the impact on parking demand given this increase. The school states that potential growth at the school over the coming years could see a 10-15% increase in pupil numbers, equating to 7 additional children at the school. This is likely to generate a maximum of 7 additional staff at the very worst case, or 0.5 staff members per child, so most likely 3 or 4 staff. The school states this is dependent on need, but that either scenario (3 or 4 staff looking after 7 children) would be more than offset by trust's proposed hybrid working arrangements, and as such will be negligible in the context of the wider site.

We note before the pandemic parking demand was such that informal parking space was used. And that since the pandemic there has been more working from home, but there is no figure about how much home working has reduced parking demand as that was not an issue when it was understood that there would be no increase in staff and pupils, as originally proposed.

The Childrens Trust has stated that due to Covid the site has adopted hybrid working practices that have continued since stay at home orders were introduced for staff that do not need to be on the site to carry out their work. As such this practice has reduced the need for informal parking according to the trust, but as referred to above this has not been quantified. The Children's Trust has said the practice of hybrid working would continue along with a parking management plan. I have recommended a condition for home working practices and a parking management plan to ensure that informal parking does not take place.

While the CHA is supportive of the Travel Plan objectives to promote and encourage sustainable travel, and to reduce single occupancy car trips to and from the site, the development does not actually warrant a Travel Plan due to the very limited increase in pupil and staff numbers proposed. The issue to be addressed is more to do with managing the on-site parking in order to reduce congestion, delays, and to facilitate vehicle movement through the site, rather than reducing single occupancy vehicle use. This can be achieved through the implementation of the Parking Management Plan. For this reason, it is not considered necessary to impose a condition to secure the implementation of the Travel Plan, particularly as there would be no requirement for the CHA to audit the Travel Plan. Condition 2(b) above [transport information to staff, parents, visitors], however, requires the applicant to promote and encourage sustainable travel by providing information to staff, parents and visitors, regarding home working and the availability and whereabouts of local public transport services/facilities, walking/cycling routes, cycle facilities, and car sharing clubs rather than through a formal Travel Plan.”

- 6.19 In light of the above comments from the CHA the application is considered to have an acceptable highways and parking impact and is therefore considered to be compliant with policy TAP1.

Impact on trees

- 6.20 Due to the proximity of protected trees to the proposed development the tree officer was consulted on the application and commented as follows: “The arboricultural report submitted with the application identifies the trees to be removed and the relevant measures to be implemented to ensure any nearby trees are not affected by the construction works and therefore incorporated into the finalised layout. As all the trees are part of an area TPO it is important that any trees removed do not affect the character of the site or the local canopy cover, based on the information provided and knowing the site well having visited it a number of times their removal will not have a noticeable impact on the character of the area as the site is fortunate to have a diverse selection of mature trees.”
- 6.21 The proposal is therefore compliant with policy NHE3 of the Development Management Plan 2019.

Ecology

- 6.22 A number of reports have been submitted including a Preliminary Ecological Appraisal (PEA), Bat emergence surveys and a Preliminary Roost Assessment (PRA). The main potential to impact protected species was in relation to bats. The reports have found a likely absence of bats on the trees to be removed. Surrey Wildlife Trust (SWT) have considered the submitted report and have advised that the reports and surveys have been produced in line with best practice and therefore subject to a condition securing a Construction Environmental Management Plan (CEMP) they consider that the impact would be acceptable.
- 6.23 The application also includes a biodiversity net gain assessment. The report concludes that from the indicative masterplan a net gain in habitat and hedgerow units is expected, with a net gain of 1.69% for habitats and 24.45% for hedgerows. SWT has considered the report and again raises no concerns regarding the information submitted. A condition is recommended to secure finalised details of a Landscape and Ecological Management Plan (LEMP) to ensure that the net gain can be achieved. The proposal would therefore comply with policy NHE2 of the Development Management Plan 2019.

Sustainable Construction

- 6.24 The proposal is required to meet policy CS11 of the Core Strategy and policy CCF1 of Development Management Plan. This requires the development to meet BREEAM ‘very good’ and to include renewable or low-carbon energy generation to provide 10% of the expected energy usage of the development.

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- 6.25 The submitted energy report by Hilson Moran, ref 29025-RP-EB-002 (P01) dated 12/07/2021, confirms that it is aiming to meet the BREEAM 'very good' rating and that it would be able to achieve a 34% reduction in carbon emissions through PV panels. Conditions are recommended to secure implementation.

Flooding and Drainage matters

- 6.26 The site is in Flood Zone 1 and is therefore at a low risk of fluvial flooding and does not require a site specific Flood Risk Assessment. The application is however, given its size, required to incorporate sustainable drainage systems. In this respect, the application was supported by a drainage strategy.
- 6.27 This strategy has been considered by Surrey County Council as the Lead Local Flood Authority who has concluded that it meets the requirements of national technical standards. They therefore raise no objection subject to a condition securing finalised details of the drainage strategy and implementation.

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	UNNUMBERED		19.01.2022
Site Layout Plan	177 21 11 S-1		19.01.2022
Block Plan	1929-RCK-XX-L00-DR-A-08001	P01	30.07.2021
Floor Plan	1929-RCK-XX-L00-DR-A-08100	P01	30.07.2021
Floor Plan	1929-RCK-XX-L01-DR-A-08101	P01	30.07.2021
Elevation Plan	1929-RCK-XX-XXX-DR-A-08201	P01	30.07.2021
Elevation Plan	1929-RCK-XX-XXX-DR-A-08200	P01	30.07.2021
Section Plan	1929-RCK-XX-XXX-DR-A-08300	P01	30.07.2021
Floor Plan	929-RCK-XX-L00-DR-A-08110	P01	30.07.2021
Floor Plan	1929-RCK-XX-L01-DR-A-08111	P01	30.07.2021
Roof Plan	1929-RCK-XX-L02-DR-A-08112	P01	30.07.2021
Elevation Plan	1929-RCK-XX-XXX-DR-A-08210	P01	30.07.2021
Elevation Plan	1929-RCK-XX-XXX-DR-A-08211	P01	30.07.2021
Section Plan	1929-RCK-XX-XXX-DR-A-08310	P01	30.07.2021
Section Plan	1929-RCK-XX-XXX-DR-A-08311	P01	30.07.2021
Arboricultural Plan	741-FH-XX-00-IMP	01	30.07.2021
Location Plan	1929-RCK-XX-L01-DR-A-08000	P02	18.08.2021
Elevation Plan	1929-RCK-XX-XXX-DR-A-08212	P01	30.07.2021
Other Plan	190384-CON-X-00-DR-C-1000	P1	30.07.2021
Landscaping Plan	741-FH-XX-00-DP-L-101	01	30.07.2021

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 commence until full details of the temporary classroom block, have been submitted to and agreed in writing by the Local Planning Authority. The information shall include details/scaled drawings of the following:
 - (a) Location, including photos showing the existing condition of the site
 - (b) Design and scale
 - (c) Details of any proposed hardstanding and/or means of enclosure
 - (d) Tree protection measures
 - (e) Details of how and when (procedures and timescales) the building will be made vacant and removed from the site (this should be no longer than 3 months from first use/occupation of the school).

The temporary building shall be implemented in strict accordance with the agreed details and shall be removed from the site and the land reinstated to its current condition (as per information submitted under (a)) in accordance with the procedures and timescales agreed under (e).

Reason: In the interest of maintaining the historic and architectural character of the listed building, historic gardens and the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE9.

4. No development shall commence until a Construction Management Statement (CMS), to include details of:
 - a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, wildlife. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
 - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - c) Means of communication and liaison with neighbouring residents and businesses.
 - d) Hours of work.

Has been submitted to and improved 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 is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

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5. 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 buildings and to safeguard the visual amenities of the locality including heritage assets with regard to Reigate and Banstead Development Management Plan DES1 and NHE9.

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, type of surfacing for the entrance drive 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 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.

7. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
 - a) The results of further infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
 - b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate equivalent to the pre-development Greenfield run-off.
 - c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters,

levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.

d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

e) Details of drainage management responsibilities and maintenance regimes for the drainage system.

f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

8. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water 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), and confirm any defects have been rectified.

The drainage system shall therefore be retained and maintained in accordance with the agreed details.

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDs in order to mitigate against the risk of surface water flooding with regard to policy INF1 and CCF2 of the Reigate and Banstead Development Management Plan 2019.

9. This permission does not purport to grant consent for the details of the walkways revised details of which shall be submitted to and approved in writing by the LPA before any work to them above ground level showing a reduced and minimised fascia size.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials and detailing in the interest of maintaining the historic and architectural character of the listed building and the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE9.

10. This permission does not purport to grant consent for the Historic Garden Management Plan as further survey information is needed and revision in relation to the proposals. (This should be conditioned for agreement within a

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set time period). Planning permission and listed building consent would be required for certain works set out in the Management Plan including changes to the parterres and footpaths. Planning permission would be required for the fence or barrier to the A217 and it would be important that it is set behind an evergreen hedge of native species facing the A217 to maintain the A217 Green Corridor. It should be noted that as well as the principal listed buildings all pre 1948 structures in the grounds or any attached to such structures or the principal buildings are curtilage structures and these include items such as the sundial, steps, lamp posts etc.

Reason: In the interest of maintaining the historic and architectural character of the listed building, historic gardens and the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE9.

11. No development shall commence on site until a scheme for the soft and hard landscaping (including hard surfacing and any street furniture), including details of existing landscape features to be retained or pruned, has been submitted and approved in writing by the local planning authority. The landscaping scheme 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 first occupation 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 or any existing plants/hedging retained 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 Meath Green Conservation Area, and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012.

12. Before any work above ground floor level details of the plant room and rear face of the parapet walls shall be submitted and approved in writing by the LPA.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials and detailing in the interest of maintaining the historic and architectural character of the listed building and the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE9.

13. 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 and NHE9.

14. 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: In the interest of maintaining the historic and architectural character of the listed building, historic gardens and the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE9.

15. 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) HGV deliveries and hours of operation
 - (e) construction vehicle routing to and from the site
 - (f) measures to prevent the deposit of materials on the highway
 - (g) no HGV movements to take place during school drop off and pick up times between 0800 and 0900 hours and between 1515 and 1715 hours.
 - (h) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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16. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing for:

- (a) The secure parking of 8 bicycles within the development site
- (b) Information to be provided to staff, parents and visitors regarding the availability and whereabouts of sustainable transport modes including local public transport services and facilities, walking and cycling routes, cycle facilities including showers and lockers, car sharing clubs and promotion of working from home policies and facilities.

And thereafter the said approved facilities shall be provided, 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 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

17. Prior to occupation of the development, a Parking Management Plan to include measures to prevent informal parking along the internal access roads to include the parent and mini bus drop off area, shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework 2021.

And then the approved Parking Management Plan shall be implemented upon or prior to first occupation of the proposed development, and thereafter 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 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

18. No development shall commence until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The CEMP shall include, but not be limited to:

- a) Map showing the location of all of the ecological features
- b) Risk assessment of the potentially damaging construction activities
- c) Practical measures to avoid and reduce impacts during construction
- d) Location and timing of works to avoid harm to biodiversity features
- e) Responsible persons and lines of communication
- f) Use of protected fences, exclusion barriers and warning signs.
- g) Tree Removal and Bats Strategy and Method Statement

The development shall only be carried out in accordance with the agreed mitigation measures.

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

19. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the biodiversity net gain assessment (dated 15/07/2021) and shall include, but not be limited to following:
- a) Description and evaluation of features to be managed
 - b) Ecological trends and constraints on site that might influence management
 - c) Aims and objectives of management
 - d) Appropriate management options for achieving aims and objectives
 - e) Prescriptions for management actions, together with a plan of management compartments
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period
 - g) Details of the body or organisation responsible for implementation of the plan
 - h) Ongoing monitoring and remedial measures
 - i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
 - j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The agreed details shall be implemented before occupation of this development, unless otherwise agreed in writing by the LPA, and maintained/monitored in accordance with the agreed details.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and Reigate and Banstead Development Management Plan 2019 policy NHE2.

20. The development hereby approved shall not be first occupied unless and until the renewable energy measures detailed in the submitted Energy Strategy report by Hilson Moran ref, 29025-RP-EB-002 (P01) dated 12/07/2021, have been implemented, installed and made operational.

Any change to the Energy Strategy and timing of implementation shall only be made once an updated report has been submitted to and agreed in writing by the LPA.

Agenda Item 8

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09 March 2022

Agenda Item: 8
21/02090/F

Thereafter the scheme development shall be maintained in accordance with the agreed details.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS11 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

21. The development hereby approved shall not be first occupied unless and until evidence has been provided that the development has met a minimum of BREEAM 'very good'.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS11 of the Reigate & Banstead Core Strategy 2014.

22. Unexpected ground contamination: Contamination 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.

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 the Reigate and Banstead Development Management Plan 2019 policy DES9 and 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. Further information can be found on the Council website at : Climate Change Information.
3. You are advised that the Council will expect the following measures to be included in the above CMS condition 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.

4. The applicant is advised that the essential requirements for an acceptable communication plan forming part of the CMS 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.
5. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. If there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.
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. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition and landscaping condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

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09 March 2022

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REASON FOR PERMISSION

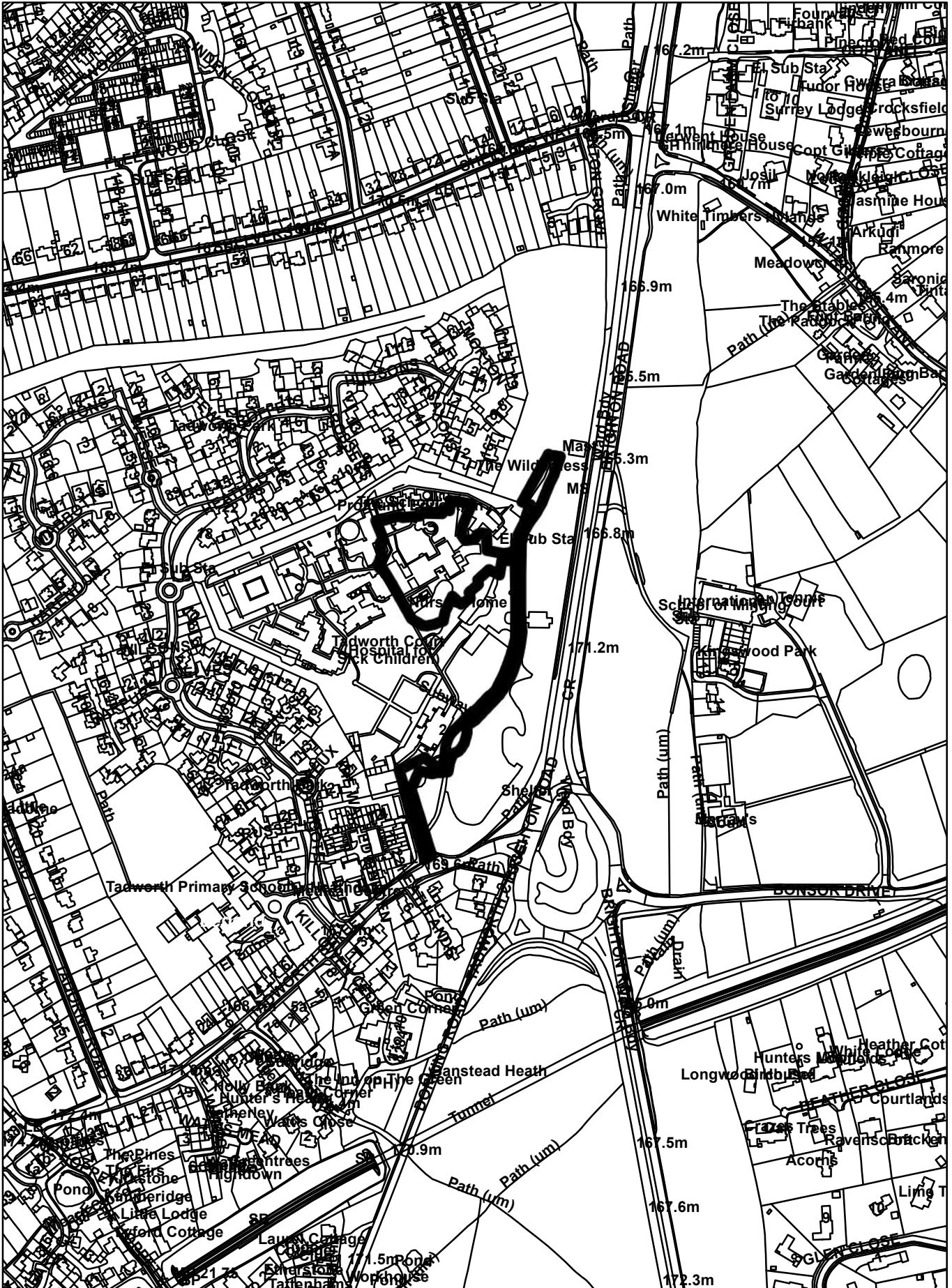
The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS17 and OSR1, DES1, DES8, DES9, NHE2, NHE3, NHE9, TAP1, INF1, INF2, CCF1, CCF2 and material considerations, including third party representations. It has been concluded that the development 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.

