

# Agenda

## Planning Committee

Wednesday, 30 August 2023 at 7.30 pm

New Council Chamber, Town Hall, Reigate



This meeting will take place in the Town Hall, Castlefield Road, Reigate. Members of the public, Officers and Visiting Members may attend remotely or in person.

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### Members:

#### S. Parnall (Chair)

M. S. Blacker  
J. S. Bray  
P. Chandler  
Z. Cooper  
P. Harp  
K. Fairhurst  
J. Hudson

S. A. Kulka  
S. McKenna  
K. Sachdeva  
C. Stevens  
J. Thorne  
D. Torra  
M. Tary

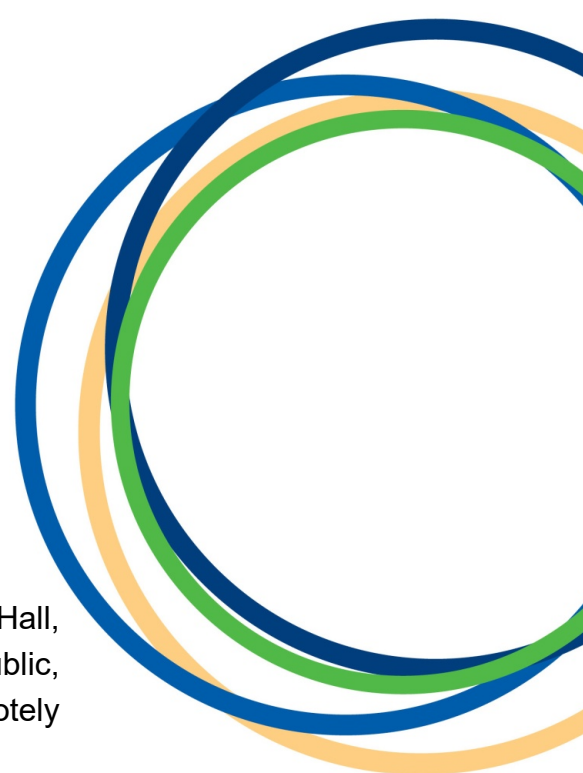
For enquiries regarding this agenda;

Contact: 01737 276182

Email: [democratic@reigate-banstead.gov.uk](mailto:democratic@reigate-banstead.gov.uk)

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



## Substitutes:

<b>Conservatives:</b>	J. Baker, G. Buttironi, J. Dwight and B. Green
<b>Residents Group:</b>	G. Adamson, R. Harper, N. D. Harrison and G. Hinton
<b>Green Party:</b>	J. Booton, V. Chester, J. C. S. Essex, S. Khan, A. Proudfoot, R. Ritter and S. Sinden
<b>Liberal Democrats</b>	M. Elbourne

**Mari Roberts-Wood**  
Managing Director

**1. Minutes** (Pages 7 - 12)

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. 23/00823/F - Land to the north of Downland Close, Epsom Downs, Surrey** (Pages 13 - 46)

Demolition of existing buildings and erection of 3 dwellings with associated parking and landscaping. As amended on 12/06/2023 and on 02/08/2023.

**6. 22/01816/F - Mitchells of Horley Ltd Victory Works, 1-9 Station Road, Horley** (Pages 47 - 92)

Mixed-use redevelopment of the site comprising restoration, partial demolition and conversion of the Former Albert Brewery building for class E uses; demolition of existing builders' merchant to provide seven new-build use class E/B2/B8 (flexible) units; and erection of a mixed-use building comprising ground floor flexible Class E use and ten C3 residential apartments with associated vehicle parking, landscaping, and other required works. As amended on 14/09/2022 and on 21/12/2022 and on 28.02.2023 and on 26/04/2023.

**7. 23/01113/S73 - Dormer Cottage, The Chase, Kingswood**

Demolition of existing dwelling; erection of a replacement five-bedroom dwelling house with integral triple garage; formation of two new access points and erection of gate piers and gates. Variation of condition 1 of permission 21/01562/F. Changes to the approved plans.

**8. 23/01050/HHOLD - 21 Palmer Close, Redhill** (Pages 93 - 102)

Addition of solar panel system on flat roof.

**9. 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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### **Accessibility**

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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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## Minutes of a meeting of the **Planning Committee** held at the **New Council Chamber - Town Hall, Reigate** on **Tuesday, 25 July 2023** at **7.30 pm**.

**Present:** Councillors S. Parnall (Chair); M. S. Blacker (Vice-Chair), J. S. Bray, Z. Cooper, P. Harp, S. A. Kulka, S. McKenna, K. Sachdeva, J. Thorne, J. Baker (Substitute), J. Dwight (Substitute), B. Green (Substitute), A. Proudfoot (Substitute) and R. Ritter (Substitute)

**Attended remotely:** Councillor C. Stevens

**Visiting Members present:** Councillor G. Buttironi

### **18 Minutes**

**RESOLVED** that the minutes of the previous meeting held on 28 June 2023 be approved as a correct record.

### **19 Apologies for absence**

Apologies for absence were received from Councillors Tary, Fairhurst, Hudson, Chandler and Torra. Councillors Green, Baker, Dwight, Proudfoot and Ritter attended as their respective substitutes. Councillor Stevens attended for part of the meeting online and was therefore unable to vote.

### **20 Declarations of interest**

Councillors Blacker and Baker declared a non-pecuniary interest in item 5 of the agenda, The Air Balloon, 60 Brighton Road, as they were members of Horley Town Council and Councillor Blacker was a member of its Planning Committee.

Councillor Cooper declared a non-pecuniary interest in item 6, 49, 51, and 53 Shelveys Way, as her sister was a friend of the developer, however Councillor Cooper confirmed that she has never had any communications with the developer.

Councillor Blacker declared a pecuniary interest in item 7, Glenri, 48 Upfield, as this was his property, he left the room for this item.

### **21 Addendum to the agenda**

**RESOLVED** that the addendum be noted.

### **22 22/01400/F - The Air Balloon, 60 Brighton Road, Horley**

The Committee considered an application at The Air Balloon, 60 Brighton Road, Horley for the demolition of existing building and redevelopment of the site to provide a Class E(a) retail foodstore with associated parking, access and landscaping.

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Adam Forsdick, the Regional Head of Property for Lidl, spoke in support of the application, stating that during a cost-of-living crisis, the need for local access to a discount food-store was more vital than ever. In their consultation over 91.5% of respondents confirmed they supported the proposal to relocate. The application was policy compliant except for the heritage aspect and members were asked to consider the material benefits for approving this application, as well as uphold the views of the public majority.

In terms of the heritage asset only a very small part of the existing building was from the late 18th Century. Externally it had been subject to unsympathetic extensions and internally there were no heritage features remaining. If Heritage England's criteria for local listings were applied, this building would not meet the test. Lidl attempted to incorporate elements of the original façade into its proposal, but this left the development unviable. The site's history would be honoured through on-site signage or other artwork. The war memorial was subject to harm due to its location close to a busy road and industrial units. The elevations on the store had been softened to tie in more sensitively with local surroundings. More trees had been added to improve screening and this could be further reviewed to maximise tree screening and biodiversity if the application was overturned. Greene King's letter to the LPA confirmed that the premises would close irrespective of this application. Lidl's current store was not fit for purpose and continued trading could not be guaranteed; other underperforming stores had been closed. If this application could be consented because of its economic regeneration benefits, and additional jobs, it was requested that the Committee moved a recommendation for approval.

Russell Ingram, the Store Manager from Waitrose, Horley, spoke in objection to the application, stating that Waitrose had been trading in Horley town centre for several decades and played an important role in retaining local spending and supporting the wider town centre through linked shopping trips. Waitrose had serious concerns about the impact this application would have on the vitality and viability of Horley town centre. Changing patterns of shopping meant that town centres were increasingly reliant on supermarkets to support their overall vitality. The removal of Lidl from the town centre would reduce spending and visits to the town centre. The town centre was currently underperforming and Horley had a higher vacancy rate than other towns in the borough and by drawing further money away from the town the situation would worsen. There was a clear risk that Horley town centre would experience a significant adverse impact, which was contrary to the objectives of national and local planning policy. The applicants identified that the only interest they have had in the existing Lidl unit, were it to close, was from seven occupiers, including a charity retailer and two gyms. These would not generate the same level of spend, footfall and benefits to the town centre as the current Lidl store does. Waitrose welcomed the officer's recommendation for refusal on the grounds of impact on local heritage assets and consider this to be a highly significant consideration given the prominent position of the Air Balloon pub site.

Councillor Buttironi, a visiting member, spoke in support of the application, thanking the officers for evaluating the application however was disappointed by the recommendation to refuse the application. The benefits of the application were outlined. 60 Brighton Road was a strategic location and a five-minute walk from the High Street. Greene King had the intention to leave the site irrespective of the decision. It was felt that by following the officer recommendation to refuse the application would:

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- Cause Horley to lose a food chain at a time of hardship, reducing competition;
- Leave two sizeable commercial sites empty for the foreseeable future and lead to a decrease in footfall in the town centre;
- Leave many residents concerned that the Air Balloon site would become dilapidated and become an area for anti-social behaviour;
- Cause substantial harm to the local area; and
- Cause concern regarding soaring prices.

Councillor Buttironi understood the concern regarding the heritage asset however the construction of a Lidl would send a powerful signal to residents that Horley was open for business and that its best days still lay ahead, particularly in light of the ongoing work between the borough and the town council on revitalising the High Street. If approved, conditions should be inserted for trees and to improve the way the store looked from both directions.

A reason for approval was proposed by Councillor Baker and seconded by Councillor Bray, whereupon the Committee voted and **RESOLVED** that planning permission be **APPROVED** on the grounds that:

The development hereby permitted has been assessed against the relevant development plan policies as set out in the committee report and material considerations, including third party representations.

It is considered that the public (social and economic) benefits provided by the development would outweigh the less than substantial harm to the designated heritage asset, total loss of the non-designated heritage asset, the schemes failure to promote and reinforce local distinctiveness and respect the character of the surrounding area and the potential impact on the town centre. It is therefore concluded that the development is in accordance with the relevant policies of 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.

Conditions to be agreed with the Ward Councillors and Chair/Vice Chair of the Committee.

## 23 22/01965/F - 49, 51 and 53 Shelveys Way, Tadworth

The Committee considered an application at 49, 51 and 53 Shelveys Way, Tadworth for the Erection of 2 dwellings. Erection of 2 - four-bed chalet bungalows with associated parking and landscaping and creation of new access drive onto Shelveys Way on the land the rear of 49, 51 and 53 Shelveys Way. As amended on 08/03/2023 and on 12/06/2023.

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Mandy O'Brien, a local resident, spoke in objection to the application explaining that she had been fighting this application for 8 months and having analysed the submissions there were many factual errors. There were a number of concerns regarding excessive surface water, with the neighbouring house and part of the development having flooded internally. The SuDS condition offered could worsen the situation. The Planning team has tried to work with the objector to correct some errors, however, not enough had been corrected to make a fair and objective decision. The Highways report stated that visibility splays were to be 3m x 3m, however the architect's plan showed 2m x 2m. In 6.21 of the report, it stated that there were no road restrictions in Shelveys Way, however there were many. A report in the addendum did not cover the shading arc and this would impact the gardens and the proposed 2 houses, this especially covered plot 2 which would only receive 2 hours of sunlight. This was against policy DES1, point 5. There was concern regarding trees with TPOs and that trees would be harmed during construction. This was not a plot for development and there was concern regarding residents' quality of life and protected woodlands and wildlife.

Peter Leslie, a local resident, spoke in objection to the application stating that his family moved to the road 13 years ago, attracted to the large open gardens however times had changed, and it was becoming a harder place to live. The proposal was not for chalet bungalows, but large four-bedroomed houses. Trees had already been felled on the site and more would need to be felled. There was a single access road proposed for two homes with large footprints. There was concern regarding surface water flooding and for the wildlife corridor, in particular Surrey Wildlife Trust was concerned about floodlighting and the harm on bats. The properties would be 7m in height and this would cause overlooking. There had been hundreds of objections to this development. These properties would be worth more than a £1million each and Tadworth did not need more properties like this.