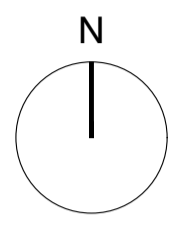
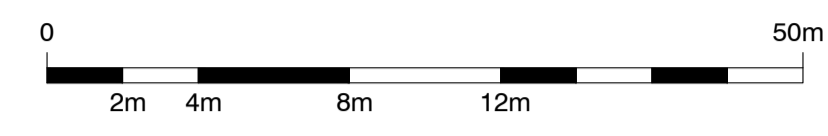
21/02090/F - The Childrens Trust, Tadworth Court,
2 Tadworth Street, Tadworth

Agenda Item 8

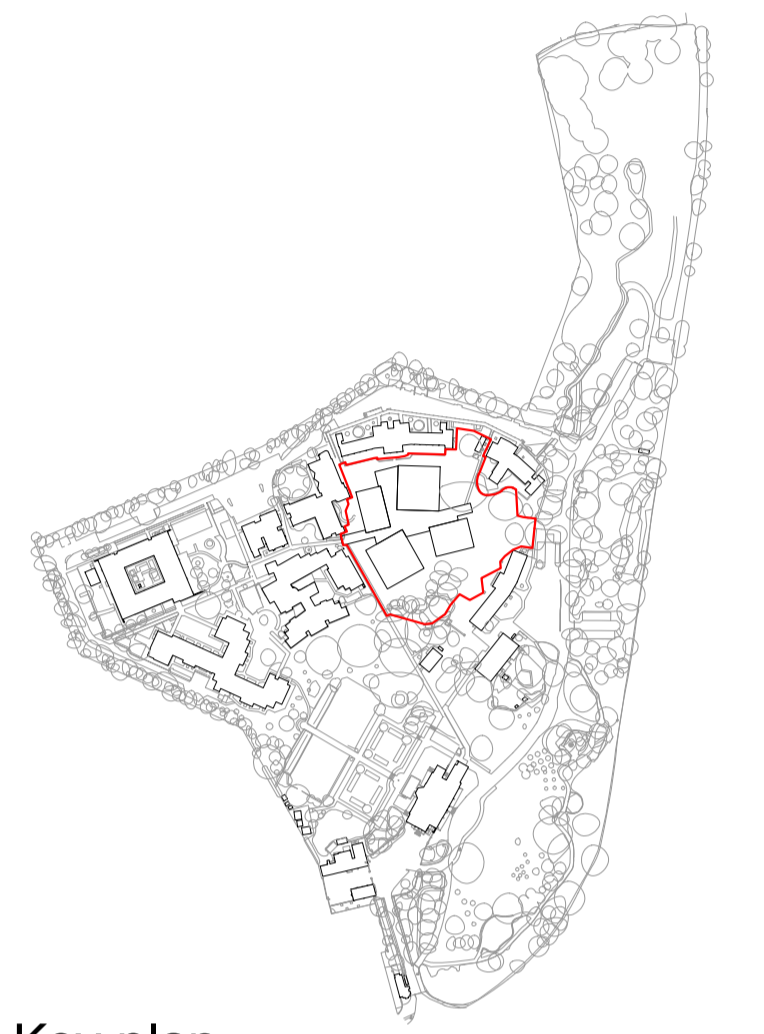


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PLANNING



Drawing Notes:



Key plan

- Existing Buildings
- Proposed Building

00 Block Plan - 1:500

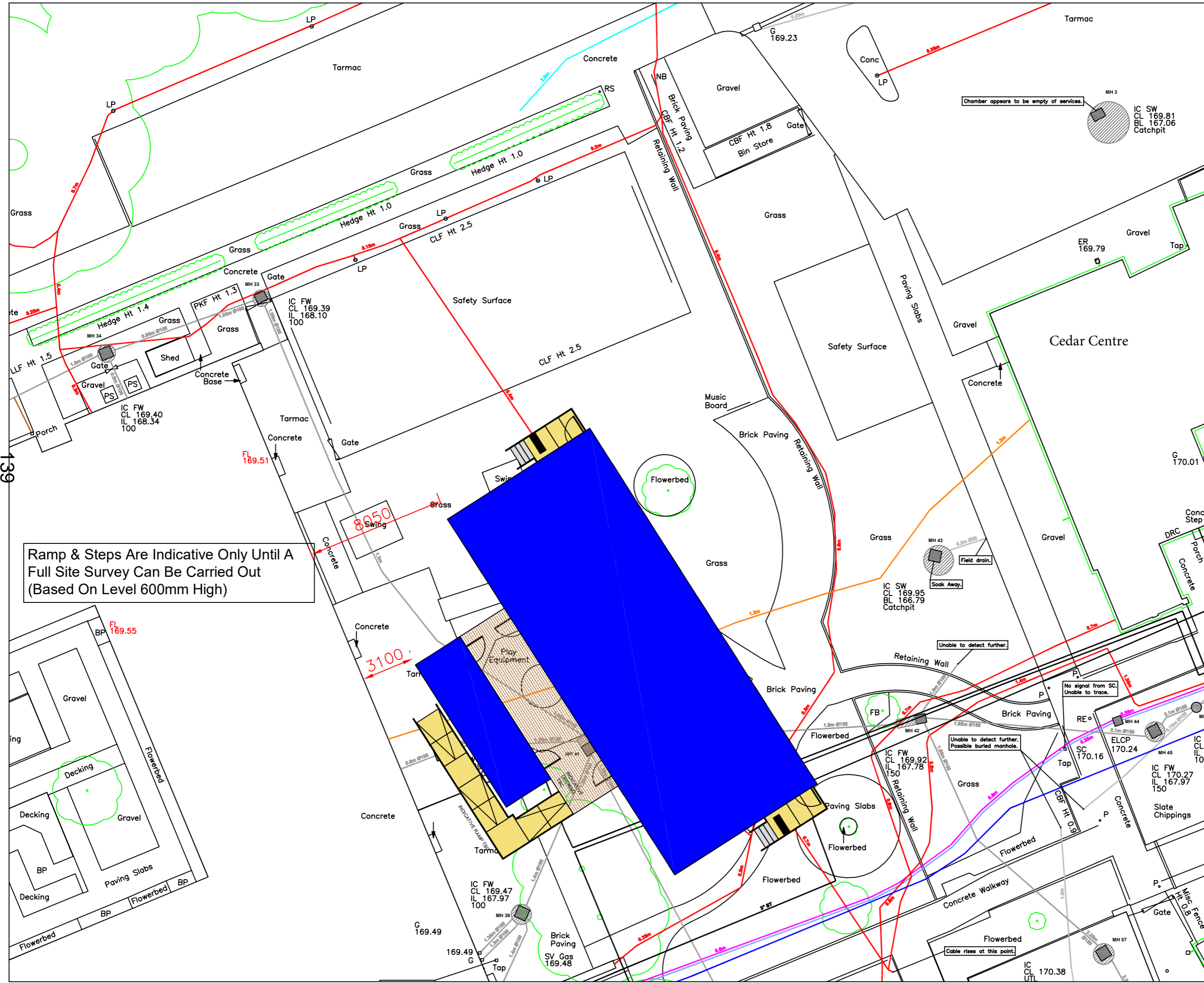
P01	19/07/2021	FOR PLANNING
rev.	date	description

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job title
The Children's Trust - New Build
 drawing title/location
 Site Block Plan
 Proposed

scale	1:500 @ A1	1:1000 @ A3
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drawing number	revision
1929-RCK-XX-L00-DR-A-08001	P01



Ramp & Steps Are Indicative Only Until A Full Site Survey Can Be Carried Out (Based On Level 600mm High)



A 1200mm clear working space has to be provided on all Permapace Single Module Installations
 A 2500mm clear working space has to be provided on all 2 or more module Permapace Installations. Ground condition to be level, consolidated ground. Unless previously agreed.

Do Not Scale From Drawing
 If Unsure Please Contact The SIBCAS Drawing Office
 SIBCAS Take No Responsibility For Errors Caused By Scaling From The Drawing

Rev	By	Date	Description	Chk	App
S-1	CH	25/11/21	Module Added	PK	
S-0	CH	20/09/21	Initial Drawing	PK	

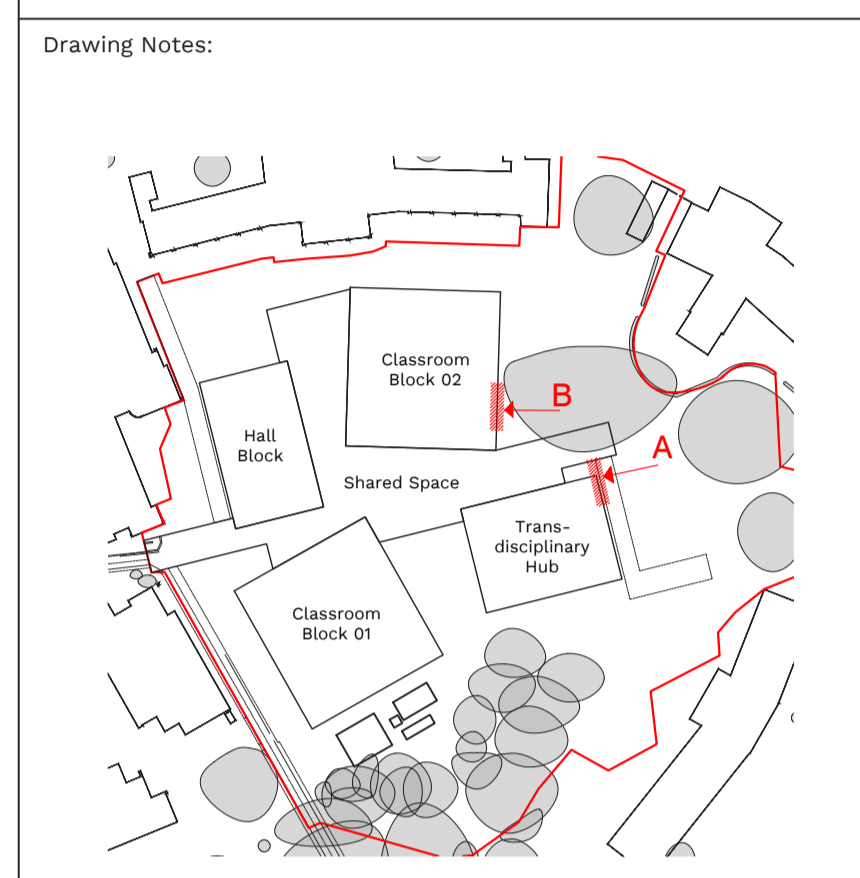
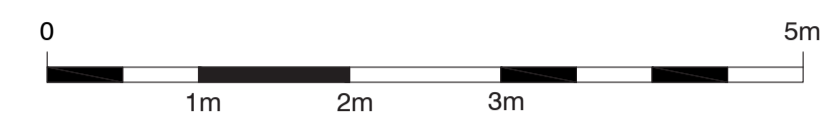
INFORMATION

Client	Cobalt
Project	The Childrens Trust SEN Classrooms
Drawing Title	80' x 32' Permapace Indicative Site Plan Option 2
Scale	1:200 @ A3
Drawing No.	177 21 11
Revision	S-1

Agenda Item 8

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PLANNING



- Key - Materials**
- (A) Cladding**
Pigmented cement board cladding - cut to approx 300m wide vertical panels with cut outs to create pattern across elevations. Colours from standard range, (Red, Yellow, Grey) different colours to different blocks as indicated on adjacent drawing / in Design and Access Statement.
 - (B) Metal Fins**
Metal angles between cladding boards to Transdisciplinary Hub. Colour and finish TBC.
 - (C) Window Reveals**
Metal window reveals / sills and heads to deep set windows. Colour and finish TBC.
 - (D) Windows**
Composite timber / aluminum windows with thin frame. PPC finish, colour TBC to match cladding colour or each block.
 - (E) Masonry**
Pigmented blockwork to base of buildings. Variation in texture (split-faced and fair-faced) varying across elevations. Colour - White/Ivory.
 - (F) Curtain Walling**
Timber / Aluminum composite curtain walling - slim profile. Where fixed - no capping piece to mullions (glass to glass joints). Colour / finish / species TBC.
 - (G) Rain Water Goods**
Stainless steel gutters, hoppers and rainwater pipes where visible. Rain chains in place of down pipes to sensory terraces.
 - (H) Metal Fascia**
To perimeter of shared space roof / canopy.
 - (J) Corrugated Roofing**
To pitched roofs and Sensory Terrace canopies. Colour to match/ similar to adjacent cladding panels.
 - (K) Canopy**
Metal fascia to sides of canopies - painted steel columns and structure.
 - (L) Louvre**
PPC Aluminium - colour to match adjacent cladding.
- Ironmongery**
All external ironmongery to be metal

rev.	date	description
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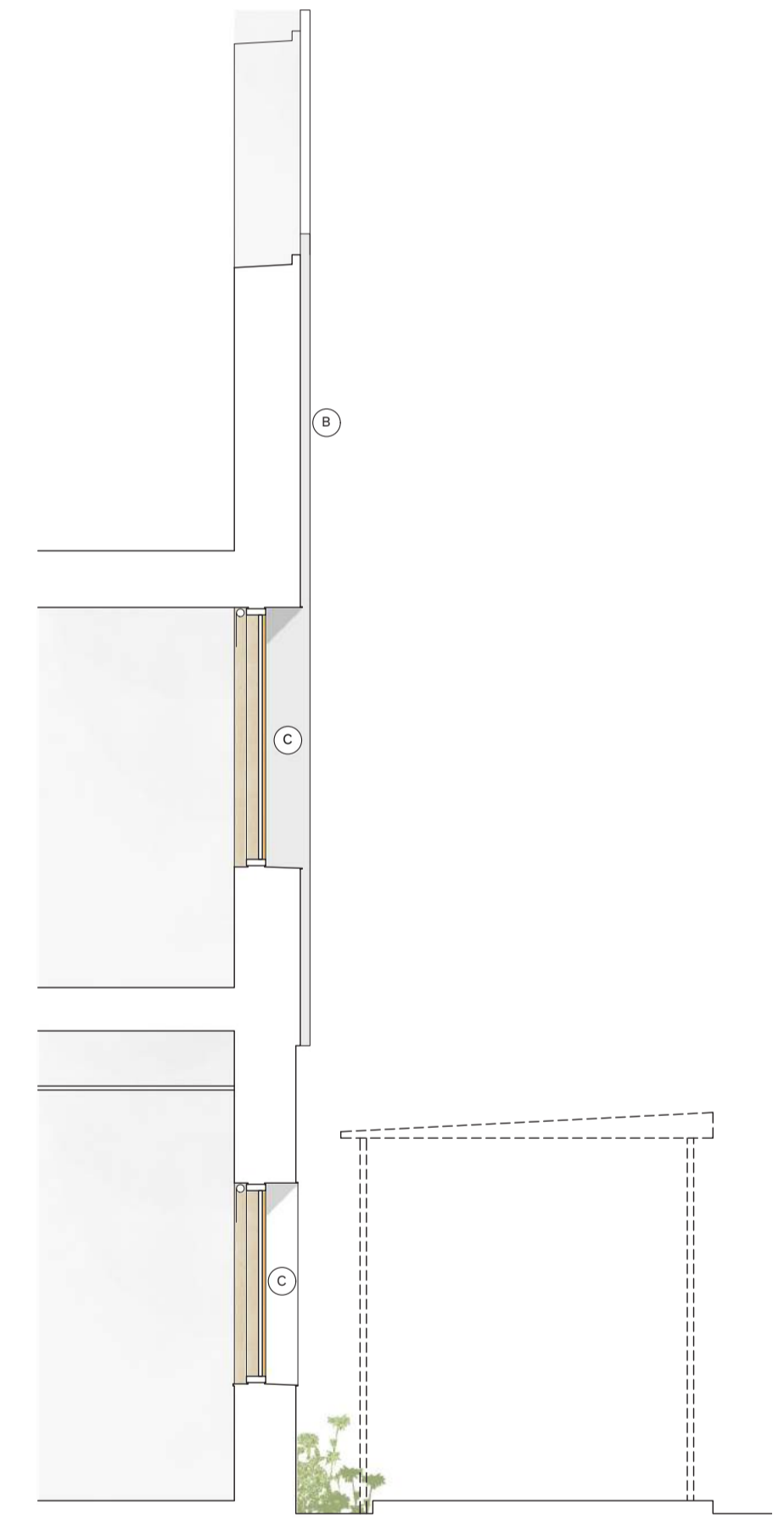
job title
The Children's Trust - New Build
 drawing title/location
Detailed Elevations - Typical Proposed