Caroline Pinnock, the Developer, spoke in support of the application, stating that the population in the borough was set to increase by 5% between 2022 and 2027. The infilling of brownfield sites such as this formed an important part of the strategy to meet the urgent need for new housing. The access drive was comparable to that approved on appeal at 62-64 Shelveys Way. SCC Highways supported the proposed access. The amenity of the neighbouring properties had been carefully considered. An Environmental Noise Survey was submitted as part of the appeal at 62-64 Shelveys Way. The Appeals Inspector stated, "noise levels associated with the proposed development would be significantly lower than ambient noise levels,". However, to increase amenity for neighbours this application included a 1.8m sound reduction fence along all the garden boundaries. Light from traffic along the access would be infrequent and limited by the 1.8m fences. In terms of flooding the site was at the top of a hill in Flood Zone 1. A SuDS condition has been recommended to ensure that no additional surface water would result from the development. The appeals inspector, in approving the development at 62-64 Shelveys Way, considered flood and drainage risks were suitably mitigated by appropriate planning conditions. In respect of the trees an arboricultural survey had been completed and the Tree Officer supported this application. There was ample room on site for ad hoc visitor parking as well as designated space and the resultant impact on local traffic would be negligible. A full ecological and wildlife site survey was completed by Arbtech Ltd and was reviewed by Surrey Wildlife Trust who supported the application with conditions to protect wildlife during construction and to make a positive contribution to wildlife within the development. This application was less dense than the approved applications in Stanton Grove, and that at 75 Shelveys Way and 62-64 Shelveys Way. There was a

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well-established precedent in the road for this type of development. The Planning team were thanked for their work and those that supported the application.

The Committee noted that this was not a brownfield site.

**RESOLVED** that planning permission be **GRANTED** subject to conditions and changes from the addendum plus an amended changes to and additional conditions and informatives requiring:

- A condition on artificial lighting;
- To include the Highway Informative notes as per SCC consultation on the requirement for a 3m x 3m splay, as per the recommendation.

Councillor Harp requested that it be noted that he did not vote in favour of this application.

## 24 23/01031/HHOLD - Glenri, 48 Upfield, Horley

The Committee considered an application at Glenri, 48 Upfield, Horley for a proposed single storey rear extension.

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

## 25 Development Manager Quarter 1 2023-24 Performance

The Development Manager explained that overall performance has held up very well despite some difficult operating circumstances with staff turnover in the Technical Support and Planning Applications Teams. Recruitment to the vacant Planning Technician role and TSU roles helped improve performance.

Performance for Major and Non major applications continued to be good, with targets being met.

In respect of major applications that were determined in the targeted timeframe for quarter 1, 100% were determined within this timeframe against a target of 60%. For non-major applications in quarter 1, 93% were determined within this timeframe against a target of 70%, up from 82%.

When combined both had a significant decrease in days to decision, down to 82 days but still sat above the target. A combination of decreasing the backlog and staffing continued to prove challenging in bringing the days to decision to within target.

In respect of appeals performance this had not been as strong with:

- nine appeal decisions to note for the quarter;
- with four dismissed and five allowed.

This poorer start to the year meant that 44% of appeals were dismissed against a target of 70%. While this was only a single quarter it was difficult to define any trends or underlying themes that required exploring and management.

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It was noted that three of the five that were allowed had been Committee decisions and two upon the same site at Redhill Ambulance Station. A third was also a Committee item for a single house at 5 Carlton Road, Redhill. Without those decisions the appeals would have met the target.

With regard to enforcement, the Enforcement service continued to see high volume of work with numbers of reported breeches remaining high. There were a similar number of cases reported in quarter 1 as last year, but overall the cases on hand have decreased which was pleasing as the team had reduced in size due to a contractor finishing their term.

In respect of workloads, the number of cases determined increased due to new staff, however work on hand has yet to return to previous levels when staffing was shorter, but progress has been made in that regard. Likewise, the time taken to registration has also decreased in recent months as the new staff in the TSU team have had an impact. Shorter registration would help days to decision and work on hand.

**RESOLVED** that the report be noted.

## **26 Any other urgent business**

There was none.


The meeting finished at 10.38 pm



# Agenda Item 5

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23/00823/F

 <p><b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate</p>	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	30 August 2023
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Michael Parker
	<b>TELEPHONE:</b>	01737 276339
	<b>EMAIL:</b>	Michael.parker@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	5	<b>WARD:</b> <i>Tattenham Corner And Preston</i>

<b>APPLICATION NUMBER:</b>	23/00823/F	<b>VALID:</b>	10/5/2023
<b>APPLICANT:</b>	Raven Housing Trust And Edaroth	<b>AGENT:</b>	Hgh Consulting
<b>LOCATION:</b>	<b>LAND TO THE NORTH OF DOWNLAND CLOSE EPSOM DOWNS SURREY KT18 5SQ</b>		
<b>DESCRIPTION:</b>	<b>Demolition of existing buildings and erection of 3 dwellings with associated parking and landscaping. As amended on 12/06/2023 and on 02/08/2023.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

## SUMMARY

This is a full application for the demolition of existing garages and erection of 3 dwellings with associated parking and landscaping.

The site comprises a rectangular piece of land that lies to the north east of Downland Close. To the north and east of the site are the rear gardens of properties that front on to Downland Way and Downland Gardens. To the west the site adjoins 7 Downland Close. To the south the site adjoins 8 Downland Close.

The site is accessed via a driveway off Downland Close and comprises a series of garages (25 in total) and hardstanding. The garages are single storey and approximately 2.7m in height. The site slopes down from west to east with the properties located to the east of the site being at a much lower ground level (just under 4m lower). The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having medium accessibility for the purposes of parking standards.

The proposed dwellings would be a terrace row of 3 x 2 bed, 4 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing although as this would not be secured through condition or legal agreement (for funding purposes) this cannot be given any significant weight.

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The terrace row would be located at the western end of the site, running east-west, with the access road to the south and parking located at the eastern end of the site. The terrace row would be staggered with the eastern most unit located forward of the other two units. The houses would have a simple pitched roof gable end form and with brick elevations, weatherboard gable ends and dark roof tiles. All three units would benefit from their own private rear gardens.

The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development.

The site is an existing private garage block accommodating 25 individual garages. It is understood from the submitted information that 22 of the 25 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:

- Details of how far renters are from the garages: which showed that only 1 garage occupant is within the 200m distance.
- A proxy occupancy survey of another garage block: which demonstrates that the scheme would likely result in displacement of 2 vehicles
- Parking stress survey: the results show that over these two periods there was significant parking capacity in the survey area of Downland Close and Downland Way with an average of 19 spaces free (parking stress of 41% i.e. 59% spaces free).

Taking in to account all of the above the evidence indicates that the local roads have more than adequate capacity to deal with the likely displacement of 2 cars from the garages. Indeed even if you took the 5 cars that were found to have parked in the garage area during the parking stress survey there would still be on street parking capacity. The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage. On this basis it is considered that the impact from the loss of the garage would not result in unacceptable levels of on street parking

In terms of the proposed access the submitted Transport Statement demonstrates that the access is suitable for its proposed use and would provide enable adequate manoeuvrability for refuse trucks and emergency services. The proposal would also provide on-site parking in excess of the Council's minimum parking standards.

In terms of design it is considered that the simple form whilst not entirely in keeping with the form or architectural details of the surrounding dwelling and without more common features such as chimneys and larger overhanging eaves would still make use of materials which are locally distinct in the area. The units would also include elevational brick detailing to add interest. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.

The proposed layout and density of the scheme, due to the brownfield nature of the development, would not strictly keep to the pattern of development of the surrounding area. The density would be higher than those of the surrounding area, but not significantly with the density only a relatively modest 33 dph. The set back

nature of the garage site means that the dwellings are inevitably out of line with the adjoining properties in Downland Close. However this does not mean that the proposed layout and scale of the dwellings causes unacceptable harm. Whilst the proposed layout is still quite heavy in terms of extent of hardstanding with limited soft landscaping it must be considered against that the existing site character which is almost entirely made up of hardstanding or built form. The existing garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings have been orientated in a way which ensures they are not prominent in the site and retain reasonable spacing to the boundaries to ensure that the development does not appear cramped and that impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be so detrimental that it causes unacceptable harm to the character of the site or surrounding area.

In terms of impact on neighbouring amenity due to the orientation, modest scale of the proposed dwellings and separation distances to the adjoining residential properties it is considered that the proposal would not result in an unacceptable loss of privacy or overbearing impact to the occupants of these dwellings. In terms of loss of light a daylight and sunlight review has been submitted. The assessment concludes that further consideration is only required on one property in relation to daylight, 7 Downland Close. All other properties were found to be of an adequate distance away to not be impacted by the proposal. The assessment determined that all of the assessed windows at no.7 met and exceed the target values and no would not be materially affected by the proposal. The report also considers overshadowing of garden areas. 7 Downland Close and 2, 3 and 4 Downland Gardens were identified as having potential to be impacted. The report concludes that all four garden areas meet the BRE test.

All of the units would exceed the relevant nationally described space standards, and would provide an adequate level of outlook and light for the future occupants. The garden sizes are considered on balance adequate and not a reason to refuse the application

Conditions are recommended in relation to boundary treatment, external lighting, Air Source Heat Pumps, and construction management to ensure that the impact on neighbouring properties is acceptable.

The scheme would, subject to conditions, be acceptable with regard to the impact on trees and ecology, drainage, contamination and sustainable construction.

The scheme is more than likely to be providing 3 affordable houses. The tenure, affordable rent, and size of dwelling being provided is strongly supported by the Council's Housing Officer. However, as this is not a policy requirement, it would not be required through conditions/S106 but if delivered would be a benefit of the scheme.

## **RECOMMENDATION**

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

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## Consultations:

Surrey County Council Highway Authority: no objection subject to conditions securing implementation of access, car parking, Construction transport Management Plan, Travel Information pack, refuse collection and electric charging points

Contamination Officer: recommend contamination conditions

Council's Affordable Housing Officer: "I've reviewed the affordable housing proposed on this application from Raven and am very supportive of the proposal.

The addition of three 2-bed houses for affordable rent would be a much valued addition to social housing stock in the borough. With low levels of delivery of new build affordable homes in the north of the borough, the proposal is particularly welcome.

Two bedroom affordable rent homes are much in demand and represent the largest needs group on the Housing Register and this is reflected in the Affordable Housing SPD which on qualifying sites sets the highest target for two bedroom affordable homes. In addition the delivery of net zero homes with high energy efficiency very much supports the long-term affordability for future occupiers."

Council's Drainage Consultant: drainage strategy acceptable in principle but further investigation and detail required.

## Representations:

To date 9 representations have been received, 8 objections and 1 neither objecting or supporting

<b>Issue</b>	<b>Response</b>
Alternative location/proposal preferred	See paragraph 6.1-6.2
Crime fears	See paragraph 6.29
Health fears	See paragraph 6.23-6.31 and 6.39-6.40
Inadequate parking	See paragraph 6.3-6.15
Inconvenience during construction	See paragraph 6.30
Increase in traffic and congestion	See paragraph 6.3-6.15
Loss of/harm to trees	See paragraph 6.32-6.37
Noise and disturbance	See paragraph 6.23-6.31
Poor design	See paragraph 6.16-6.22

Harm to wildlife habitat	See paragraph 6.32-6.37
Out of character with surrounding area	See paragraph 6.16-6.22
Overdevelopment	See paragraph 6.16-6.22
Loss of private view	This is not a material planning consideration
Property devalue	This is not a material planning consideration
No need for development	Each case must be considered on its own merits. See paragraph 6.1-6.2
Overlooking and loss of privacy	See paragraph 6.23-6.31
Drainage/Sewerage capacity	See paragraph 6.38
Impact on local services	See paragraph 6.45

## **1.0 Site and Character Appraisal**

- 1.1 The site comprises a rectangular piece of land that lies to the north east of Downland Close. To the north and east of the site are the rear gardens of properties that front on to Downland Way and Downland Gardens. To the west the site adjoins 7 Downland Close. To the south the site adjoins 8 Downland Close.
- 1.2 The site is access via a driveway off Downland Close and comprises a series of garages (25 in total) and hardstanding. The garages are single storey and approximately 2.7m in height. The site slopes down from west to east with the properties located to the east of the site being at a much lower ground level (just under 4m). The site is within the designated urban area. The site is in Flood Zone 1 and is at low risk of surface water flooding. The site is also designated as having medium accessibility for the purposes of parking standards.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: pre-application advice was provided under ref. PAM/22/00362
- 2.2 Improvements secured during the course of the application: Additional transport/garage information, drainage, tree and contamination information submitted.

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- 2.3 Further improvements to be secured through conditions:  
The following conditions are recommended to be attached to the permission:
- Materials and design measures
  - Contamination
  - Drainage
  - Landscaping/boundary treatment
  - External lighting
  - Sustainability measures
  - Broadband
  - 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 garages and erection of 3 dwellings with associated parking and landscaping.
- 4.2 The proposed dwellings would be a terrace row of 3 x 2 bed, 4 person two storey units. The applicant, Raven Housing Trust, is a registered provider and proposes all the properties as affordable rent. The scheme would therefore provide 100% affordable housing.
- 4.3 The terrace row would be located at the western end of the site, running east-west, with the access road to the south and parking located at the eastern end of the site. The terrace row would be staggered with the eastern most unit located forward of the other two units.
- 4.4 The parking would include 7 spaces, 6 normal and one disabled space. The proposals will also allow for residential refuse collection to occur from on street, with a bin holding area provided immediately adjacent to the access road, where residents will move their bins on collection day.
- 4.5 The houses would have a simple pitched roof gable end form and with brick elevations, weatherboard gable ends and dark roof tiles. All three units would benefit from their own private rear gardens.
- 4.6 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.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	The submitted Design and Access Statement at section 2 considers the site context including site observations, nature of surrounding development, including examples of recent development, access, land use and building heights
Involvement	The applicant submitted pre-application advice and according to the submitted documentation undertook two public exhibitions, one on 14 <sup>th</sup> March in Nork Community Hall and one on 15 <sup>th</sup> March in Merland Rise Church.
Evaluation	The Statement provides details at Section 3 of how the pre-application comments, public consultation and local context in terms of land uses, separation distances, building heights, planning constraints have been considered to result in the currently proposal.
Design	The statement at Section 4 provides details of the proposed design including typical façade detail, roof type, material palette, amenity spaces and landscape, parking and access and refuse strategy

4.8 Further details of the development are as follows:

Site area	0.09ha (994.72 sqm)
Existing use	Garages
Proposed use	Residential (3 x 2 bed dwellings)
Existing parking spaces	25 garages (22 currently let)
Proposed parking spaces	7
Parking standard	3
Number of affordable units	3 (100%)
Net increase in dwellings	3
Proposed site density	33 dph
Density of the surrounding area	20 dph (Downland Close, excluding garage area) 19 dph (Downland Gardens) 23 dph (Downland Way - western side between Downland Close and Downland Gardens) 25 dph (Downland Way, between Downland Close and library) 60 dph (113-119 Downland Way, 158-164 Great Tattenhams, 166-172 Great Tattenhams).

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## 5.0 Policy Context

### 5.1 Designation

Urban area, Medium accessibility area.

### 5.2 Reigate and Banstead Core Strategy

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

### 5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)  
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  
Householder Extension & alterations  
SPG

Other

Human Rights Act 1998



## 6.0 Assessment

6.1 The application site is within the urban area. As such there is no in principle objection to the redevelopment of this garage site to residential development.

6.2 The main issues to consider are:

- Loss of garages and Highway matters
- Design appraisal
- Neighbour amenity
- Impact on trees and ecology
- Contamination
- Flood and drainage matters
- Sustainable Construction
- Community Infrastructure Levy

### Loss of garages and Highway matters

6.3 The site is an existing private garage block accommodating 25 individual garages.

6.4 It is understood from the submitted information that 22 of the 25 garages are currently let. In order to establish the potential impact from the loss of the garages the applicant has provided the following evidence:

- Details of how far renters are from the garages
- A proxy occupancy survey of another garage block
- Parking stress survey

6.5 On the first point the evidence submitted shows that of the 22 let out 1 (5%) owner is within 300m of the site, 3 (14%) are between 300m and 1km, the remaining 18 are more than 1km away. The applicant argues it is reasonable to assume that garages let by tenants who live a long distance away are unlikely to use the garages for car parking. The applicant's Transport Consultant has confirmed that within transport planning, 200m is often adopted as an appropriate walk distance over which someone might be prepared to park away from their property, reflected in its use within the Lambeth Methodology to measure parking stress. On this basis looking at distances only 4 garage occupants are within 1 km and only 1 garage occupant is within the 200m distance.

6.6 The second method was to carry out a garage occupancy survey to establish how many of the garages are being used for parking. This was not carried out on the garages at Downland Close but at Ferriers Way, another site which is being considered for redevelopment ref. 23/00816/F. The Ferriers Way survey, undertaken over 5 days, found that 2 out of the 23 garages were being used for parking (8.69%). Applying this ratio to the subject site also

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equates to the likely displacement of 2 vehicles as a result of the removal of the garage units.

- 6.7 On querying why a survey was not done on this site the applicant has advised that the Ferriers Way site was the only site to have readily available vantage points to secure cameras. The Transport Consultants have also advised that Ferriers Way is similar in characteristic to the application site and is within 700m walk away. They also advise that a proxy approach is not unusual in Transport Planning and is used in other aspects such as modelling/trip generation, with the latter being reliant on sample sites included within the TRICS database, where proxy sites are selected where they share similar characteristics to the subject site, an approach that has been followed here to estimate parking demand from garages. The Transport Consultants also detail other similar schemes they have experience dealing with where the parking surveys found occupancy to be between 0 and 6.7%. Their conclusion being that even if a site specific survey was carried out for this site it would likely reflect a pattern of low occupancy.
- 6.8 Therefore whilst there is a lack of a site specific garage occupancy survey the evidence from both the proxy survey and addresses of the occupants for the rented garages at this site indicate that only 1-2 garages are likely to be occupied for parking. This does not include the use of the garages for surface parking. During my site visit I observed three cars using the site to park. The parking street survey counted 5 on the first survey and 4 on the second survey using the garage area to park. However it should be noted that the site is not a public car park and there is no right for this area to be used for surface parking.
- 6.9 In terms of the parking stress survey this was undertaken using the established London Borough of Lambeth Methodology on two days in January 2023 (27<sup>th</sup> and 31<sup>st</sup>). The results show that over these two period there was significant parking capacity in the survey area of Downland Close and Downland Way with an average of 19 spaces free (parking stress of 41% i.e. 59% spaces free). This indicates that the local roads have more than adequate capacity to deal with the estimated displacement of 2 cars from the garages. Indeed even if you took the 5 cars that were found to have parked in the garage area during the survey there would still be on street parking capacity.
- 6.10 The submitted evidence has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters and they have not raised any concerns in relation to the impact of the loss of the garage. On this basis it is considered that the impact from the loss of the garage would not result in unacceptable levels of on street parking.
- 6.11 In terms of the access the Transport Statement (TS) proposes works to the entrance of the site to widen the access way to allow safe manoeuvring for the future occupants and refuse trucks as well as to ensure that fire appliances would be able to gain adequate access to the buildings (i.e. within 45m of all points inside a dwellinghouse). The TS has also undertaken a trip

generation assessment, which has confirmed that the scale of development will result in low levels of vehicle trips, which will not have a material impact on the operation of the local highway network.

- 6.12 Again the CHA has assessed the submitted information and has raised no objection to the scheme on highway safety, capacity or policy matters.
- 6.13 In terms of parking the site is located in an area which is assessed as having a medium accessibility rating. In such areas, the Council's adopted parking standards require the provision of 1 space for each of the 2 bedroom dwellings. Therefore with 7 spaces, the proposal is providing parking well in excess of the minimum requirements of 3. Therefore no objection is raised to the proposed parking.
- 6.14 Cycle storage is proposed in the rear garden of each unit. A bin store is shown to the front of each unit. There is then a refuse collection point shown close to the access road. Whilst this is not ideal the drag distances for the occupants would not be long and it enables the refuse collection teams to get within a reasonable distance of the bins without having to enter the whole site.
- 6.15 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1. Conditions are recommended to secure a Construction Transport Management Plan, access works, parking, Travel Information Pack and electric car charging point.

### Design appraisal

- 6.16 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.
- 6.17 The appearance of the buildings would be of simple gable end form with a mix of traditional brick facing walls, weatherboard gables and dark tiled roofs. It is considered that the simple form whilst not entirely in keeping with the form or architectural details of the surrounding dwelling and without more common features such as chimneys and larger overhanging eaves would still make use of materials which are locally distinct in the area. The units would also include elevational brick detailing to add interest. The roof tiles would preferably be a lighter red/brown colour and this can be secured under finalised details were the application to be approved.

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- 6.18 The proposed layout and density of the scheme, due to the brownfield nature of the development, would not strictly keep to the pattern of development of the surrounding area. As set out above the density would be higher than those of the surrounding area, but not significantly with the density only a relatively modest 33 dph. The set back nature of the garage site means that the dwellings are inevitably out of line with the adjoining properties in Downland Close. However this does not mean that the proposed layout and scale of the dwellings causes unacceptable harm. Whilst the proposed layout is still quite heavy in terms of extent of hardstanding with limited soft landscaping it must be remembered that the existing site is almost entirely made up of hardstanding or built form. The existing garages whilst low level are poor in quality and design and contribute little to the character of the area. The dwellings have been orientated in a way which ensures they are not prominent in the site and retain reasonable spacing to the boundaries to ensure that the development does not appear cramped and that impact on the wider character of the area is minimised. Given these factors it is considered that the impact would not be so detrimental that it causes unacceptable harm to the character of the site or surrounding area.
- 6.19 Were the application to be approved conditions are recommended to secure finalised details of the proposed external materials, boundary treatments/means of enclosure and landscaping details to ensure a good quality finish.
- 6.20 DMP Policy DES6 relates to affordable housing and states that “The tenure mix of the affordable housing provided on each qualifying site should contribute (to the Council’s satisfaction) towards meeting the latest assessment of affordable housing needs.” As set out above the Council’s Housing Officer is supportive of the scheme advising that two bedroom houses are much in demand and make up the largest needs group on the Housing Register.
- 6.21 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.
- 6.22 Each dwelling would have a floor area which is in excess of the relevant standard in the Nationally Described Space Standards. In terms of the size of the proposed garden space and quality of accommodation it is considered that the dwellings would have adequate levels of outlook and privacy and would not be impacted by unacceptable levels of noise from the surrounding area given the residential nature of the area. The rear of the properties would be north facing but the ground floor habitable areas would benefit from dual aspect with light from the front kitchen windows. The layout would provide plenty of space for storage and study rooms are provided which would help

enable home working. The garden areas are modest, particularly for the middle unit which is smaller than would normally be considered acceptable in terms of its depth. But when considered in the round, given the adequate size of the two end units, the reasonable width of the middle unit garden, and the 2 bedroom nature of the houses, they are considered adequate and not a reason to refuse the application.