scale	1:50 @ A1	1:100 @ A3
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drawing number	1929-RCK-XX-XXX-DR-A-08212	revision	P01
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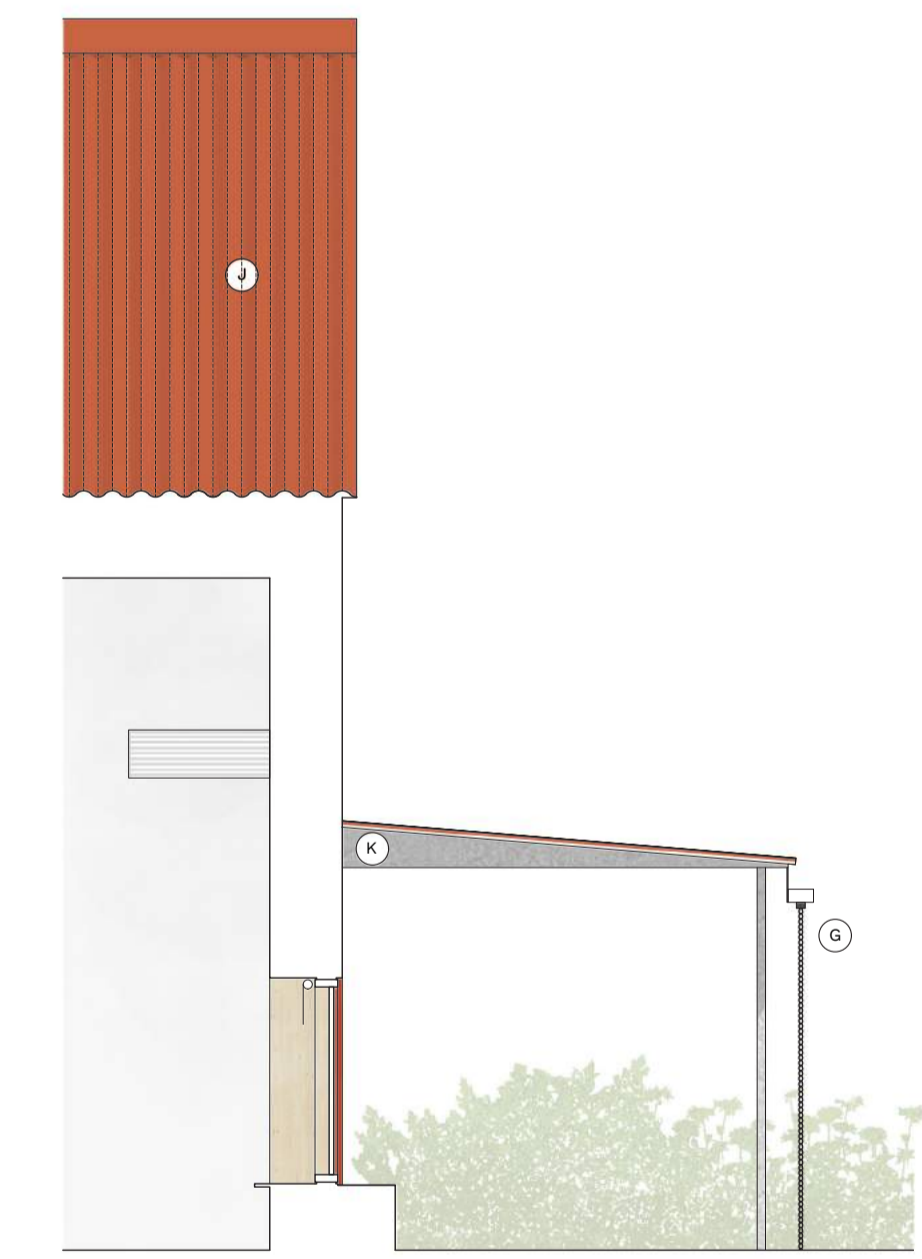
(A) Transdisciplinary Block - Detail Elevation



(01) Transdisciplinary Block - Detail Section



(A) Classroom Block - Detail Elevation

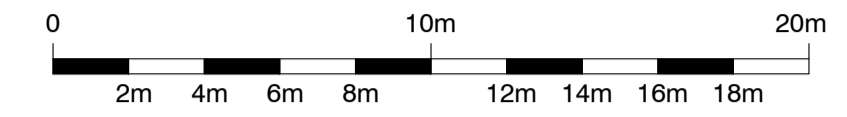


(02) Classroom Block - Detail Section

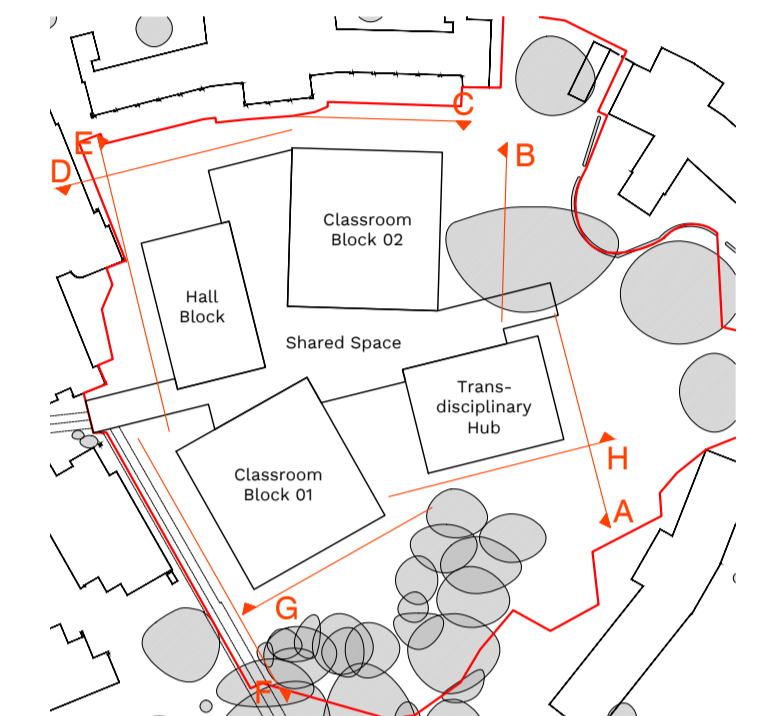
For full elevations, please refer to drawings 1929-RCK-XX-XXX-DR-A-08210 and 08211
 Planting shown as indicative only - please refer to landscape drawing 741-FH-XX-00-Landscape GA and the Design and Access Statement for more detail.

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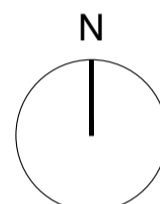
PLANNING



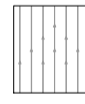
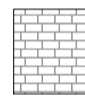

Drawing Notes:



Key plan



Key

-  cladding panels
pigmented CP board with cut pattern detail
-  masonry - pigmented
splitfaced and fairfaced blocks
-  corrugated roofing - colour to
match adjacent cladding

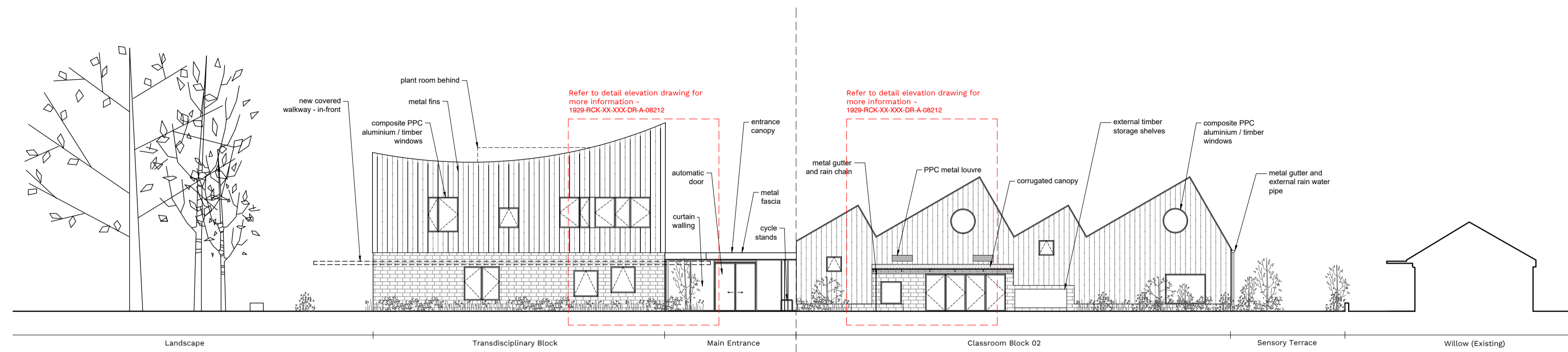
For detail elevations, please refer to drawings 1929-RCK-XX-XXX-DR-A-08212
 Planting shown as indicative only - please refer to landscape drawing 741-FH-XX-00-Landscape GA and the Design and Access Statement for more detail.

P01 19/07/2021 For Planning
 rev. date description

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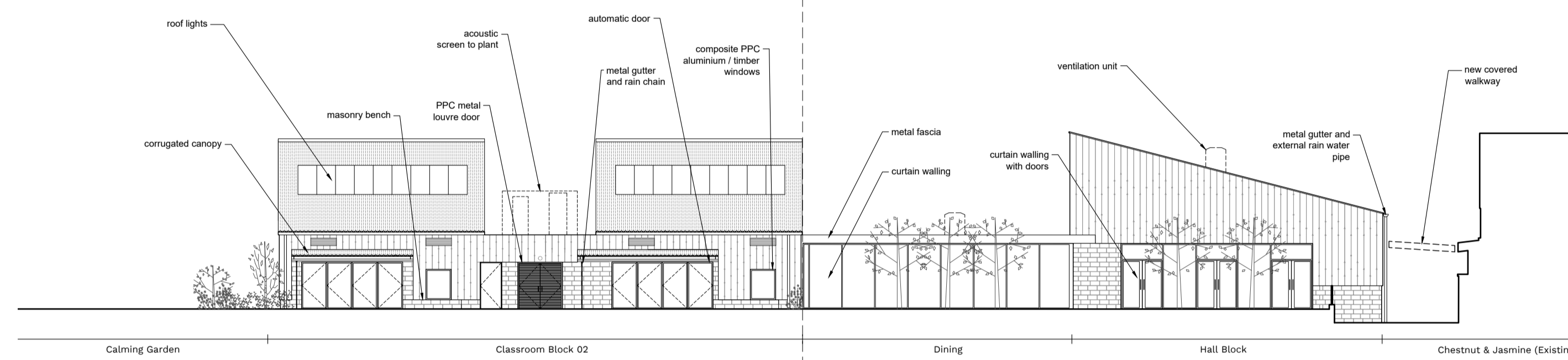
job title
 The Children's Trust - New Build
 drawing title/location
 Elevations
 Proposed

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drawing number	1929-RCK-XX-XXX-DR-A-08210	revision
		P01



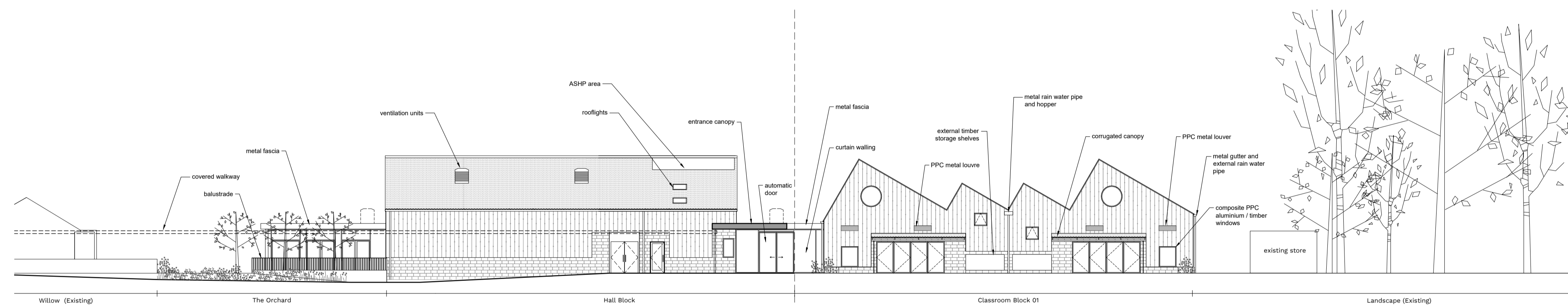
A Transdisciplinary Block - East Elevation

Classroom Block 02 - East Elevation B



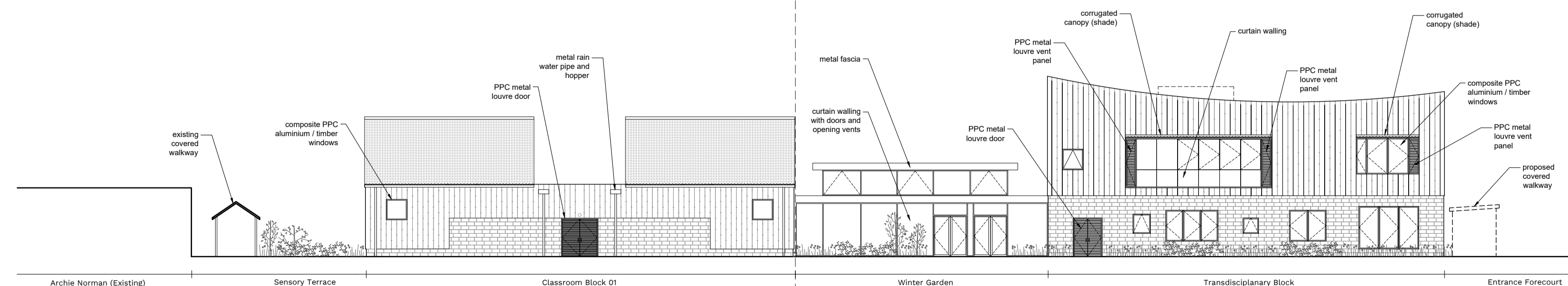
C Classroom Block 02 - North Elevation

Hall Block - North Elevation D



E Hall Block - West Elevation

Classroom Block 01 - West Elevation F



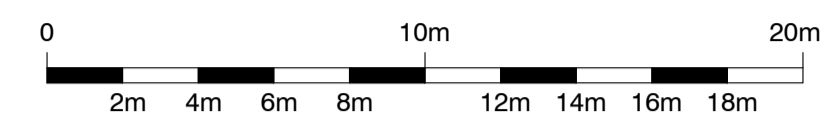
G Classroom Block 01 - South Elevation

Transdisciplinary Block - South Elevation H

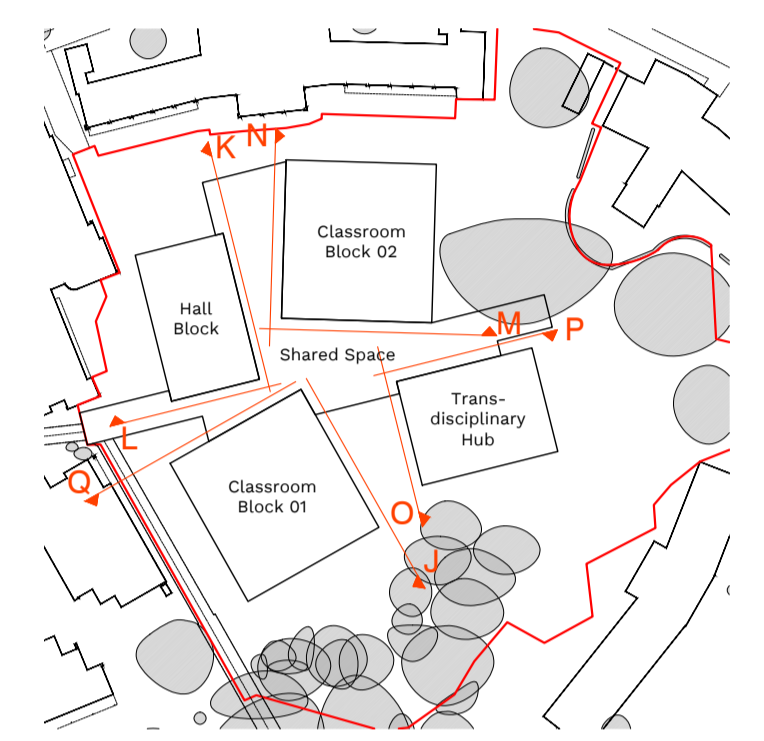
Agenda Item 8

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PLANNING



Drawing Notes:



Key plan

Key

- cladding panels
pigmented CP board with cut pattern detail
- masonry - pigmented
splitfaced and fairfaced blocks
- corrugated roofing - colour to
match adjacent cladding

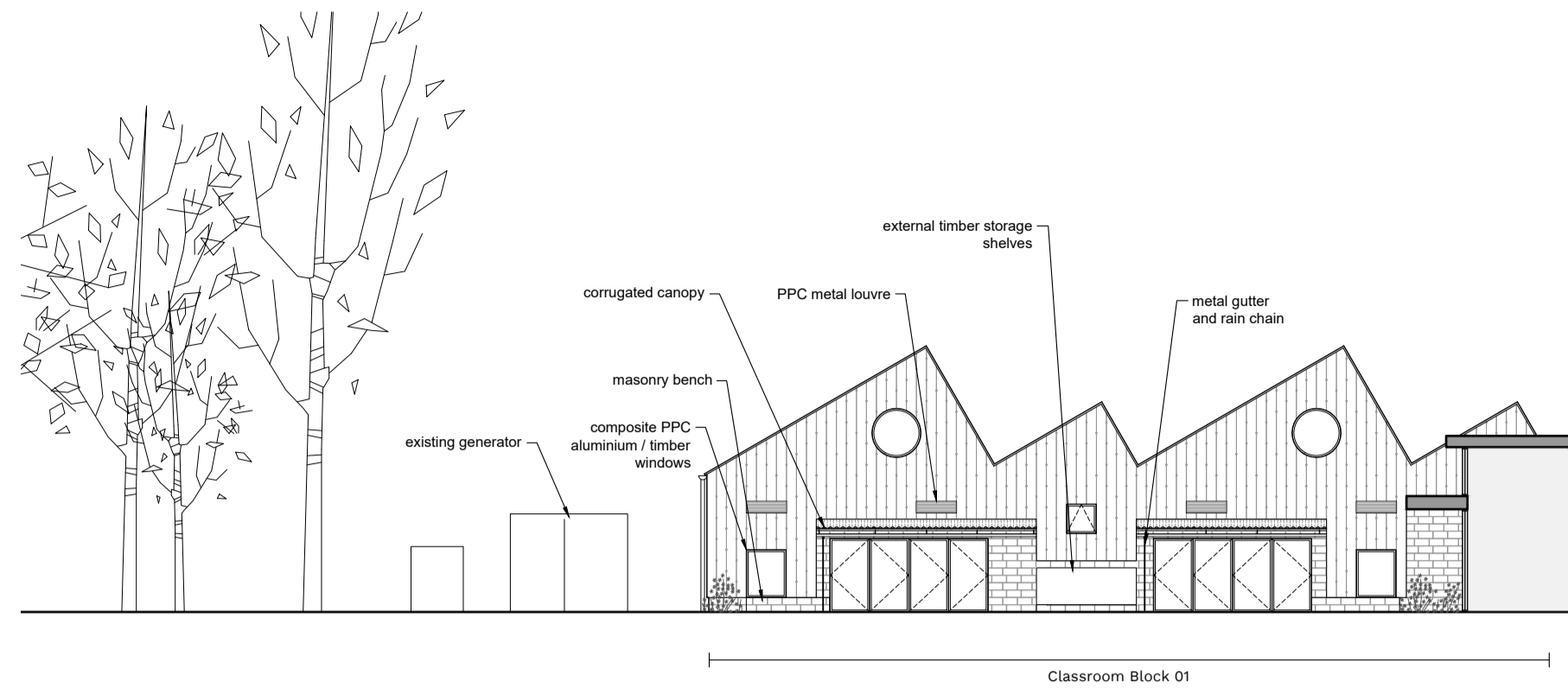
For detail elevations, please refer to drawings 1929-RCK-XX-XXX-DR-A-08212
 Planting shown as indicative only - please refer to landscape drawing 741-FH-XX-00-Landscape GA and the Design and Access Statement for more detail.

P01	19/07/2021	For Planning
rev.	date	description

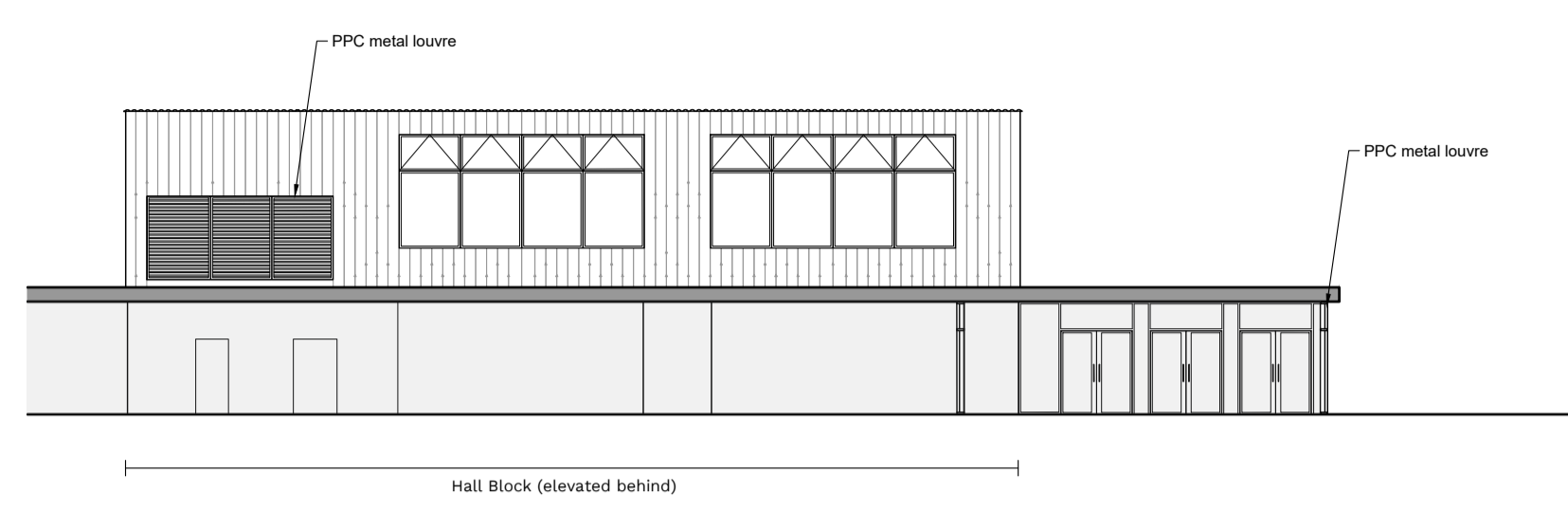
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job title
The Children's Trust - New Build
 drawing title/location
Elevations Proposed

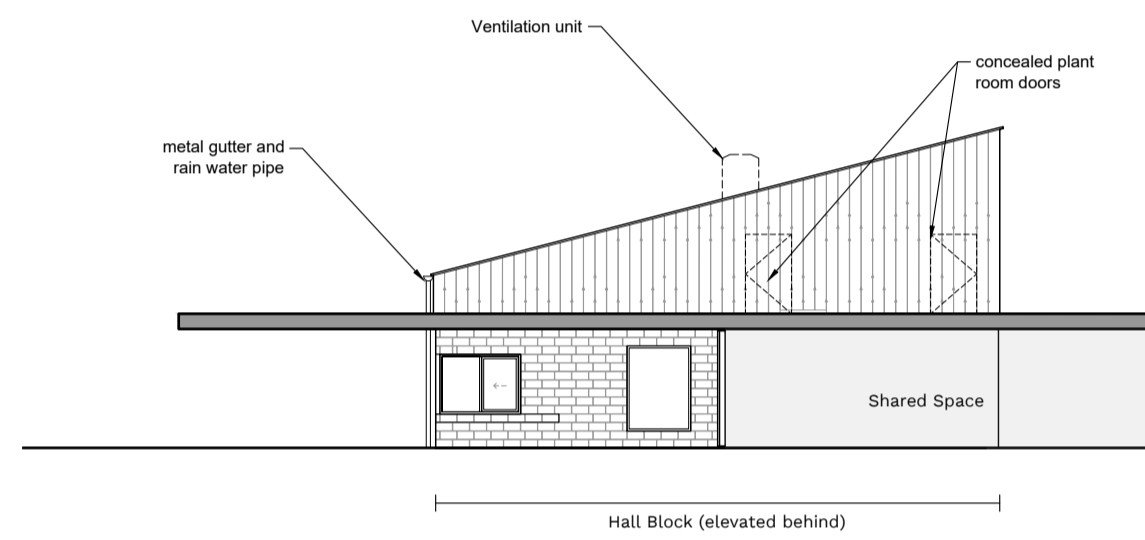
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drawing number	1929-RCK-XX-XXX-DR-A-08211	
revision	P01	