### Neighbour amenity

- 6.23 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.
- 6.24 The site adjoins residential properties in all directions. In terms of the properties to the north of the site, the proposed rear elevations would be beyond 20 metres away and given the existing tree screening would be retained it is considered that the distance would be adequate to ensure that there is not an unacceptable overbearing impact or loss of privacy to these properties. The proposed dwellings would be located relatively close to the dwelling to west no.7 Downland Close, approximately 3.5m, and would be positioned so that the side elevation of the western units runs along a significant amount of the garden. However taking in to account the higher ground level of no.7, the separation distance and the lack of any side facing windows the relationship is not considered to result in an unacceptable overbearing impact or loss of privacy. The separation of 17-19 metres to the dwelling to the south, no.8 Downland Close, means that the proposal is not considered to have a detrimental impact on the occupants from overbearing impact or loss of privacy. The dwellings to the east of the site are located at a much lower ground level. The proposed dwellings, according to the information submitted would be just under 4m higher than the dwellings to the east. Whilst a significant difference in height due to the side to rear orientation of the dwellings and the separation distance of 28 metres or above it is considered that the impact would not be so significant as to result in an unacceptable overbearing impact or loss of privacy.
- 6.25 In terms of loss of light a daylight and sunlight review has been submitted. The assessment concludes that further consideration is only required on one property in relation to daylight, 7 Downland Close. All other properties were found to be of an adequate distance away to not be impacted by the proposal. The assessment determined that all of the assessed windows at no.7 met and exceed the target values and no would not be materially affected by the proposal. The report also considers overshadowing of garden areas. 7 Downland Close and 2, 3 and 4 Downland Gardens were identified as having potential to be impacted. The report concludes that all four garden areas meet the BRE test.
- 6.26 It is noted that the use of appropriate boundary treatment around the site and full details of levels of the car parking area is important to ensure that there is

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not an unacceptable impact on the adjacent properties. Conditions are recommended to secure further details.

- 6.27 In terms of the proposal and potential noise, disturbance and pollution given the historic use of the site as a garage area and the modest scale of the proposal it is considered that the proposals would not materially impact on the neighbouring residential properties with regard to noise, disturbance and pollution. Indeed the applicant has submitted a scoping report which concludes that there are no impact for the site. The Council's noise consultants (RSS) agree with this conclusion. On area where further information is required is the proposed submission of air source heat pumps (ASHP). The Council's noise consultants have advised that the proposed location to the front of the units should be acceptable but this depends on the model type and installation. Therefore due to the possibility of these units causing noise impact further information is recommended to be secured by condition.
- 6.28 Some concern has been raised regarding the possibility of light pollution and nuisance due to the extent of new external lights proposed. It is agreed that there is potential and the extend of lighting proposed seems excessive for such a small scheme. Therefore a condition is recommended to secure an amended lighting proposal as well as further details of proposed light levels to ensure that neighbouring occupants are not impacted.
- 6.29 In terms of crime the site is well surveyed by the surrounding properties and backs on to garden areas, with no public rights of way or walkways to the site. On this basis it is considered that the proposed development would at the very least not result in a greater risk of crime when compared to the existing garage development. If anything the change to a site where houses are occupied is likely to result in a safer environment.
- 6.30 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.
- 6.31 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.

## Impact on trees and ecology

- 6.32 The site is almost entirely covered by hardstanding or built form so the proposal would not result in the loss of trees from within the site. There are however trees along the boundary and close to the boundary which could be impacted. The application is accompanied by an arboricultural report. The arboricultural impact assessment states that one tree (G1 – a Leyland

cypress) would be removed near to the entrance. This is a low quality grade C tree. The other trees identified are off-site. No works are proposed or considered necessary to enable to the implementation of the development and the report concludes that the retained off site trees are outside of the assessed root protection areas. Therefore the report concludes that the proposal would not impact on these trees. The report also considers that the retained trees are at a satisfactory distance from the proposed new building and therefore 'highly unlikely to give rise to any inconvenience'.

6.33 The Council's Tree Officer has considered the submission and has advised the following:

*"My comments are based on a desk top review of the arboricultural report submitted as part of the application. The RPAs have been modified to take into account the existing structures in the application site, however should any roots be found during the construction phase suitable measures need to be in place to safeguard the off - site trees, which can be secured by condition. There is space for minor landscape scheme which will add value to the area."*

6.34 Therefore subject to the recommended condition to secure a finalised Tree Protection Plan and Arboricultural Method Statement and a soft landscaping scheme no concerns are raised with regard to impact on trees.

6.35 The site is located within the urban area and the site is covered in hardstanding with limited trees of vegetation within the site. It is therefore considered that the site is of low ecological value and the proposal is unlikely to result in harm to protected species. Nevertheless as part of the application submission the applicant has provided an Ecological Appraisal (EA) to ensure this is the case. The survey report confirms that no protected species or evidence of protected species were found on site at the time of the survey. The site was found to have negligible potential for badger, great crested newts (GCN) and reptiles due to lack of suitable habitat and connectivity. The garages had negligible potential for roosting bats due to lack of roosting features. The vegetation on and close to the site had low potential for breeding birds. Therefore no further surveys are recommended. A precautionary approach to works is recommended in case of presence of birds, bats, badger, badgers and GCN.

6.36 The submitted EA also recommends a number of biodiversity enhancement measures to ensure a gain for local wildlife including bat, bird and insect boxes, hedgehogs highways, swift nests and hedging.

6.37 Officers are therefore satisfied that the proposal would not result in unacceptable harm to protected species or habitats. A conditions are recommended to secure works in accordance with the mitigation measures and to secure details of landscaping and enhancement measures.

Flood and drainage matters

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- 6.38 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 a Flood Risk Assessment and Drainage Strategy has been submitted which has been considered by the Council's Drainage Consultant. They have advised that whilst the principle for the surface water strategy is correct there needs to be more detail and further investigation. Therefore in order to ensure that the drainage strategy will work correctly and meet the requirements of policy CCF2 a condition is recommended to secure further drainage details and a post completion verification report.

## Contamination

- 6.39 The Council Contamination Officer has advised that typically when garages of this nature are redeveloped ground contamination and asbestos cement has been identified and remedial works are required. Having reviewed the submitted Phase 1 desktop study the officer does not agree with the conclusions of the report and advises that it does not meet the requirements of the Council's standard condition or British Standard BS10175.
- 6.40 On that basis they have recommended a number of conditions to cover further investigation and if necessary remediation prior to commencement of the development.

## Sustainable Construction

- 6.41 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.
- 6.42 The application planning statement states that the development achieves an in-use Net Carbon Zero and an Energy Performance Certificate (EPC) rating of A, which is achieved through the fabric-first approach as well as the use of ASHPs which goes well beyond the Council's 19% requirement.
- 6.43 In any case following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore it is not considered reasonable or necessary to include a condition requiring the 19% improvement. The water efficiency measures are still however required. In the event that planning permission is to be granted, a condition would be imposed to secure further details of the water efficiency measures in order to comply with this element of DMP Policy CCF1.
- 6.44 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. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.



## Community Infrastructure Levy (CIL)

- 6.45 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, although the exact amount would be determined and collected after the grant of planning permission.

## Other matters

- 6.46 Affordable housing provision – as set out above officers consider that the scheme is policy compliant. However it is worth noting at this stage that the scheme is providing 3 affordable houses. As set out above the tenure, affordable rent, and size of dwellings is strongly supported by the Council's Housing Officer. The scheme therefore goes well beyond the requirements of the Council's Development Plan and is a significant benefit of the scheme which would need to be taken in to account in the overall planning balance.

## CONDITIONS

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

Plan Type	Reference	Version	Date Received
Landscaping Plan	5213970-ATK-02-00-DRAR- 021515	P1	24.04.2023
Elevation Plan	5213970-ATK-04-ZZ-DRAR-011510	P1	24.04.2023
Proposed Plans	5213970-ATK-04-ZZ-DRAR-011507	P1	24.04.2023
Proposed Plans	5213970-ATK-02-ZZ-DRAR-011511	P1	24.04.2023
Section Plan	5213970-ATK-02-XX-DRAR-031515	P1	24.04.2023
Elevation Plan	5213970-ATK-02-XX-DRAR-031514	P1	24.04.2023
Elevation Plan	5213970-ATK-02-XX-DRAR-031513	P1	24.04.2023
Elevation Plan	5213970-ATK-02-XX-DRAR-031512	P1	24.04.2023
Elevation Plan	5213970-ATK-02-XX-DRAR- 031511	P1	24.04.2023
Block Plan	5213970-ATK-02-00-DRAR-021514	P1	24.04.2023
Other Plan	5213970-ATK-02-00-		

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	DRAR-021513	P1	24.04.2023
Block Plan	5213970-ATK-02-00- DRAR-021512	P1	24.04.2023
Location Plan	5213970-ATK-02-00- DRAR-021511	P1	24.04.2023

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 a Construction Management Statement, to include details of:
  - a) Prediction of potential impacts with regard to waste, noise and vibration, dust, emissions and odours. 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) Details of parking for vehicles of site personnel, operatives and visitors, loading and unloading of plant and materials, storage of plant and materials, and measures to prevent the deposit of materials on the highway
  - e) 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.

4. No development shall commence until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones
  - (f) HGV deliveries and hours of operation
  - (g) vehicle routing

(h) measures to prevent the deposit of materials on the highway  
(i) before and after construction condition surveys of the highway and a commitment  
(j) on-site turning for construction vehicles  
has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

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 development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 Policy DES1.

6. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings, 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 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. 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

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Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs and be based on the submitted FRA and Drainage Strategy submitted with the application. 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.

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.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDs and the implemented drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

9. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers should asbestos be present onsite. The remedial mitigation scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved in writing prior to commencement to the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF.

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.

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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) 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

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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 and agreed in writing by the Local Planning Authority. 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

15. Notwithstanding the approved plans no development shall take place above slab level until written details of the elements listed below have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and

all boundary treatment shall be completed before the first occupation of the development hereby permitted.

- a. materials to be used in the construction of the external surfaces of the buildings, including fenestration and roof
- b. the finalised positions, design, materials and type of boundary treatment to be erected, including provisions for wildlife access

Reason: To preserve the visual amenity of the area with regard to the Reigate and Banstead Borough Reigate and Banstead Development Management Plan 2019 Policy DES1 and requirements of the NPPF.

16. Notwithstanding the approved plans no development above slab level shall commence until details of hard and soft landscaping is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include frontage tree and hedge planting and any other existing or proposed, soft or hard, landscaping in the front garden area, or adjacent to boundaries where appropriate. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019. next planting season by trees, and shrubs of the same size and species.

17. Notwithstanding the approved plans no external lighting shall be installed on the buildings hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy

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2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

18. No Air Source Heat Pumps shall be installed at the site until details of the final siting and positioning and model/make of the proposed Air Source Heat Pumps (ASHP) and an assessment, that demonstrates receiving windows at adjacent properties will be sufficiently far away that the noise output of the pumps will not result in an unacceptable noise level to the occupants, has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the ASHP shall be installed and maintained in accordance with the agreed details prior to the first occupation of that dwelling.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5, DES9 of the Reigate and Banstead Development Management Plan 2019.

19. The development shall be carried out in accordance with the mitigation measures set out within the Cherryfield Ecology Ecological Appraisal dated 05/04/2023 Section 4.4 Table 14..

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.

20. No development above slab level shall commence until finalised details of the proposed biodiversity enhancement measures have 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 and incorporate the recommended enhancement measures detailed in Section 4.4, Table 15 of the submitted Ecological Appraisal from Cherryfield Ecology dated 05/04/2023. 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.

21. The development shall not be commenced unless and until the access road to Downland Close has been modified in accordance with the Markides Associates Plan numbered 22364 MA XX DR C 7025 P04 (included within the Transport Statement), all to be permanently retained.

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



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

22. The development hereby approved shall not be first occupied unless and until space has been laid out in accordance with the approved plans 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 purpose.

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

23. 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.

24. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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).

25. The development shall not be occupied until a refuse collection point has been provided in accordance with the approved plans and the Markides Associate Plan numbered 22364 MA XX DR C 7026 P02 (as included within the submitted Transport Statement). Thereafter the collection point shall be retained and maintained in accordance with the approved plans.

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Reason: To ensure that the refuse collection point is correctly positioned to enable safe and efficient refuse collection and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

26. The development hereby approved shall not be first occupied unless and until a Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day.

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.

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

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

## INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.org.uk](http://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](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
  - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The applicant is advised that the 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)

6. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and

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inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. 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.
9. 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.
10. The use of landscape/arboricultural consultant is recommended to provide acceptable submissions in respect of the above arboricultural and landscaping conditions.
11. Environmental Health would like to remind the applicant of 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 unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

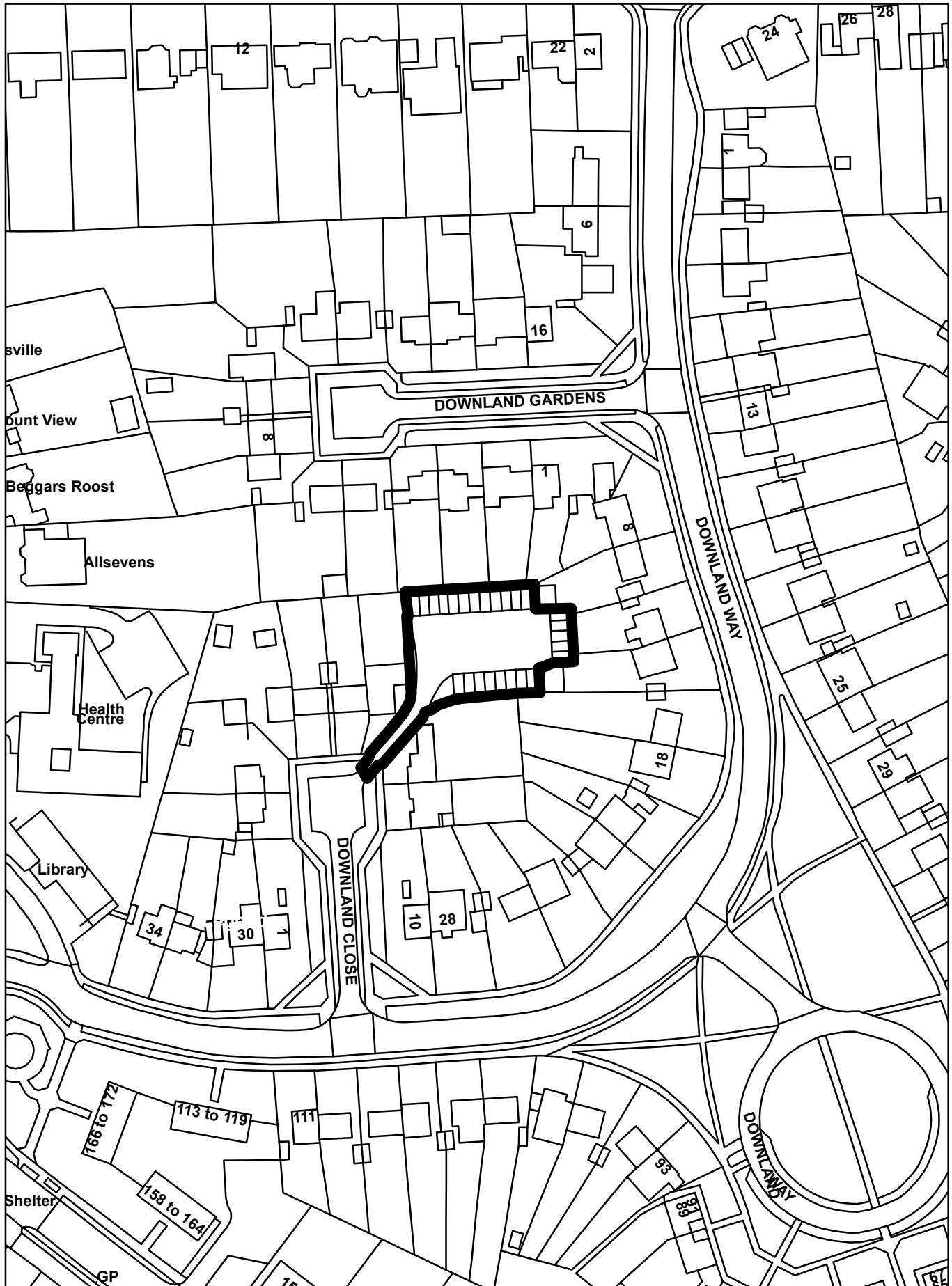
## REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE2, NHE3 and INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