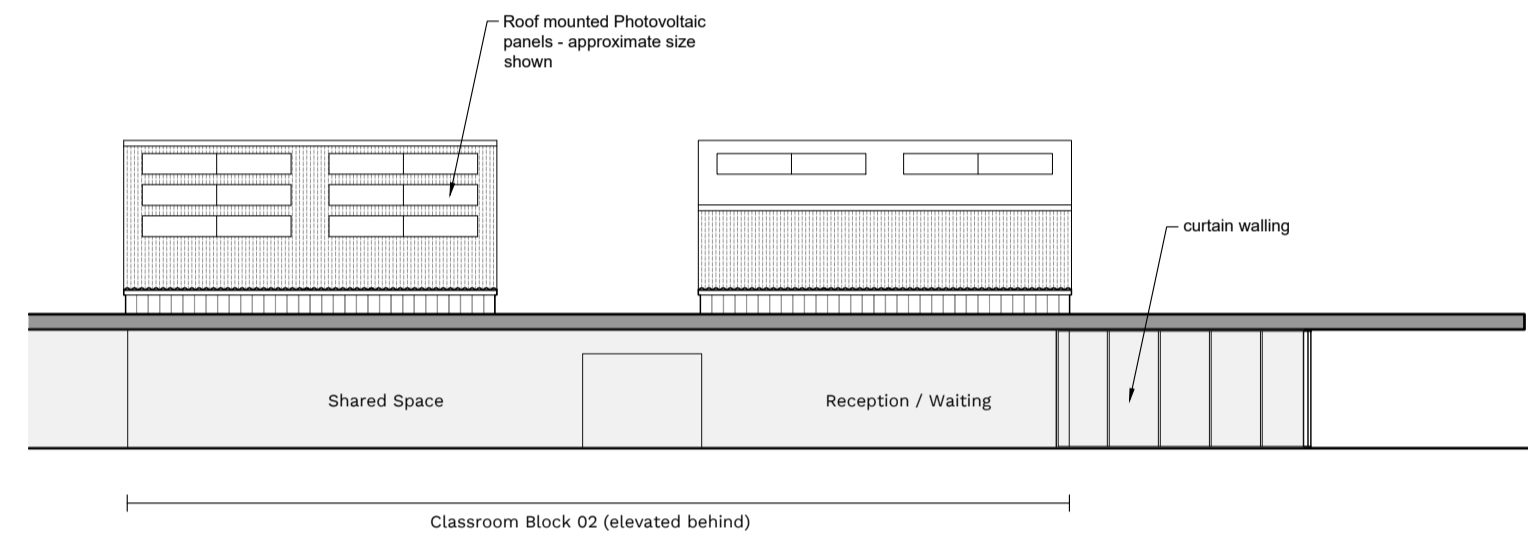
J Classroom Block 01 - East Elevation



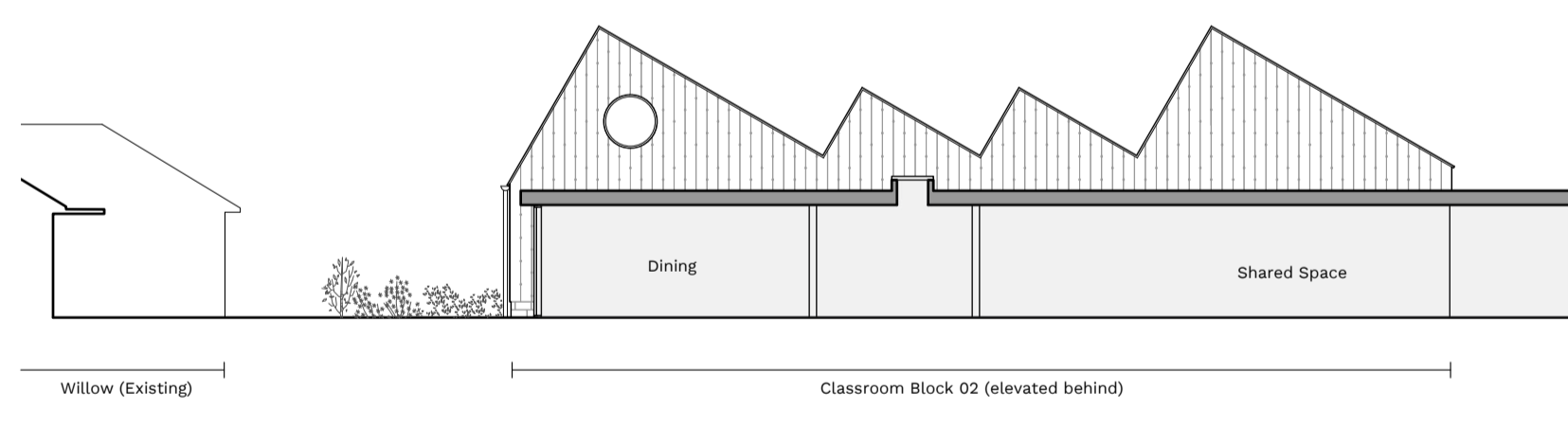
K Hall Block - East Elevation



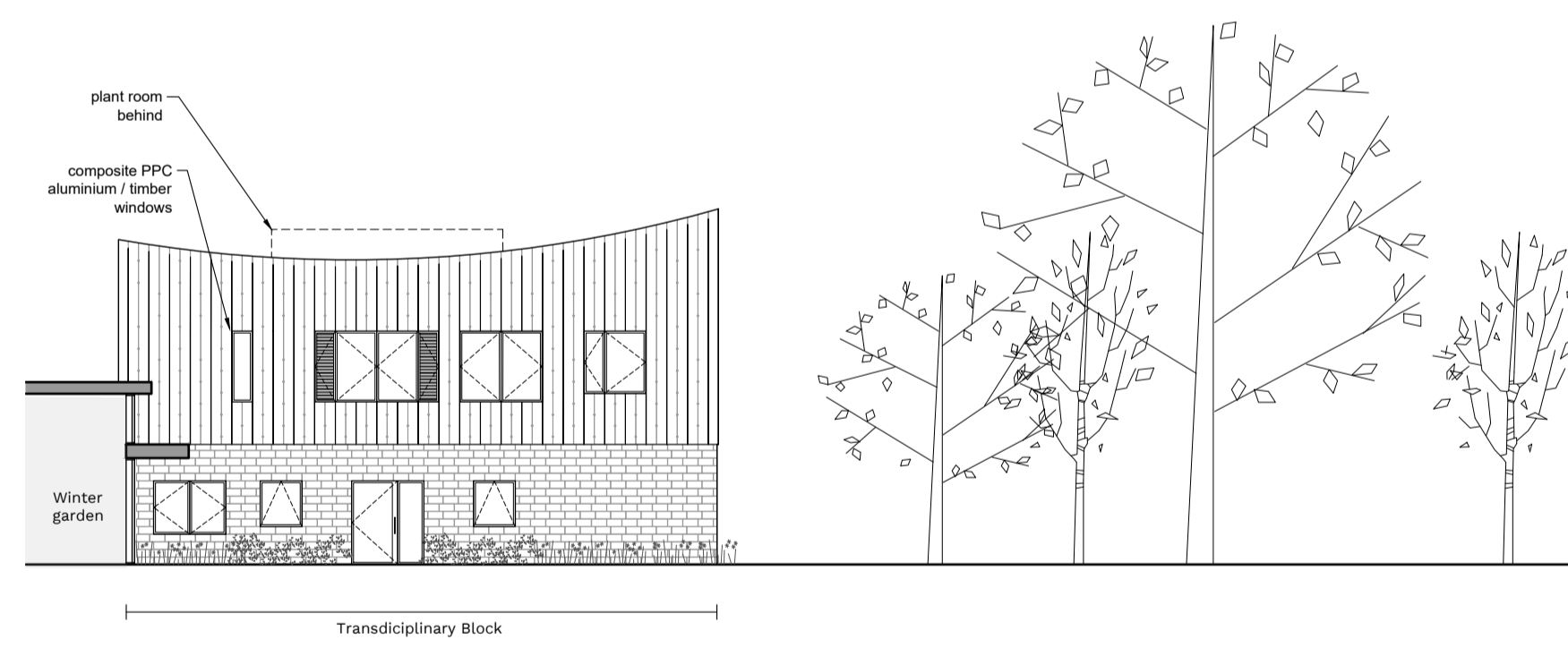
L Hall Block - South Elevation



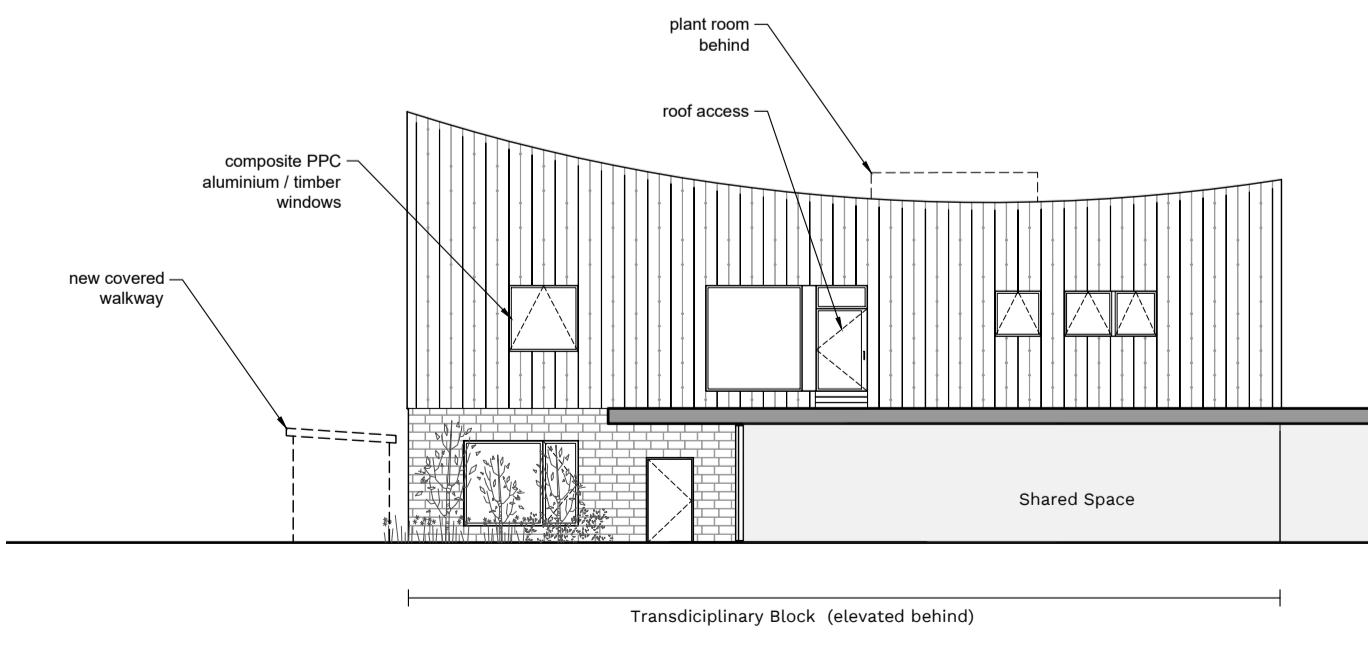
M Classroom Block 02 - South Elevation



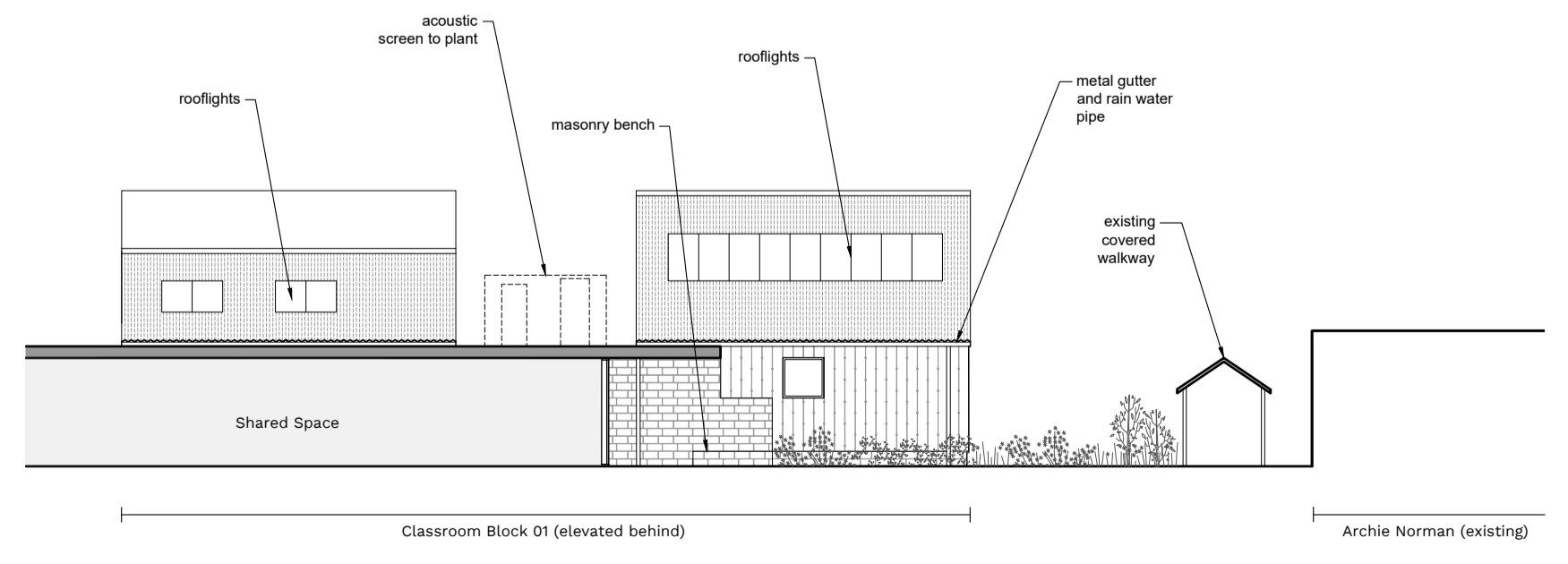
N Classroom Block 02 - West Elevation



O Transdisciplinary Block - West Elevation



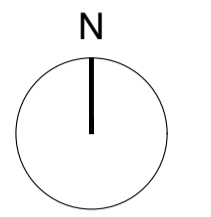
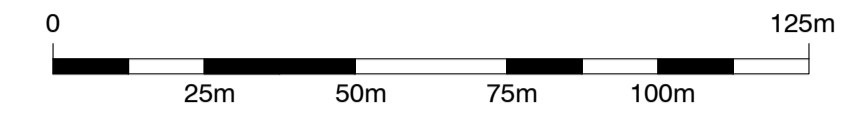
P Transdisciplinary Block - North Elevation



Q Classroom Block 01 - North Elevation

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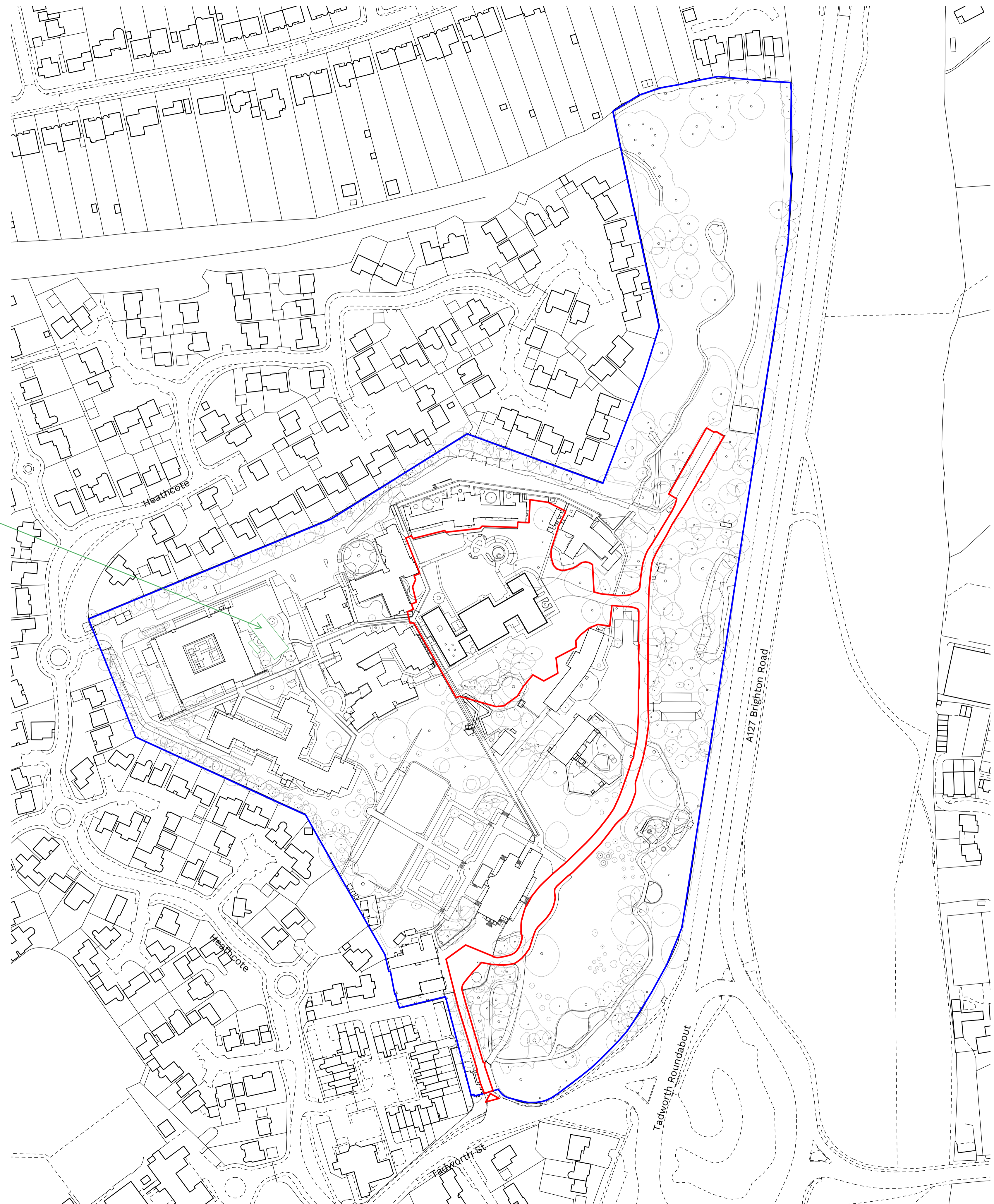
PLANNING



Drawing Notes:


- Ownership Boundary
- Site Boundary

Approximate location of temporary accommodation during construction refer to drawing: 17721-SIB-00-ZZ-M3-W-011-(S1)



Temporary Accommodation location
1929_TCT_SK220119

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 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	9 March 2022
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	John McNally
	TELEPHONE:	01737 276204
	EMAIL:	john.mcinally@reigate-banstead.gov.uk
AGENDA ITEM:	9	WARD: Reigate

SUBJECT:	Report Back on Comments Received on Extension to Wray Common Conservation Area following designation on the 16th December 2020
PURPOSE OF THE REPORT:	For the Planning Committee to consider the comments received following designation of the extension to Wray Common Conservation Area on the 16 th December 2020.
RECOMMENDATION:	
<p>1. It is recommended that there is no change to the Conservation Area boundary designated on the 16th December 2020, which included Alvington House and Alvington Cottage at 59 and 61 and the Reigate Stone boundary wall and stone and brick pier to 63 to 75 (odd) Wray Park Road, Reigate in the Wray Common Conservation Area as delineated on the plan in Appendix 1 and designated as an extension to the Wray Common Conservation Area, under sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</p>	
<p>Planning Committee has authority to determine the recommendation.</p>	

1.0 BACKGROUND

- 1.1 The Borough has 24 Conservation Areas. They are defined by the legislation as areas of special architectural or historic interest, which are desirable to preserve or enhance. The Council has a statutory duty to regularly review designations and boundaries, and a review of all boundaries took place in 2007, looking at identity areas and cohesive character groups as well as the age of buildings and their architectural interest. That programme of designations and extensions was completed in 2013. Following "Conservation Areas @ 50", the Historic England national study of Conservation Areas in 2017 which considered the practice of designations nationally, a review is currently taking place in regard to boundaries of existing Conservation Areas and potential new designations for other areas as part of the regular review process.
- 1.2 Alvington House and Alvington Cottage and the Reigate Stone boundary wall and stone and brick pier to 63 to 75 (odd) Wray Park Road in the Wray Common

Agenda Item 9

Planning Committee
9 March 2022

Agenda Item: 9
Wray Common CA

Conservation Area were added as an extension to Wray Common Conservation Area at the Planning Committee meeting on the 16th December 2020. Owners were notified of the designation and the purpose of this report is to consider comments received.

2.0 STATUTORY PROVISION

2.1 Public attitudes in favour of the retention and enhancement of local character and distinctiveness within the built environment are reflected in statutory legislation and guidance. Historic buildings and conservation areas are, therefore, vitally important to the environmental quality of life in this country. Consequently, local planning authorities have a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990, to determine and review which parts of their area are of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance, and to designate such areas as conservation areas.

3.0 CHARACTER ASSESSMENT OF EXTENSION TO WRAY COMMON CONSERVATION AREA DESIGNATED ON 16TH DECEMBER 2020

3.1 The Wray Common Conservation Area consists principally of large Victorian houses in spacious in the vicinity of Wray Common. A number of earlier buildings such as Wray Farmhouse and the Windmill are found on the borders of the common. Pevsner describes it as “a lush and effective open space surrounded by big houses in gardens, and a model of good open suburban landscape”.

3.2 The Conservation Area was designated in 1988 and extended in 2006. The draft Conservation Area Appraisal of 2014 did not suggest any extensions but following a comprehensive Historic England national study of Conservation Areas in 2017 it is evident that a review of Conservation Area boundaries and designation is needed to include areas which would now meet accepted standards of designation elsewhere.

3.3 In the case of Wray Common, it is evident that a wider area should be considered for inclusion but Alvington House and Alvington Cottage have been expedited in this tranche. Alvington House is a red brick Victorian mansion and Alvington Cottage, the former gardeners cottage with coach house to front and complement the existing Conservation Area character of Victorian mansions in spacious grounds. It was considered these should be included within the boundary of the area, as they contribute to the architectural interest character of the area. Alvington House and the coach house to Alvington Cottage date from the 1850's, the earliest phase of building on the estate, with late 19th century gardener's cottage behind when the Wray Park Estate was developed after the arrival of the railway in Reigate in 1847. The extension also included the Reigate Stone boundary wall and stone and brick pier to 63 to 75 (odd) Wray Park Road. This is the 19th century Reigate Stone boundary wall to Birdhurst, a Victorian Mansion now demolished but whose coach house is already in the Conservation Area at 77 Wray Park Road.

These buildings and wall contribute to the group of Victorian houses in this part of the Wray Common Conservation Area and link both to Wray Common as well as being in proximity to St Davids and Brockmere to the west.