## **Proactive and Positive Statements**

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

Agenda Item 5  
23/00823/F - Land To The North Of Downland Close,  
Epsom Downs

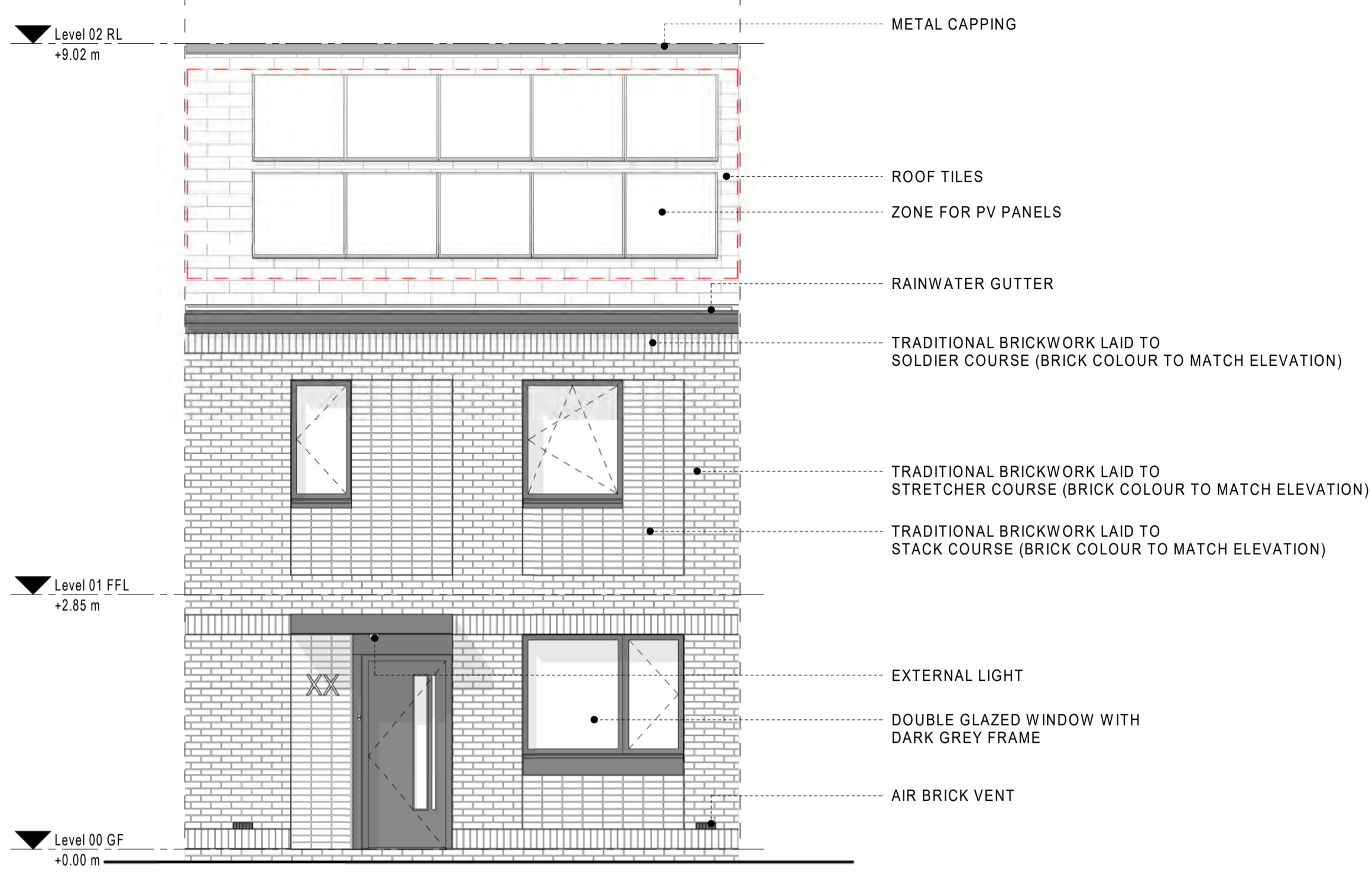




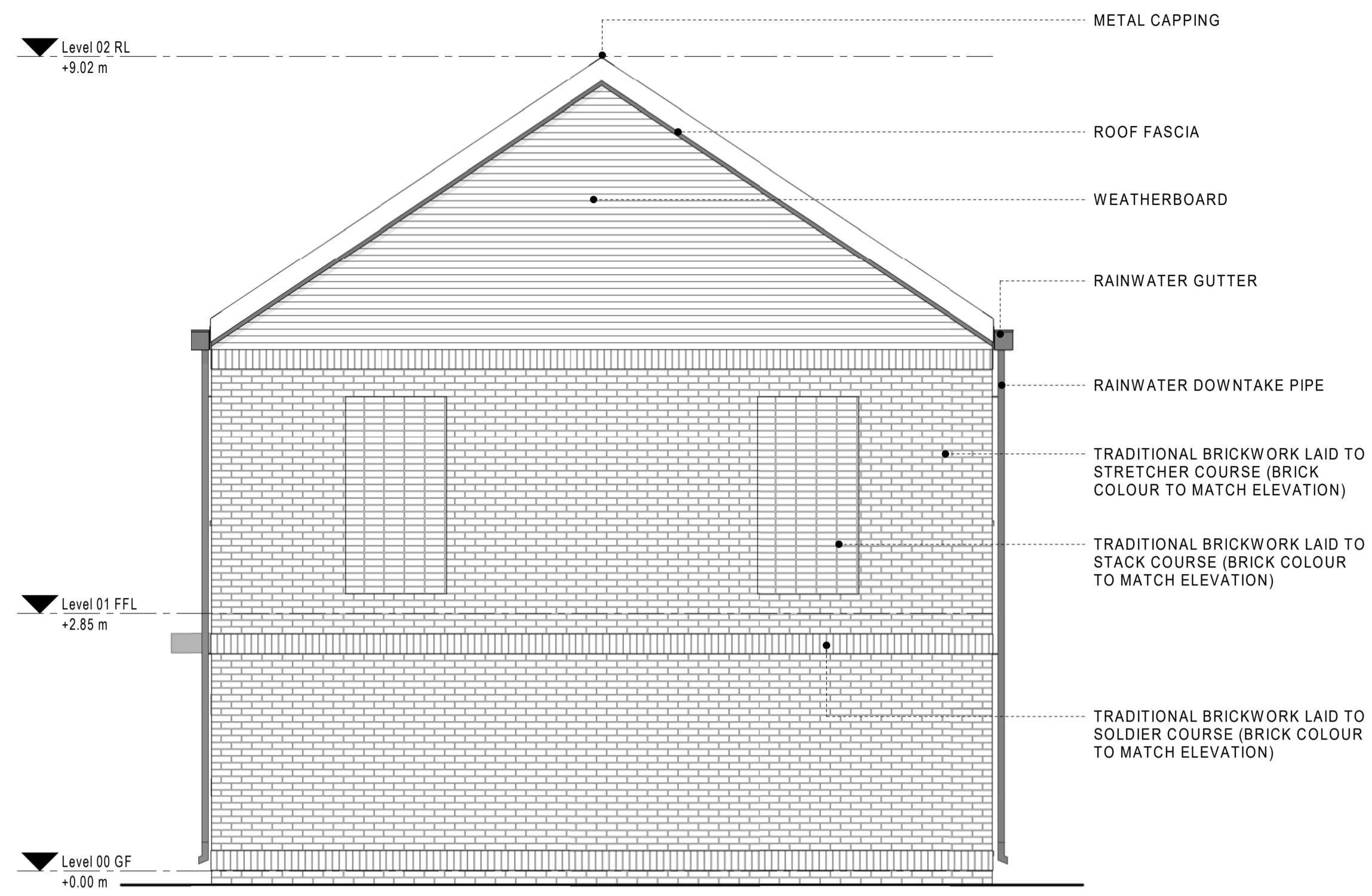




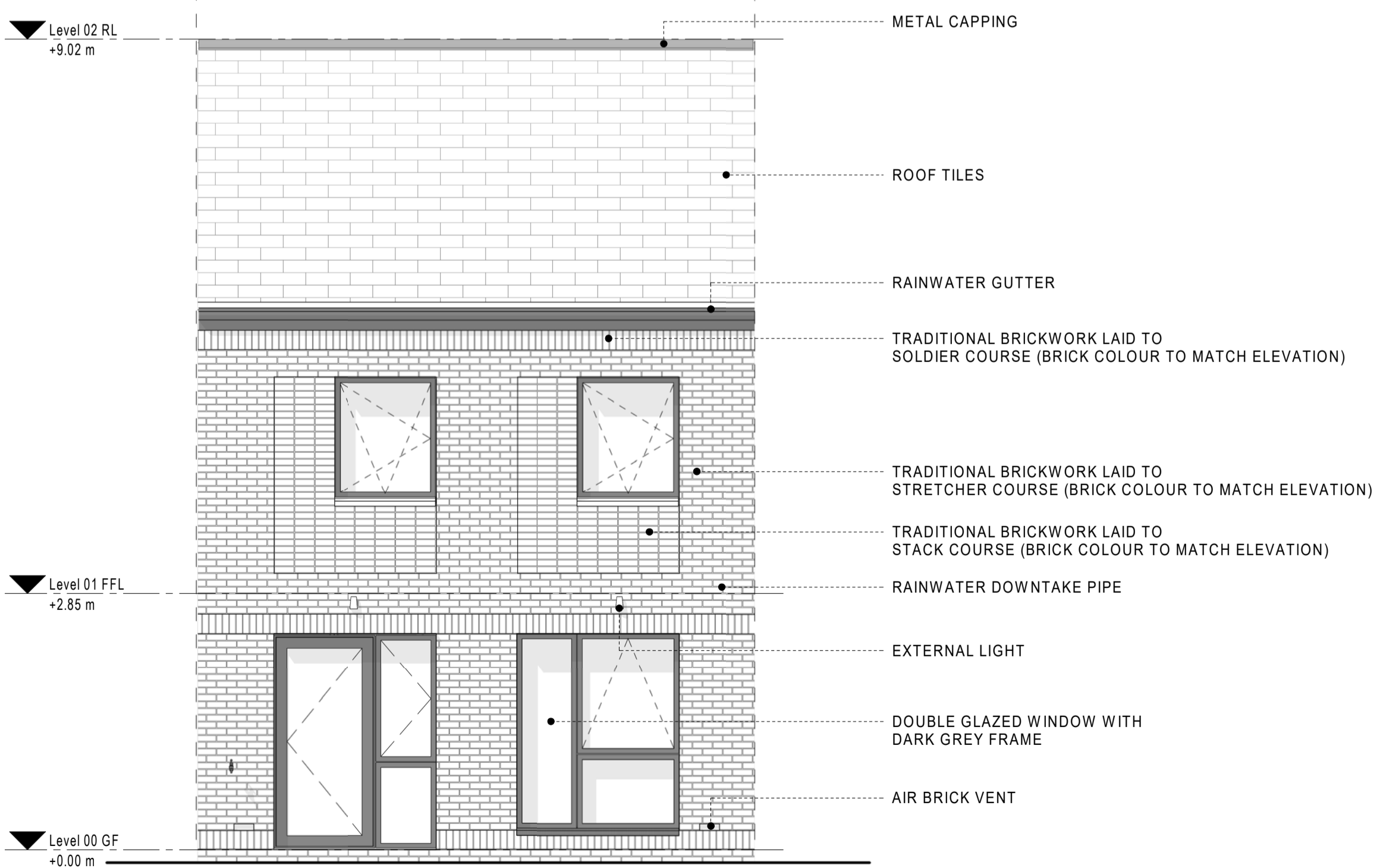
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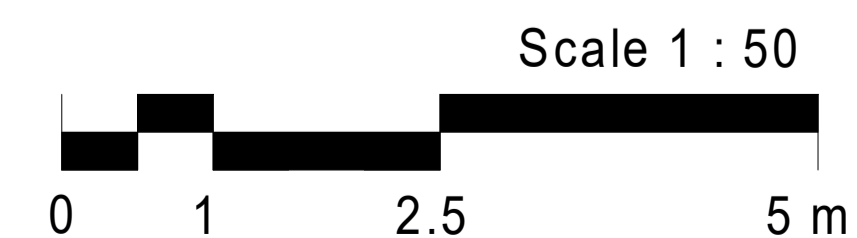
**2 FRONT ELEVATION**  
SCALE 1 : 50



**3 GABLE ELEVATION**  
SCALE 1 : 50



**1 BACK ELEVATION**  
SCALE 1 : 50



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

**CONSTRUCTION**

**MAINTENANCE/CLEANING**

**DECOMMISSIONING/DEMOLITION**

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References	
Rev.	Model Name

NOTE:  
1. Drawing only to be used for the purpose for which it was created.  
2. All Dimensions are in millimeters unless otherwise specified

P1	27/03/2023	FOR INFORMATION	MD	AD	SG
Rev.	Date	Description	By	Chk'd	App'd

Drawing Suitability: **FOR INFORMATION** Status: **S2**

 <b>SNC-LAVALIN</b> Member of the SNC-Lavalin Group	Nova North 11 Bressenden Place Victoria London SW1E 5BY Tel: +44 1454 662000 www.atkinsglobal.com © SNC-Lavalin (2019)
	 Member of the SNC-Lavalin Group
 Client	Woodcote Grove Ashley Road Epsom, Surrey England KT18 5BW Tel: +44 (0) 207121 2000 www.edaroth.co.uk

Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **GENERAL ARRANGEMENT UNIT TYPE 1 ELEVATION**

Scale	Designed	Drawn	Checked	Authorised
1 : 50	MD	SH	AD	SG
Original Size	Date	Date	Date	Date
A1	16/06/2022	16/06/2022	16/06/2022	16/06/2022
Drawing Number	Revision			
5213970-ATK-04-ZZ-DR-AR-011510	P1			



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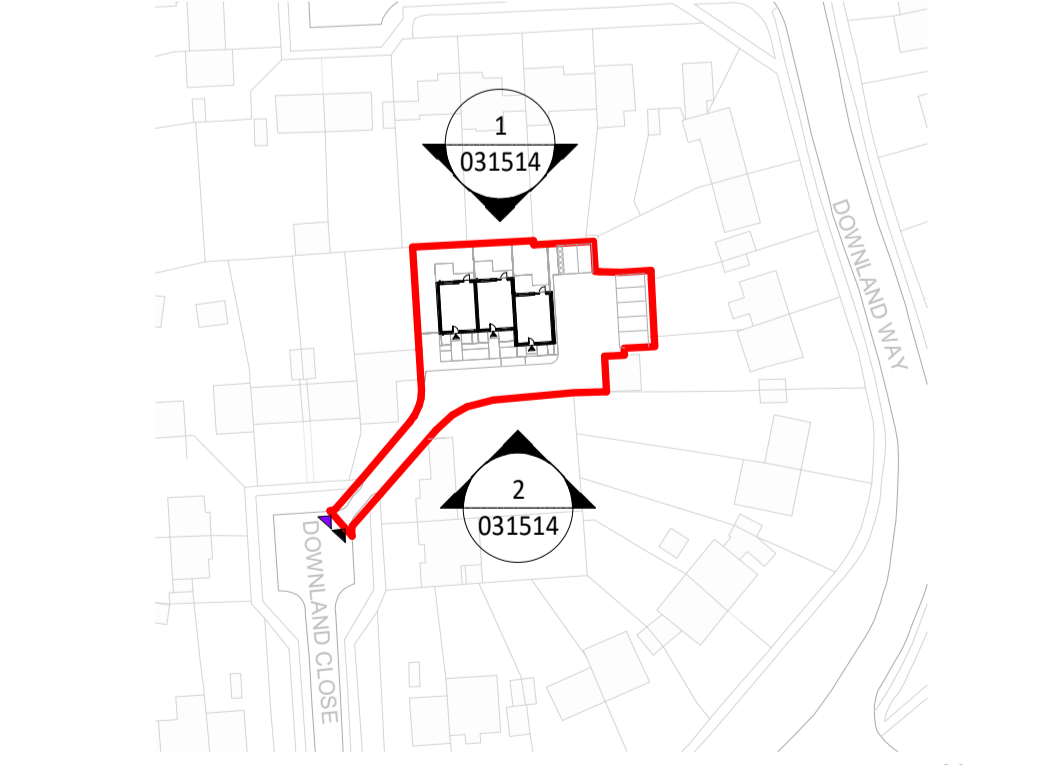
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SCALE 1 : 100



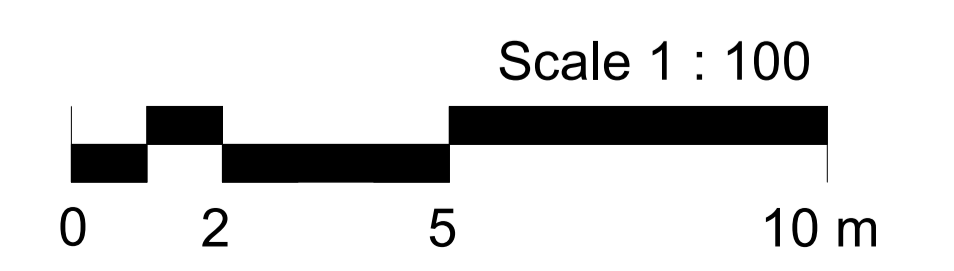
**2 DOWNLAND CLOSE - SITE ELEVATION SOUTH - PROPOSED**  
SCALE 1 : 100

**LEGEND**

	APPLICATION BOUNDARY
	WALKWAY PROFILE
	GROUND PROFILE
	ASSUMED GROUND PROFILE



**4 PROPOSED SITE PLAN**  
SCALE 1 : 1250



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

**CONSTRUCTION**

**MAINTENANCE/CLEANING**

**DECOMMISSIONING/DEMOLITION**

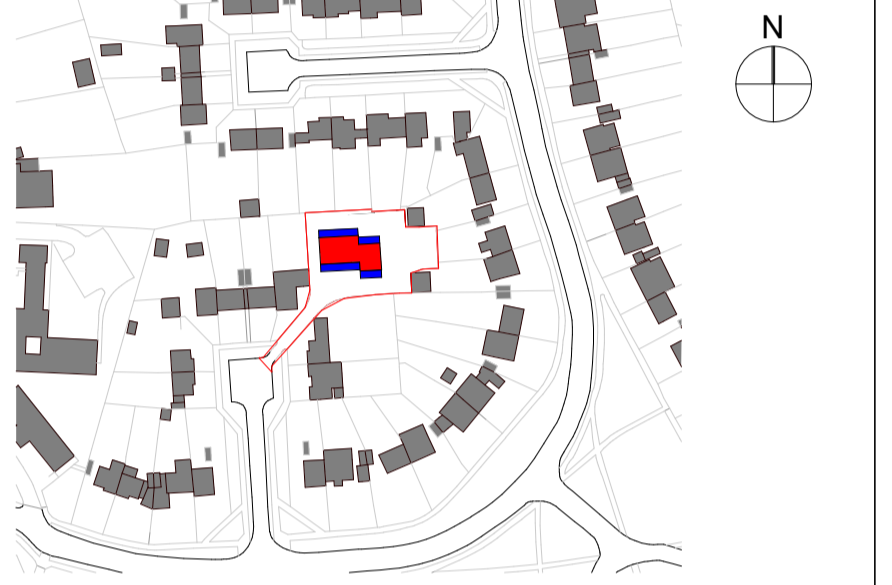
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References

Rev.	Model Name

**NOTE:**  
1. Drawing only to be used for the purpose for which it was created.  
2. All Dimensions are in millimeters unless otherwise specified

**KEY PLAN**



Rev.	Date	Description	By	Chk'd	App'd
P1	27/03/2023	FOR INFORMATION	NK	MD	AD

Drawing Suitability: **S2**

**FOR INFORMATION**

**SNC-LAVALIN**  
Nova North  
11 Bressenden Place  
Victoria  
London  
SW1E 5BY  
Tel: +44 1454 662000  
www.atkinglobal.com  
© SNC-Lavalin (2019)

**edaro**  
Client  
Woodcote Grove  
Ashley Road  
Epsom, Surrey  
England  
KT18 5BW  
Tel: +44 (0) 207121 2000  
www.edaroth.co.uk

**Raven Housing Trust**  
Client  
Raven Housing Trust  
Raven House  
29 Linkfield Lane  
Redhill  
Surrey RH1 1SS  
www.ravenht.org.uk

Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE PROPOSED SITE ELEVATIONS DOWNLAND CLOSE**

Scale	Designed	Drawn	Checked	Authorised
As indicated	MD	SH	MD	AD
Original Size	Date	Date	Date	Date
A1	27/01/2023	03/02/2023	10/02/2023	17/02/2023
Drawing Number	5213970-ATK-02-XX-DR-AR-031514			Revision
				P1

Agenda Item 5

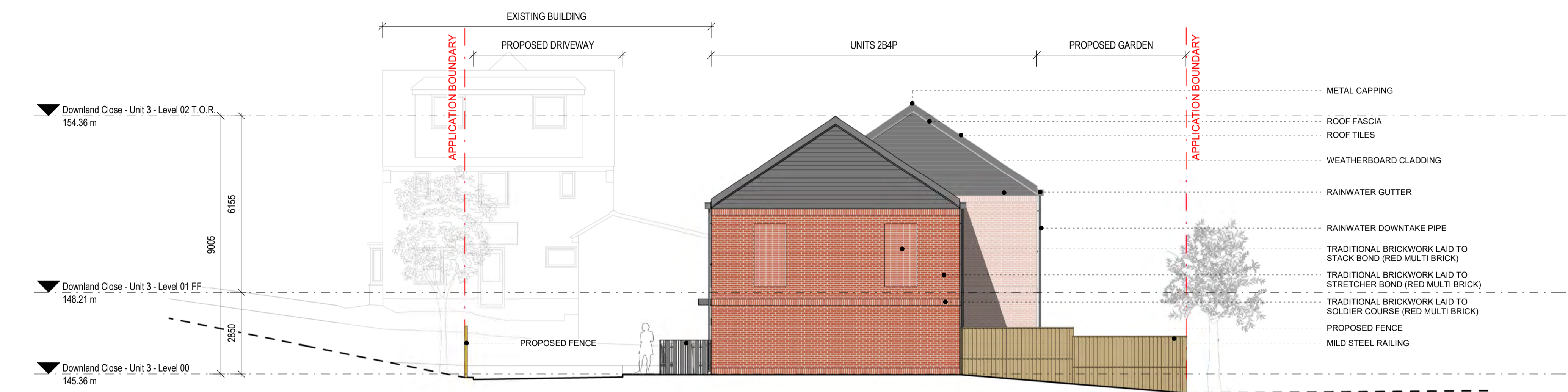


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**1 DOWNLAND CLOSE - SITE ELEVATION WEST - PROPOSED**  
031513 SCALE 1 : 100

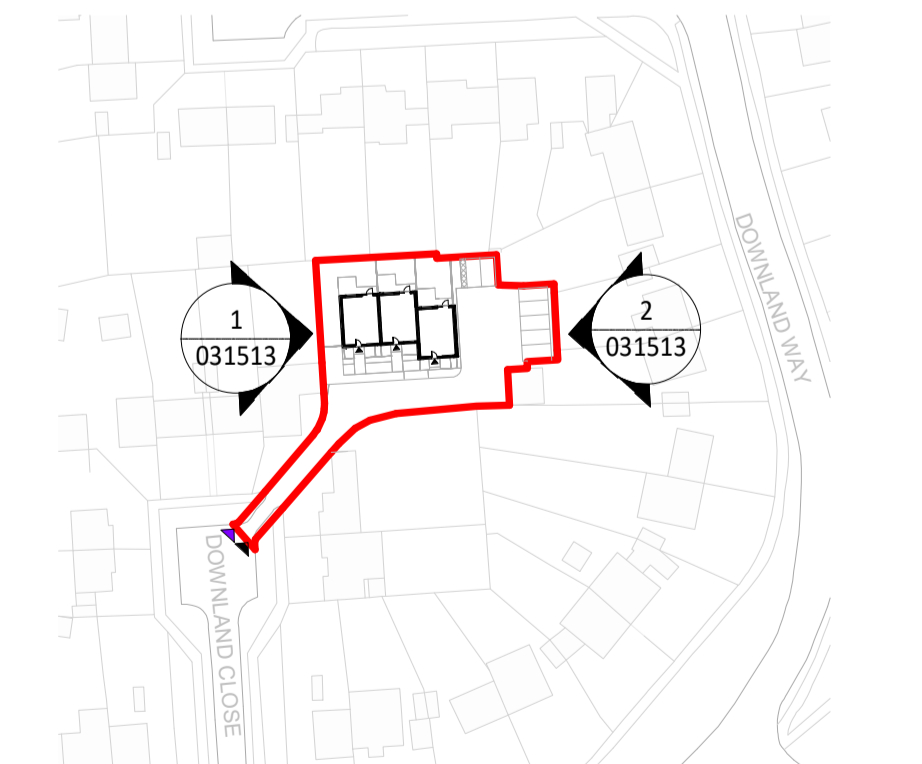
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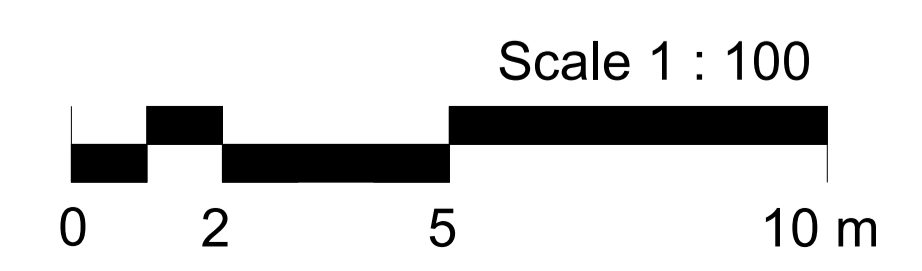
**2 DOWNLAND CLOSE - SITE ELEVATION EAST - PROPOSED**  
031513 SCALE 1 : 100

**LEGEND**

- - - APPLICATION BOUNDARY
- - - WALKWAY PROFILE
- - - GROUND PROFILE
- - - ASSUMED GROUND PROFILE



**3 PROPOSED SITE PLAN**  
031513 SCALE 1 : 1250



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

**CONSTRUCTION**

**MAINTENANCE/CLEANING**

**DECOMMISSIONING/DEMOLITION**

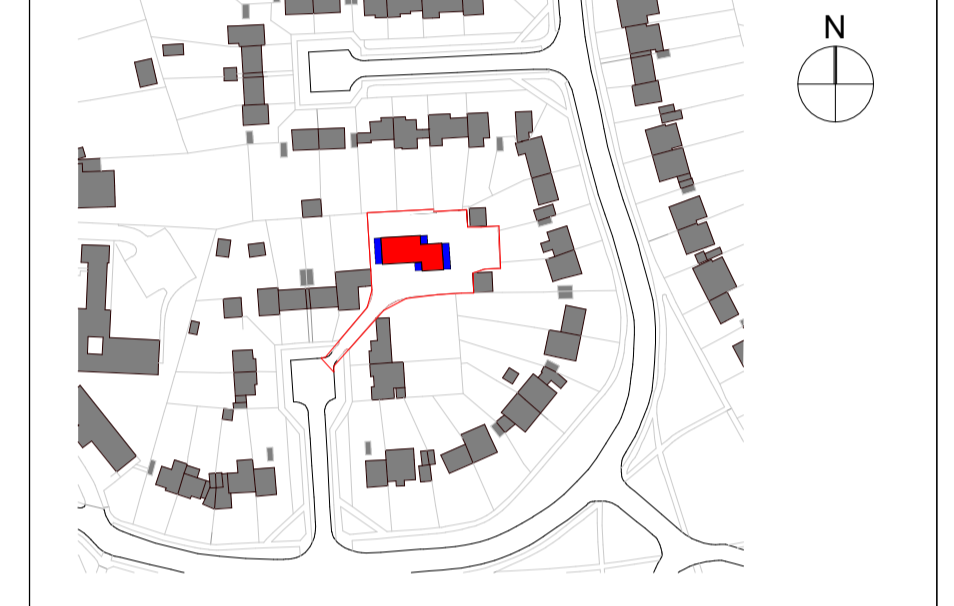
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

References

Rev.	Model Name

**NOTE:**  
1. Drawing only to be used for the purpose for which it was created.  
2. All Dimensions are in millimeters unless otherwise specified

**KEY PLAN**



P1	27/03/2023	FOR INFORMATION	NK	MD	AD
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Rev.	Date	Description	By	Chk'd	App'd
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Drawing Suitability: **FOR INFORMATION** Status: **S2**

**SNC-LAVALIN**  
11 Bressenden Place  
Victoria  
London  
SW1E 5BY  
Tel: +44 1454 662000  
www.atkinsglobal.com  
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**edaro**  
Woodcote Grove  
Ashley Road  
Epsom, Surrey  
England  
KT18 5BW  
Tel: +44 (0) 207121 2000  
www.edaroth.co.uk

**Raven Housing Trust**  
Raven House  
29 Linkfield Lane  
Redhill  
Surrey RH1 1SS  
www.ravenht.org.uk

Project Title: **RAVEN GARAGE SITES BANSTEAD AND TADWORTH**

Drawing Title: **SITE WIDE PROPOSED SITE ELEVATIONS DOWNLAND CLOSE**


Scale	Designed	Drawn	Checked	Authorised
As indicated	MD	SH	MD	AD
Original Size	Date	Date	Date	Date
A1	27/01/2023	03/02/2023	10/02/2023	17/02/2023
Drawing Number	Revision			
5213970-ATK-02-XX-DR-AR-031513				P1



# Agenda Item 6

Planning Committee  
30<sup>th</sup> August 2023

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 <p><b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate</p>	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	30 <sup>th</sup> August 2023
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Matthew Sheahan
	<b>TELEPHONE:</b>	01737 276514
	<b>EMAIL:</b>	Matthew.sheahan@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	6	<b>WARD:</b> HRC - Horley Central And South

<b>APPLICATION NUMBER:</b>	22/01816/F	<b>VALID:</b>	15/12/2022
<b>APPLICANT:</b>	Mr James Pinnock	<b>AGENT:</b>	DHA Planning Ltd
<b>LOCATION:</b>	<b>MITCHELLS OF HORLEY LTD VICTORY WORKS 1 - 9 STATION ROAD HORLEY RH6 9HW</b>		
<b>DESCRIPTION:</b>	<p><b>Mixed-use redevelopment of the site comprising restoration, partial demolition and conversion of the Former Albert Brewery building for class E uses; demolition of existing builders merchant to provide seven new-build use class E/B2/B8 (flexible) units; and erection of a mixed-use building comprising ground floor flexible Class E use and ten C3 residential apartments with associated vehicle parking, landscaping, and other required works. As amended on 14/09/2022 and on 21/12/2022 and on 28.02.2023 and on 26/04/2023.</b></p>		
<p><b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b></p>			

## SUMMARY

This is a full planning application for the mixed used development of the existing site of Victory Works 1-9 Station Road Horley, comprising 7 flexible Class E/B2/B8, a mixed use building comprising a flexible Class E use at the ground floor with 10 residential flats above, and demolition of part of the existing former brewery building and its conversion to a Class E office use, including associated parking and landscaping.