4.0 REPORT BACK ON COMMENTS RECEIVED

4.1 10 properties were notified of their inclusion in the extension to Wray Common Conservation Area. One response was received from one of the households who were fully supportive of the extension both in terms of the properties involved and the Reigate Stone Wall alongside Wray Park Road. They felt the wall creates a uniform approach to Wray Common and adds considerable character.

4.2 A consultants report for the applicants on the extension to the Conservation Area, was considered as part of the appeal on the demolition of Alvington House. This appeal was dismissed by the inspectorate due to the harm to the Conservation Area and restoration and extension of Alvington House is now being considered under application 21/01996/F. The Council considers that it is an area of special architectural and historic interest that is desirable to preserve and enhance, and the contribution of the extended area to the Conservation Area has been upheld by the planning inspectorate. Given the boundary meets national guidance and having regard to the dismissal of the appeal on Conservation Area grounds it is considered that none of the representations received or circumstances presented give rise to alter the extended boundary from that originally designated.

5.0 RESOURCE IMPLICATIONS

5.1 The greater certainty in the development management process will considerably reduce time spent on negotiation and discussion of proposals and give clarity for future applications and appeals.

6.0 LEGAL IMPLICATIONS

6.1 The local planning authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to review the exercise of their functions in respect of the designation of conservation areas, and to consider the designation of further parts of their area as conservation areas. The legal status of Conservation Areas is not expected to change in the near future.

7.0 CONCLUSIONS

7.1 It is considered that Alvington House and Alvington Cottage and the Reigate Stone boundary wall and stone and brick pier to 63 to 75 (odd) Wray Park Road were worthy of inclusion in the Wray Common Conservation Area, as they contribute significantly to the identity and character of Wray Common Conservation Area and no representations or circumstances have been forwarded that suggest otherwise. It is recommended that there is no change to the boundary as designated on the 16th December 2020.

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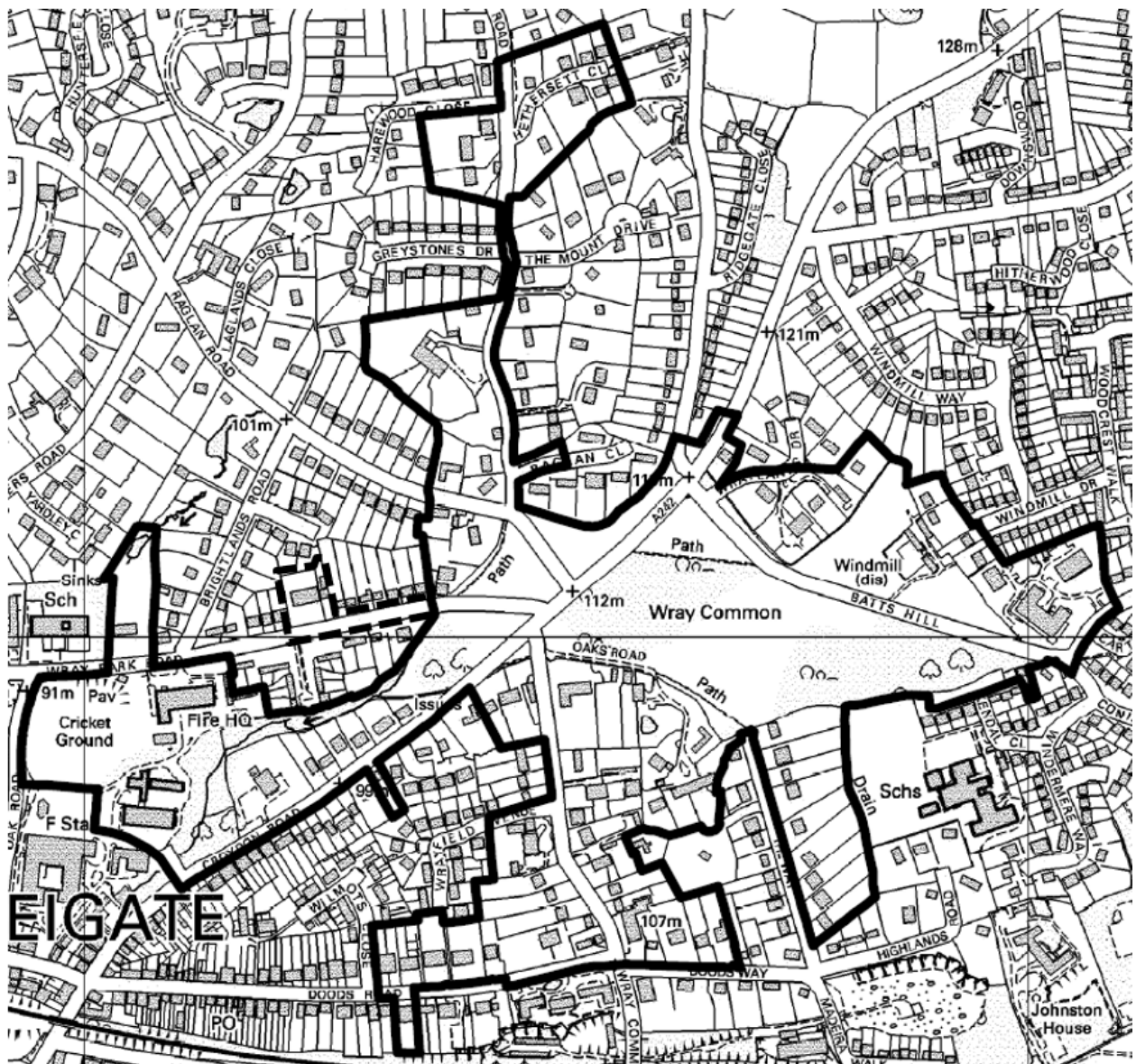
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- 6.2 It is recommended that there is no change to the revised boundary of Wray Common Conservation Area as designated on 16 December 2020 as delineated on the plan in Appendix 1 under sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Appendix 1

WRAY COMMON CONSERVATION AREA revised boundary as designated 16 December 2020



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Conservation Area - Wray Common, Reigate (Extension dotted line)



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Detail of boundary extension (dotted). Designated Extension to the Conservation Area hatched. Alvington House, Alvington Cottage and coach house and Reigate Stone boundary wall and brick pier to 63 to 75 (odd) Wray Park Road shaded black as designated as part of Wray Common Conservation Area 16 December 2020.

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 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	9 March 2022
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	John McInally
	TELEPHONE:	01737 276204
	EMAIL:	john.mcinally@reigate-banstead.gov.uk
AGENDA ITEM:	10	WARD: Reigate

SUBJECT:	Report Back on Comments Received on Reigate Hill Conservation Area following designation on the 20th January 2021
PURPOSE OF THE REPORT:	For the Planning Committee to consider the comments received following designation of Reigate Hill Conservation Area on the 20th January 2021
RECOMMENDATION:	<p>1. It is recommended that there is no change to the Conservation Area designated on 20th January 2021 and as varied on the 22nd January 2021 for Reigate Hill Conservation Area as delineated on the plan in Appendix 1, under sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</p>
Planning Committee has authority to determine the recommendation.	

1.0 BACKGROUND

- 1.1 The Borough currently has 24 Conservation Areas. They are defined by the legislation as areas of special architectural or historic interest, which are desirable to preserve or enhance. The Council has a statutory duty to regularly review designations and boundaries, and a review of all boundaries took place in 2007, looking at identity areas and cohesive character groups as well as the age of buildings and their architectural interest. That programme of designations and extensions was completed in 2013. Following “Conservation Areas @ 50”, the Historic England national study of Conservation Areas in 2017 which considered the practice of designations nationally, a review is currently taking place in regard to boundaries of existing Conservation Areas and potential new designations for other areas as part of the regular review process.
- 1.2 Reigate Hill Conservation Area was designated on the 20th January 2021. Owners were notified of the designation and the purpose of this report is to consider comments received.

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2.0 STATUTORY PROVISION

- 2.1 Public attitudes in favour of the retention and enhancement of local character and distinctiveness within the built environment are reflected in statutory legislation and guidance. Historic buildings and conservation areas are, therefore, vitally important to the environmental quality of life in this country. Consequently, local planning authorities have a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990, to determine and review which parts of their area are of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance, and to designate such areas as conservation areas.

3.0 CHARACTER ASSESSMENT OF THE PROPOSED REIGATE HILL CONSERVATION AREA DESIGNATED ON THE 20TH JANUARY 2021

- 3.1 The settlement dates from the early 19th century, the first properties being 101 and 103 Reigate Hill constructed in the 1800's. However Reigate Hill was a dangerous route despite being made a turnpike road in 1755. William Constable, the surveyor who designed Reigate Tunnel, carried out major improvements to Reigate Hill in 1825 including the suspension bridge (replaced in 1910) and an Octagonal toll house was built at the base of the Hill (demolished 1890). From the 1830's this attracted a number of buildings around the Toll House, such as the Yew Tree inn and the Rifle Volunteer public house opposite and a number of artisan's cottages, including the Reigate Stone Quarry Cottages associated with the Chalk pits, lime works and Reigate Stone mines, as well as country houses in large grounds such as The Rock, and The Brokes (Reigate Manor). Following the arrival of the railway in 1847 further large houses in spacious grounds were built in the vicinity and further cottages in the arts and crafts style were built later in the century and early 20th century. The Yew Tree public house was rebuilt in 1937 and was designed by the notable architect Paxton Watson in the local arts and crafts style. During the Second World War properties in the area were commandeered as for the Army's South East Command with Montgomery, Eisenhower, Churchill and several generals staying occasionally in the properties and the communication centre known as Monty's Hideout was built into Reigate Hill.
- 3.2 It is considered that the area forms a cohesive settlement of composite elements. The centre is characterised by low two storey cottages in arts and crafts and Victorian styles, with a collection of Victorian country houses in spacious grounds in the vicinity, with associated lodges and coach houses. Reigate Hill forms a green corridor to the town with buildings set back behind verdant and sylvan setting, except for the cottages on the south east side. The settlement forms a foreground to the backdrop of the Reigate Hill Area of Outstanding Natural Beauty, particularly on the north and west sides of the main road. Whilst the Esso garage is a negative element in the area, it was nonetheless designed to have a reduced impact with clay tile roof and very limited advertising fascias.

4.0 REPORT BACK ON COMMENTS RECEIVED

- 4.1 107 properties were notified of their inclusion in the designated Reigate Hill Conservation Area. Three properties responded in support of the designation including one which suggested extension, and two against the designation and two requests for a property to be excluded from the Conservation Area. The Beech Road and Underhill Park Road Frontagers' Association (BUFA) also supported the designation of the Conservation Area.
- 4.2 Hillside in Fox Lane requested exclusion from the Conservation Area due to being a modern house on the edge of the Conservation Area. It is considered however that this has a close relation to the neighbouring Victorian terrace as well as being in the former back garden of 90 Reigate Hill the boundary of which encloses it on two side. Officers consider the boundary should not be varied in this case.
- 4.3 1 Fox Lane objected to the designation of the Conservation Area for the following reason. They considered properties south of Beech Road are new build, properties of importance are already locally listed and trees and hedges in the area are protected with Tree Preservation Orders. They request that an area of Fox lane was excluded from the Conservation Area. Officers consider that there are a considerable number of buildings in this part of the Conservation Area that are Victorian in date and add to the character of the area. 1 Fox Lane is embedded between the boundaries of two 19th century properties in a central part of the Conservation Area and Officers considered that it should remain in the Conservation Area.
- 4.4 4 Hadley Place requested removal from the Conservation Area as a modern building with permitted development rights for extensions. Officers consider it should remain in the Conservation Area as it has been designed as a Victorian coach house style building in the former grounds of the adjacent Locally Listed Building.
- 4.5 There was a request to include the 1930's Art Deco reservoir on Reigate Hill within the Conservation Area. This would require further investigation and would be considered at a later review.
- 4.6 The owner of the Yew Tree PH objected to the designation of the Conservation Area. He objected to the lack of a Conservation Area Appraisal, and raised issues in regard to the architectural quality of the Yew Tree and character of the area. These were considered by the inspector who dismissed the appeal for development of the Yew Tree application 20/02602/F. The inspector made the following comment relevant to the objections.
- 4.7 The inspector noted in relation to the Conservation Area appraisal, *"Planning Practice Guidance only guides that an appraisal may help a local planning authority decide whether to designate an area as a conservation area. There is no requirement to carry one out. In my judgement, for the purposes of designating the Conservation Area and consultation, the character assessment that was used was adequate."*

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- 4.8 The inspector noted in relation to assessing the significance of the designated Conservation Area and the contribution that the Yew Tree PH ;

“10. The Conservation Area is centred on the Yew Tree public house and extends along Reigate Hill and nearby adjacent roads to contain well designed, older and historic buildings which vary in scale from two storey cottages to large, detached houses. Use of brick, render, clay tiles and slate is widespread. The mature trees and landscaping along Reigate Hill form an intrinsic part of the Conservation Area’s verdant character. The significance of the Conservation Area and its listed buildings, which predominantly date from the early 19th century through to pre-World War Two, is therefore architectural and historical.

11. The Yew Tree public house is an arts and crafts revival style, two storey building dating from 1937 designed by Paxton Watson. With its low eaves height, first floor contained within its roof space, clay tiles and vernacular style it complements the cottages on the opposite side of Reigate Hill and on the same side of this road to its rear. Positioned directly facing traffic approaching up Reigate Hill from the south, and framed in these views by the canopy of trees that encloses the road, it is the most prominent building in the Conservation Area and makes a noteworthy contribution to its significance.”

- 4.9 Officers consider that the above supports the Council’s view that designation of the area was justified, that the Yew Tree PH is an important feature of the area and that the character assessment was adequate.

5.0 RESOURCE IMPLICATIONS

- 5.1 Whilst heritage resources are limited, the greater certainty in the development management process will considerably reduce time spent on negotiation and discussion of proposals.


6.0 LEGAL IMPLICATIONS

- 6.1 The local planning authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to review the exercise of their functions in respect of the designation of conservation areas, and to consider the designation of further parts of their area as conservation areas. The legal status of Conservation Areas is not expected to change in the near future.

7.0 CONCLUSIONS

- 7.1 It is considered that Reigate Hill Conservation Area was worthy of designation as a Conservation Area, as it contributes significantly to the special architectural and historic interest of the area, its identity and character and is desirable to preserve and enhance. No representations or circumstances forwarded have evidenced against the designation as a whole or warrant further inclusions or exclusions at this time.

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 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	9 March 2022
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	John McNally
	TELEPHONE :	01737 276204
	EMAIL:	john.mcinally@reigate-banstead.gov.uk
AGENDA ITEM:	11	WARD: Horley West and Sidlow

SUBJECT:	Report Back on Comments received on the Meath Green Conservation Area following designation on the 17th February 2021
PURPOSE OF THE REPORT:	For the Planning Committee to consider the comments received following designation of Meath Green Conservation Area on the 17 th February 2021
RECOMMENDATION:	
<p>1. It is recommended that there is no change to the boundary of Meath Green Conservation Area designated as a Conservation Area on the 17th February 2021 and as delineated on the plan in Appendix 1, under sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</p>	
Planning Committee has authority to determine the recommendation.	

1.0 BACKGROUND

- 1.1 The Borough currently has 24 Conservation Areas. They are defined by the legislation as areas of special architectural or historic interest, which are desirable to preserve or enhance. The Council has a statutory duty to regularly review designations and boundaries, and a review of all boundaries took place in 2007, looking at identity areas and cohesive character groups as well as the age of buildings and their architectural interest. That programme of designations and extensions was completed in 2013. Following “Conservation Areas @ 50”, the Historic England study of Conservation Areas in 2017 which considered the practice of designations nationally, a review is currently taking place within the Borough in regard to boundaries of existing Conservation Areas and potential new designations for other areas as part of the regular review process. Meath Green Conservation Area was designated a Conservation Area at the Planning Committee meeting on the 17th February 2021.

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2.0 STATUTORY PROVISION

- 2.1 Public attitudes in favour of the retention and enhancement of local character and distinctiveness within the built environment are reflected in statutory legislation and guidance. Historic buildings and conservation areas are, therefore, vitally important to the environmental quality of life in this country. Consequently, local planning authorities have a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990, to determine and review which parts of their area are of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance, and to designate such areas as conservation areas.

3.0 CHARACTER ASSESSMENT OF THE MEATH GREEN CONSERVATION AREA DESIGNATED ON THE 17TH FEBRUARY 2021

- 3.1 The settlement of Meath Green consists of a number of farms, architecturally dating back to the 17th century or earlier, historically centred on the green where the pond still exists, which in the 19th century and early 20th century was strengthened by the building of a number of picturesque cottages and houses along Meath Green Lane and construction of farm buildings in local materials. Handmade tile roofs, tile hanging and handmade brick, sometimes with burnt headers are characteristic of the area as traditional windows including cast iron frames. The lane itself has a picturesque hedge lined character of a meandering nature with grass verges. The Lane has been protected from development in the north west sector by generally being set back at 15 metres and 20 metres or more where possible to retain the character of the lane as a country lane green corridor with hedgerows and tree lines strengthened. Footpaths have been placed behind the hedgerows where possible. It is considered that the area forms a cohesive settlement of local Wealden vernacular architecture centred around a hedged country lane threading through the urban area.
- 3.2 From south to north the following architectural elements can be noted. The 19th century Greenfields Farm forms the current Residential Area of Special Character on the east side and is characterised by local red brick with burnt blue headers. There is a large farm house (Greenfields and Greenleas) with a collection of estate cottages (Whipple Tree Cottages) and converted farm buildings including The Paddocks. Two farm buildings were converted by the notable local architect Blunden Shadbolt, Little Greenfields and Old Barn and he also designed Oakcroft. To the west is the former Meath Green where a large pond still exists and Landens Farm further west, a 17th century a listed farmhouse and 19th century model farm, cottage and granary, with blue header bricks. Cheswick Cottage is a 19th century cottage and Cheswick Farmhouse is 16th century farmhouse, a grade II listed building, with later wing including Thurgarton Cottage. To rear is the farm yard of Cheswick Farm. To the north is Meath Green Farm, a 19th century blue header brick farmyard in need of repair. On the bend are a collection of 19th century and early 20th century cottages and houses in local materials including Wick Farmhouse, Meath Green House, The Cottage, Meath Paddock and Saxley Cottage, with the hedge line lane leading up to Cinderfield, a listed 16th century farmhouse with Blunden Shadbolt converted farmyard.

4.0 REPORT BACK ON COMMENTS RECEIVED

4.1 38 properties were notified of their inclusion in the designated Meath Green Conservation Area. Three properties responded in support of the designation, six against the designation, one was split and the North West Sector Consortium do not object but do not support the full extent of designation. The objections are considered below.

4.2 The Coach House

The consultants for the owners raised a number of issues, including forms of Conservation Areas, NWH1 and footpaths. Their land is part of the NWH1 housing allocation

Officers would respond that there is not a statutory requirement to consult on the designation of Conservation Area. It is considered that the area meets the criteria for designation, the heart of the Conservation Area is of a traditional form of historic buildings clustered round the former Meath Green and that there are other former country lanes that are included in Conservation Areas in the Borough. Historic England note that Conservation Areas can include farmland as in the Yorkshire Dales and Norfolk and Conservation Areas based on linear features such as canals and railway lines. The proposed Meath Green Conservation Area is similar to other Conservation Areas that have been designated in the south east. RASC designation and local listing does not have the effectiveness of statutory controls. The NWH1 allocation recognises the importance of conserving the character of the Lane and at pre application stage it was noted the Lane was a heritage asset and that footpaths should be behind the hedgerow in any new housing scheme. It is appreciated that there are schemes for cycle routes and footpaths along other parts of the Lane and it is being considered how these can be proportionate and maintain the character. It is considered that Meath Green House and the Coach House contribute to the character of the Conservation Area and should not be excluded.

4.3 Horley North West Consortium

The Consortium do not object to the principle of the Conservation Area but do not support the full extent of designated area. In relation to their comment about a Conservation Appraisal, an inspector has already noted in relation to another Conservation Area recently designated in the Borough, "the Planning Practice Guidance only guides that an appraisal may help a local planning authority decide whether to designate an area as a conservation area. There is no requirement to carry one out. In my judgement, for the purposes of designating the Conservation Area and consultation, the character assessment that was used was adequate." We have used the same approach for Meath Green Lane.

Conservation Area Appraisal, Designation and Management Historic England Advice Note 1 (Second Edition) 2019 notes in paragraph 16: *"it is good practice to prepare a designation assessment to formally assess the special historic or architectural interest it may have and whether it is desirable to preserve or enhance its character or appearance. ... This often follows a similar format to a*

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conservation area appraisal and, indeed where this leads to designation it will inform future decision-making. Nevertheless, where a rapid designation is necessary to prevent harm and where proportionate consideration is given in decision-making, the special interest is relatively clear or the area has an easily defined boundary, it may be expedient to prepare a shorter report setting out how the area meets the statutory definition and how the appropriate boundary has been determined, thus ensuring the area's designation is robust."

An assessment of the area including current condition, historic assets and map evidence base was carried out by the Council and used to assess the Meath Green as an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The Consortium is incorrect to state that open land cannot be regarded as Conservation Area. Open land including greens, parkland and fields are common features of Conservation Areas. The playing fields, open space and allotments were allocated to areas in the sector where it was important to retain the historic hedgerows of the field boundaries. The conservation of the historic hedgerows for the field boundaries and along Meath Green and the setting of historic buildings in the area were identified by the Council in the 1990's and form part of the Horley Design Guide (see appendix),

The Consortium suggest that the report fails to take account of allocations DMP NWH1 but NWH1 policy emphasises the need to conserve the character of Meath Green Lane and the importance of Green Corridors are emphasised in the Local Distinctiveness SPD 2021. The Horley Design Guide notes the importance of historic buildings and historic hedgerows in the area and the approach is no different to the retention of these features in the existing North West Sector. This would only be the same approach the Council has already taken with ensuring the survival of hedgerows and set back of development from the Lane when developing adjacent sites.

The Consortium have suggested removal of the Webber Street junction. Whilst this is a negative element it bisects Meath Green Lane and it is important to ensure that the impact is minimised by ensuring good management of the reinstatement of hedges and trees after the works. The Conservation Area status will also give greater strength to ensuring that hedgerows are restored that have suffered during building works in the vicinity.

The Consortium have suggested the exclusion of the locally listed Meath Green Barn but this is an important Locally Listed Building, the neglect of which has been raised by residents in the area. Conservation Area status would give greater powers to ensure that it is restored.

The Consortium have suggested exclusion of open spaces but it is quite legitimate to include open space within a Conservation Area (Chart Lane Conservation Area being a good example of this), as the historic hedgerows are part of the reason why school playing fields and allotments have been located in this area, and the heritage goes hand in hand with biodiversity as the former Meath Green is a Great Crested Newt Reserve.

The Conservation Area will have the advantage of focusing on the character of Meath Green Lane as it is evident that there are issues to address in terms of ensure that the landscape is not eroded.

Discussions on the Local Cycling and Walking Infrastructure Plan are exploring sympathetic ways of provide a cycleway including a suggestion for potentially closing this part of Meath Green Lane to through traffic. Roadside verges are important not only for conservation but wellbeing and biodiversity and a proportionate response is needed in terms of the extent of hard landscape. The principle of a footpath and cycleway along Meath Green Lane is not an issue and the Borough is in dialogue with the County as to how to achieve this and minimise the amount of verge lost to hardstanding. It is intended to provide a footpath running to the north end of Meath Green Lane with the junction of the riverside green chain. For the NWH1 housing areas it is consider that footpaths and cycleways should be provided behind the hedgerows when the sector come forward, to preserve the character of the Lane and considering the narrowness of the verges to the north. The principle of street lighting is not an issue from a Conservation viewpoint as this is provided in many rural Conservation Area.

The large group of buildings at the listed Landens Farm is an important part of the character of Meath Green. The Consortium have questioned why new housing has been excluded in Malthouse Lane but the emphasis has been on included elements of historic interest.

4.4 Meath Green House

The owner had a split opinion, considering designation from Meath Green Farm southwards to be reasonable but consider area north of this affected by housing. Concern was expressed about the Consortium not keeping Meath Green Farm in good repair. Noted that Policy NWH1 required development to respect and enhance semi-rural character of Meath Green Lane but felt Conservation Area would restrict new housing.

Officers would note that the Conservation Area status will give additional powers for the Meath Green Farm buildings to be put in a proper status of repair. The NWH1 sector would take the same approach as existing development, of preserving trees and hedgerows and the Conservation Area designation will strengthen this approach and ensure this is appropriately managed to maintain the character of the Lane.

4.5 Meath Paddock

The owners consider that it restricts the smallest stakeholders whilst giving free reign to the housing consortium and that the removal of the context of the rural landscape has eroded the intrinsic value of Meath Green Lane.

Officers in response would note that the proposal cover a significant area of consortium land and are intended to address issues of historic buildings at risk on that land. It is considered that Meath Green Lane has value in spite of the removal of the rural landscape and its recognition as a Conservation Area helps

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to reinforce the conservation of this heritage asset. There is also no intention of not allowing footpaths along the Lane but where these can be placed behind the hedgerows this would provide a safer access than the narrow verge.

Old Barn

The owners and a house builder, Vulcan Ellis Ltd, have objected to the inclusion of Old Barn which is situated in the existing RASC. They consider the area is not worthy of Conservation Area status and that the North West Sector, Malthouse Lane, and Denoras Rest have significantly altered the area.

Officers would disagree and consider that the RASC is reflective of the character of Meath Green Lane. Denoras Rest is an enforcement issue in terms of a number of issues including the use of fences instead of hedgerow to the front boundary. Malthouse Lane is a high quality development that has retained the Listed Buildings and used handmade clay tiles and Flemish bond blue header brickwork typical of the historic buildings in the area as well as retaining trees and hedgerows, and a shared pedestrian and vehicular kerbless gravel network of drives that is an exemplar of development and retained the rural character of the area and is a valued pedestrian network in the area.

4.6 The Saddlings

The owners are concerned future purchasers may be deterred, that it may affect their security in terms of strangers visiting the area and they did not choose to live in a Conservation Area.

Officer would note that it is unlikely that there would be an increase of visitors to the area due to the designation and planning designations are on the basis of meeting designation criteria.

4.7 Thurgarton Cottage

The consultants for the owners consider that the adjacent development is underplayed. In response Officers consider that members are fully aware of the extent of development on the North West sector. (A plan showing all the approved layout including those areas not yet built is included in the appendix). The conservation of Meath Green Lane has always been an objective for the sector and with the passage of time the value of the Lane within the urban area and the need for its effective management and clear identification as an objective has become more apparent. Areas adjacent to the lane are subject to the housebuilding process and it will take time to ensure that the hedgerows are fully restored after such works.

They have argued that it is factually incorrect to state that “Cheswick Farmhouse is a 16th century farmhouse, a grade II listed building, with later wing including Thurgarton Cottage”. The consultants state that Thurgarton Cottage abuts but was never part of Cheswick Farmhouse.

Officers would note that Thurgarton Cottage was converted from a wing of Cheswick Farmhouse in 1952 and therefore the statement that it is part of a later wing is correct. The building that became Thurgarton Cottage was built as an outbuilding to Cheswick Farm in the late 19th century and incorporated into the wing of Cheswick Farm in 1935 as part of the domestic offices so was part of Cheswick Farmhouse.

It is correct to state that the list description states that Thurgarton Cottage is not included. Thurgarton Cottage was sold off separately in 1964 and Cheswick Farm was listed in 1984 so is not a curtilage structure. The law in relation to it as an attached structure to a listed building is unclear, but the fallback position under the Council local list criteria, is that where statutory protection does not appear to apply to a building which had been identified curtilage structure by the Council, that then local listing will apply as a building that contributes to the setting of the listed building. The Council consider Thurgarton Cottage forms part of the setting of the listed building being in the former grounds of the listed building and forming part of the later wing of the Farmhouse but now in separate ownership.

4.8 Wick Farmhouse

The owners consider whilst it is a good idea it is too late to preserve the character. They consider that the Consortium have not maintained the hedgerows along the lane, and are concerned about the increased traffic and litter. They are concerned at the number of mature oaks were felled by the owners of Thurgarton Cottage. They are also concerned at the damage from the new junction with Webber Street. They question why their property has been included.

Officers would note that in the case of Thurgarton Cottage this was pre-emptive felling which the Council does not condone. If the Conservation Area had been in place this would have been controlled. The inclusion of Wick Farmhouse is to protect the green corridor of the Meath Green Lane. The Webber Street junction is damaging but embedded within the Lane and inclusion provides more potential for a more sympathetic junction if the opportunity arises.

5.0 RESOURCE IMPLICATIONS

- 5.1 Whilst heritage resources are limited, the greater certainty in the development management process will considerably reduce time spent on negotiation and discussion of proposals.

6.0 LEGAL IMPLICATIONS

- 6.1 The local planning authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to review the exercise of their functions in respect of the designation of conservation areas, and to consider the designation of

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9 March 2022

Agenda Item: 11
Meath Green CA

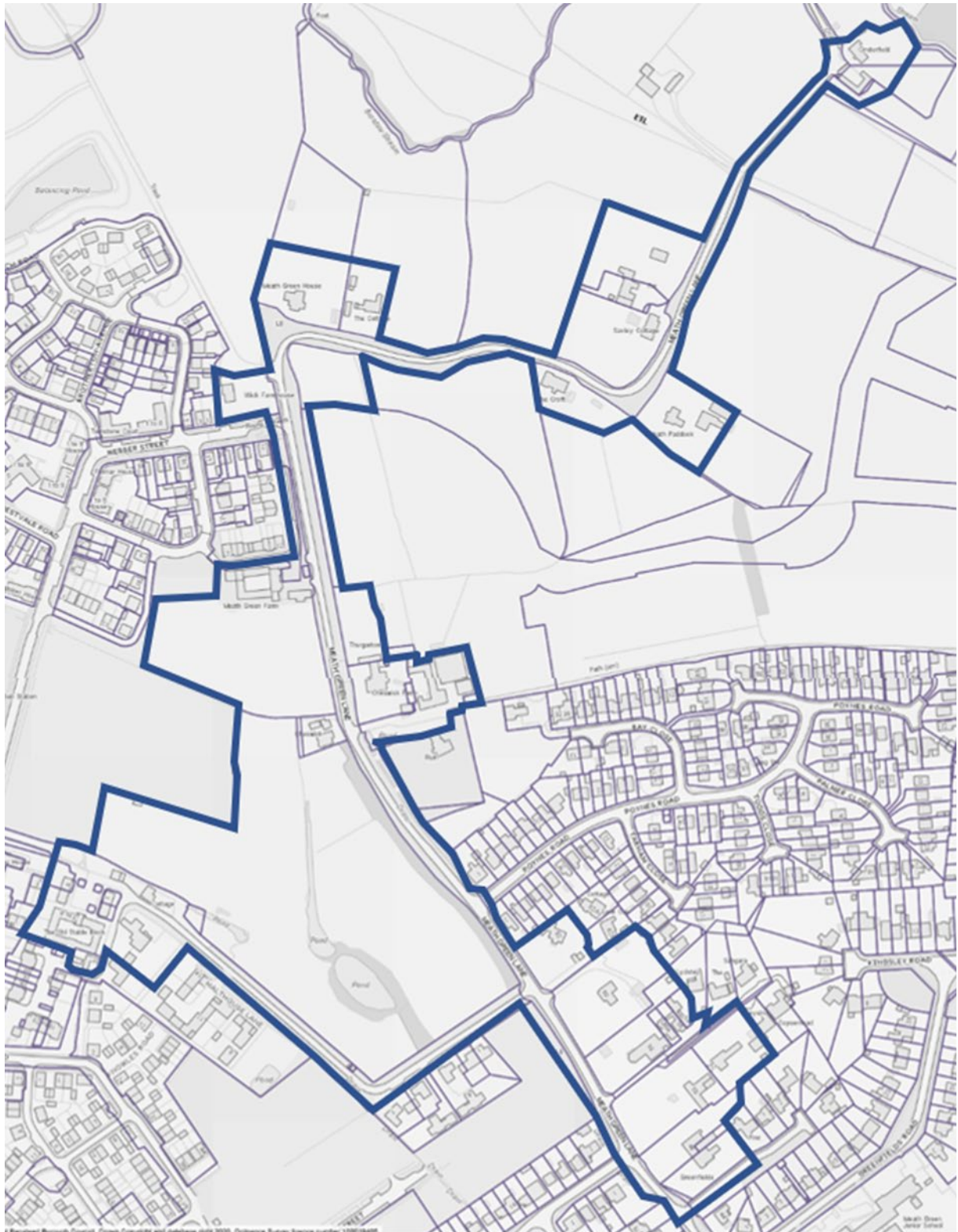
further parts of their area as conservation areas. The legal status of Conservation Areas is not expected to change in the near future.

7.0 CONCLUSIONS

- 7.1 Meath Green is an area of special architectural and historic interest that is desirable to preserve and enhance. It is considered that Meath Green was worthy of designation as a Conservation Area, as the group of buildings contribute significantly to the identity and character of the area.
- 7.2 It is recommended that there is no change to the boundary of the existing Conservation Area, as designated on the 17th February 2021 and as delineated on the plan in Appendix 1 under sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Appendix 1

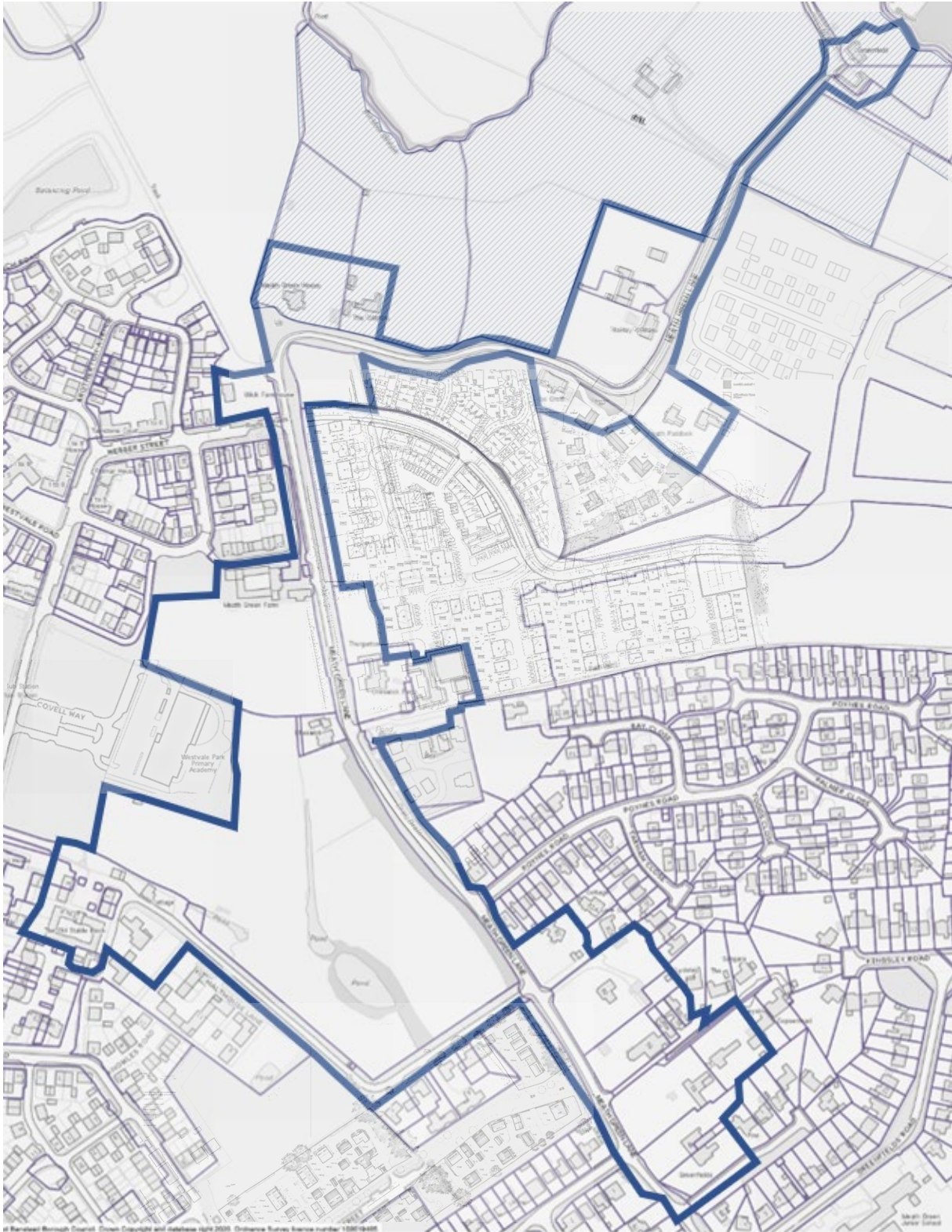
MEATH GREEN CONSERVATION AREA as designated 17th February 2021



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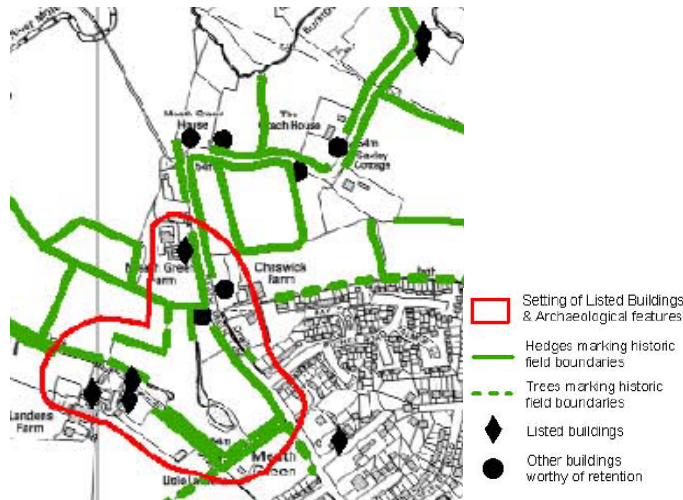
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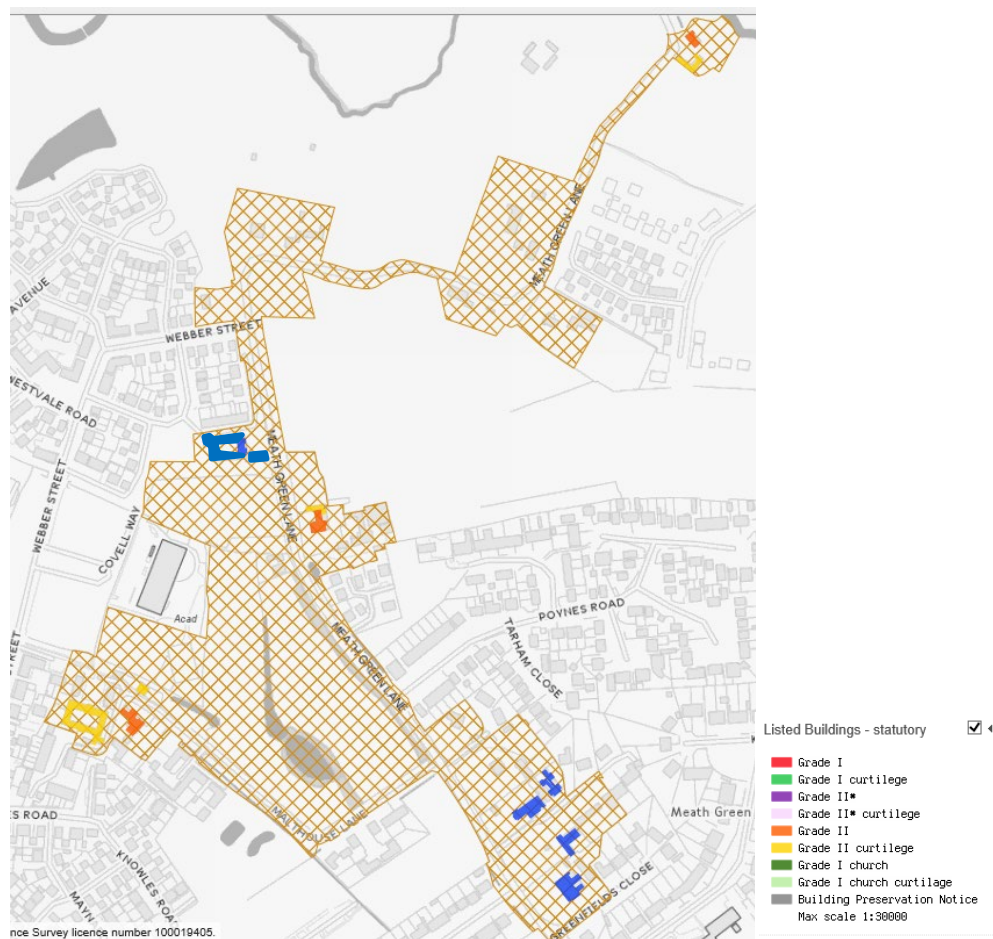
Ordnance Survey overlaid with recent development adjacent to Conservation Area and Sustainable Urban Extension hatched

Appendix 2

Examples of Map Evidence used in the designation assessment



Horley Design Guide 2006 Historic Environment Alert map

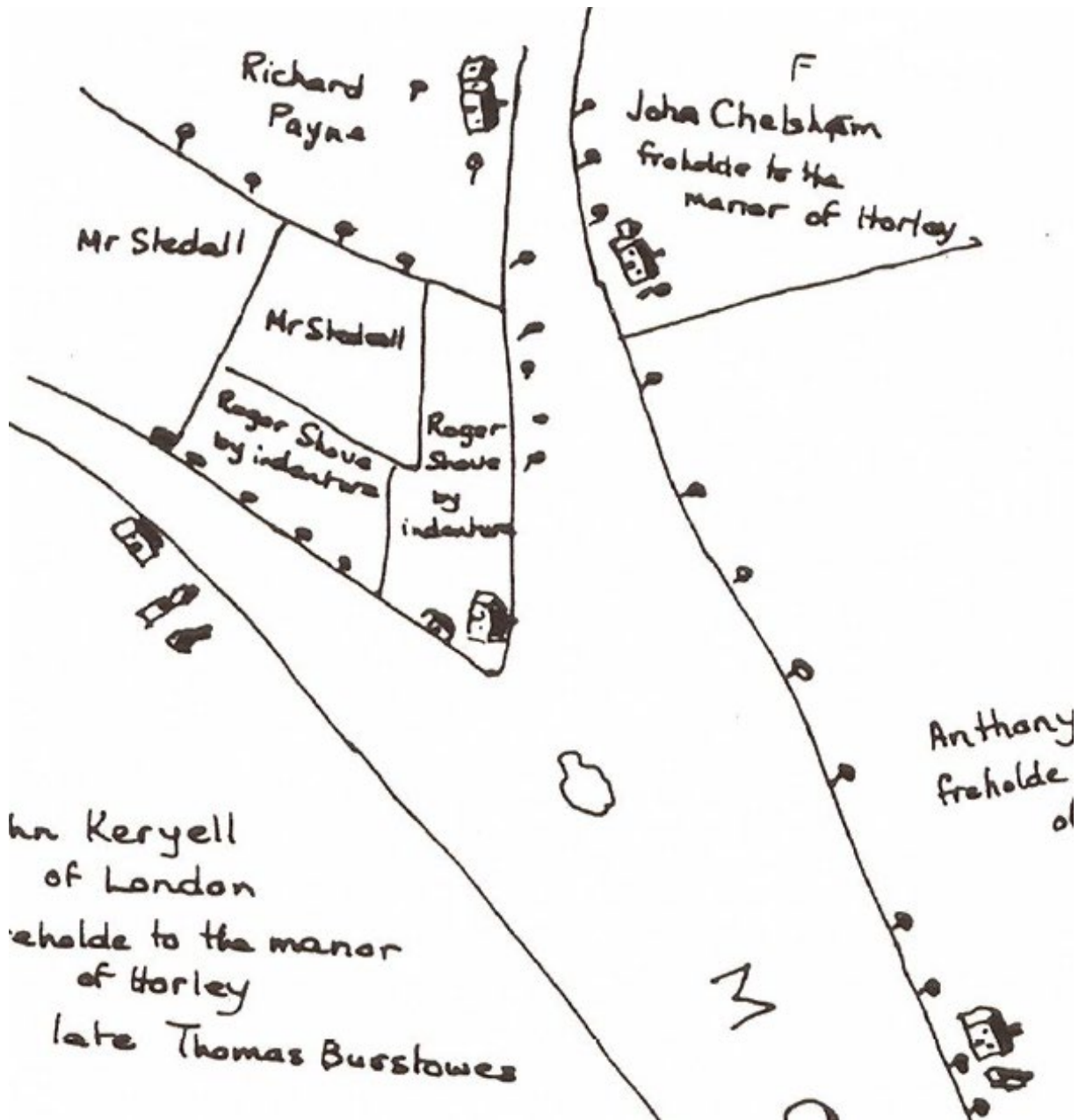


Listed Buildings from GIS database

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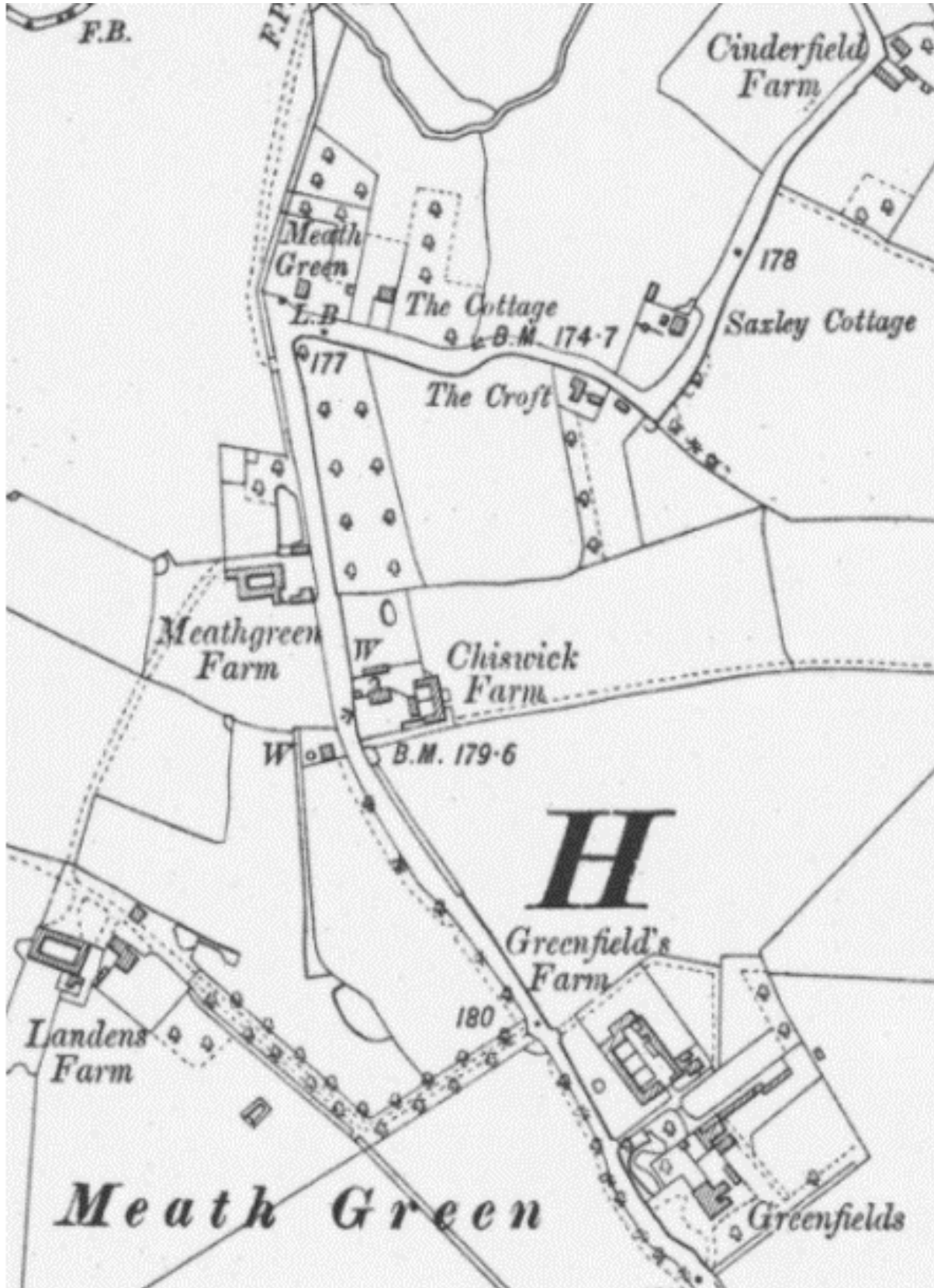


Meath Green (from 1806-1810 survey)

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