The site forms part of the Balcombe Road Employment Area, which is comprised of a range of industrial and other commercial land uses. The site is comprised of a number of buildings, including a 2200 square metre building to the rear of the site, which is two-storey in an 'L-shape' at the front and leads to a high-ceiling single storey building at the rear. It is a long, wedged shaped building, which is separated in to multiple units. To the south is a Class E retail unit with service yard and parking. This building was previously occupied by a builders merchant, however is currently vacant. Within the eastern part of the site is located the former Horley/

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Albert Brewery building, which is locally listed and has been left derelict for many years. The character of Station Road is one of mixed land uses, being a mix of commercial, retail and residential.

The proposed mix of land uses would be appropriate within the designated Employment Area in accordance with Policy EMP2 of the Reigate and Banstead Development Management Plan 2019. Whilst noting that residential use would not be typical of an employment area such as this, the residential element would be located closest to the road. Flats form part of the character of Station Road therefore their inclusion as part of this scheme would not be unacceptable. The proposed uses of the building within Class E would be controlled by way of a suitably worded condition.

The design of the proposed buildings would be appropriate to their use. The mixed commercial/ residential building would be of a height and scale that would not be disproportionate to other buildings in the road and would not appear overly dominant. The commercial/ light industrial buildings would be functional in design and materials which would be appropriate for an employment site. The changes to the listed former brewery building would constitute a considerable improvement to the building, with the remaining oldest section restored internally and externally. The Conservation Officer has reviewed the application and is satisfied that subject to conditions the conversion would be acceptable. Improvements to the setting of the listed building would be secured through a landscaping scheme that would be secured by way of a condition.

The location of the proposed buildings and their positions relative to neighbouring properties would be such the scheme would not give rise to harm to the amenity of neighbouring properties. They would not be overbearing in nature and there would be minimal opportunity for overlooking to neighbouring windows.

The scheme would be acceptable with regard to ecological impact subject to conditions requiring the submission of a lighting management plan, ecological management plan and construction environment management plan. The drainage scheme has been reviewed by the Lead Local Flood Authority (LLFA), who are satisfied that the development would be acceptable subject to a finalised drainage scheme being submitted.

The scheme would provide an acceptable number of parking spaces for the proposed commercial uses. Whilst the residential development would be car free, the site is in a very sustainable location in close proximity to Horley Station and a number of bus stop, as well in easy walking distance with Horley Town Centre providing a range of goods and services. The Highway Authority has reviewed the proposal and is happy that a car free scheme would be acceptable and appropriate in this location, and that it would not generate significant on-street parking demand or harm the safe operation of the highway.

## **RECOMMENDATION(S)**

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

## **Consultations:**

Highway Authority: Has reviewed the proposal on parking, access, highway safety and capacity grounds and considers that the scheme would be acceptable. Recommends conditions and informatives.

Contaminated Land Officer: The potential for ground contamination to be present on the site has been identified due to historic land uses, therefore a number of conditions and informatives have been recommended.

Lead Local Flood Authority (LLFA): Initial comments raised objection on the grounds of insufficient information with respect to outfall at the northern end of the site, surface water discharge in a 1 in 1 year or 1 in 30 year flood event. Further clarity on why additional SUDs elements were not included within the proposed drainage scheme. Advised conditions in the event of permission being granted. The application submitted a response to address the concerns/ points raised by Surrey CC, which has been reviewed by the LLFA, who are satisfied that their points have been addressed. Conditions and informatives have been recommended, which are detailed later in this report.

Thames Water: Advise that the developer should follow the sequential approach to the disposal of surface water. Where a development proposed to discharge in to a public sewer, approval from Thames Water Developer Services is required.

Horley Town Council (HTC): Initially commented that HTC are supportive of the application. Following submission of amended plans, including an amended site layout, concerns raised regarding inadequate parking provision.

Minerals and Waste Planning Authority: Raise no objection subject to the provision of a waste management plan, which can be secured by condition.

Network Rail: Advise that, due to the proximity of the works to the railway, the applicant/ developer engages with Network Rail's Asset Protection and Optimisation (ASPRO) Team prior to works commencing.

Surrey Wildlife Trust: No objection subject to conditions and informatives pertaining to the provision of Sensitive Lighting Management Plan, Landscape and Ecological Management Plan and Construction Environment Management Plan.

Regulatory Support Services:

## **Representations:**

Letters were sent to neighbouring properties on 7<sup>th</sup> September 2022. A site notice was posted on the 18<sup>th</sup> October 2022. No letters of objection or comment have been received.

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## 1.0 Site and Character Appraisal

- 1.1 The application site is approx.. 0.4861 hectares in area and is situated to the north of Station Road, Horley. The site forms part of the Balcombe Road Employment Area, which is comprised of a range of industrial and other commercial land uses.
- 1.2 The site is comprised of a number of buildings, including a 2200 square metre building to the rear of the site, which is two-storey in an 'L-shape' at the front and leads to a high-ceiling single storey building at the rear. It is a long, wedged shaped building, which is separated in to multiple units. To the south is a Class E retail unit with service yard and parking. This building and was previously occupied by a builders merchant, however is currently vacant. Within the eastern part of the site is located the former Horley/ Albert Brewery building, which is locally listed and has been left derelict for many years. Much of the original structure of the building remains, however it is evident that it has been unsympathetically extended and altered over the years. The lower northern part of the building is used as part of an engineering works. The railway line runs along the western boundary of the site. The site is bounded by 2 metre high fences and walls. Given the nature of the site it is largely devoid of trees and landscaping, with the exception of a small number of trees around the former brewery, which are likely self-seeded.
- 1.3 Station Road is comprised of a mix of commercial units to the ground floor, which form part of a local centre in this location (Station Road) as defined within the Councils' Development Management Plan (DMP). Above are typically found residential flats. On the southern side of Station Road there are three two storey residential dwellings (20-24 Station Road), as well as a block of flats with commercial on the ground floor.

## 2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought from the Council prior to the submission of the application. It was advised that principle of a mixed use scheme comprised of industrial, office and residential uses would be acceptable in principle, having regard to Policy EMP2 of the DMP. Further advice was given in relation to the design of the proposed buildings and the need to consider the appropriate restoration of the locally listed brewery building, and the impacted that any new buildings would have on its setting. Advised of the need to ensure that residential units comply with nationally descried space standards and that any future development does not impact harmfully on the amenity of neighbouring properties.
- 2.2 Improvements secured during the course of the application: Improvements to the layout of the scheme has been sought to address concerns regarding the impact on the proposed industrial units on the character/ setting of the locally listed brewery building. In response the scale and number of industrial units has been amended, as has the design of the proposed residential/ retail

building to the front of the site. The parking and access arrangements have been reconsidered and amended in response to the revised site layouts.

- 2.3 Further improvements to be secured through the use of conditions: Further improvements could be secured by way of suitably worded conditions and informatives.

### 3.0 Relevant Planning and Enforcement History

3.1	85/12900/OUT	Ground floor factory extension and front lobby entrance for offices.	Granted 23/12/85
	00/04930/CU	Change of use and internal alterations to form Post Office sorting hall, ancillary offices & welfare facilities.	Granted 27/03/2000
	03/02565/CU	Change of use from industrial to builder's merchants	Approved with conditions 29/01/2004
	03/02566/ADV	Shop and company signs on building and freestanding sign	Express Consent 20/01/2004

### 4.0 Proposal and Design Approach

- 4.1 This is a full application for a mixed-use redevelopment of the site comprising restoration, partial demolition and conversion of the Former Albert Brewery building for class E office uses; demolition of existing builders' merchant to provide seven new-build use class E/B2/B8 (flexible) units; and erection of a mixed-use building comprising ground floor E(a)/E(b) uses and ten C3 residential apartments with associated vehicle parking, landscaping, and other required works.

- 4.2 The proposed class E/ residential block would be located to the front of the site adjacent to Station Road. It would be a mix of contemporary and modern design, with the external facades featuring a predominantly facing brickwork of a similar hue to existing station road buildings, whilst incorporating modern glazed balustrades and a recessed top floor which would comprise grey cladding. The overall height of the building would be 12.9m. The footprint of the building would be approx..379sqm.

- 4.3 Behind this building would sit three smaller light industrial buildings (Units 1, 2 and 3). Units 1 and 2 would be the smallest, being 185sqm in floor area (128sqm in footprint), which unit 3 would be larger at 323sqm in floor area (223sqm in footprint). The height would be 9.2m. These buildings would be more functionally in appearance, being of flat roof design and materials comprised of a mix of different forms of cladding in varying shades of grey. All

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four of these buildings would be sited 3.5m from the western boundary of the site with the railway line.

- 4.4 The northern part of the site would be occupied by the four larger light industrial units (units 4-7), which would be of similar design to units 1-3. They would also be 9.2m in height.
- 4.5 The middle part of the site would continue to be occupied by the former brewery building, which it is proposed to restore and convert in to offices. The proposed works would include the restoration of the roof, which has been lost for many years.
- 4.6 Access would be initially to the east of the retail/ apartment blocks, before winding through to the rear of the site leading to the front of units 1-4. Parking would be located throughout the site. In front of the retail/ residential block and units 1-3 would be 16 spaces with three more to the rear. A further 24 spaces would be located in front of units 4-7. The office building would feature 4 parking spaces to the front with an additional 7 spaces to the rear which would be reached via an existing separate vehicular access via Station Road. Elements of landscaping would be incorporated predominantly to the front and rear of the office building.
- 4.7 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
- Assessment;
  - Involvement;
  - Evaluation;
  - Design.
- 4.8 Evidence of the applicant's design approach is set out below:

Assessment	<p>The site is identified as being located to the north of Horley railway station and within the Balcombe Road industrial area, surrounded by a mix of uses including industrial and commercial buildings, as well as residential houses and flats. The immediately neighbouring buildings facing the public realm along Station Road are a mix of retail, cafe/ restaurants and professional services at ground floor with ancillary accommodation and residential apartments above.</p> <p>A detailed local character assessment has been undertaken which makes the following observations:</p> <ul style="list-style-type: none"><li>• The character assessment shows that the local area has a range of building styles, materials and</li></ul>
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	<p>features.</p> <ul style="list-style-type: none"> <li>• There are a variety of roofscapes with the lower scale buildings generally having pitched tiled roofs, many along the busier street frontage with parapet walls that, to a large extent, hide the roof behind.</li> <li>• There is a mix of facing brickwork in a variety of colours with the predominant material being red brick.</li> <li>• Metal cladding has been commonly used for the nearby industrial buildings.</li> <li>• The relatively modern SGN building opposite the site is noticeable as being a significantly larger scale building than the general pattern of development, with a sizable, pitched roof which houses an additional storey of accommodation.</li> <li>• Common features in the older buildings, which have been followed through in the more recent additions, are large windows and brick detailing, used as string courses as well as around window heads, jambs and sills. The external walls at ground floor along Station Road tend to be treated differently from the upper storeys, with larger windows and signage which is a result of the more public use of the street level units.</li> </ul> <p>The heritage of the site with respect to the locally listed former brewery building, has also been subject to detailed assessment. A separate Heritage Impact Assessment has also been submitted, however the following key points are made:</p> <ul style="list-style-type: none"> <li>• It is probable that the first buildings were erected in the 1850s with a brewery operating from the site in the 1860s. Various light industrial buildings have been erected on the site since this date.</li> <li>• A significant part of the former brewery has already been demolished. The taller and more visually impressive part to the south is now unused and derelict, but the lower northern part is used as part of an engineering works. Various extensions have been built onto the east side of the lower portion of the building. It appears that all the original brewing machinery has long since been removed.</li> <li>• The locally listed building has been left to deteriorate, as seen in the images to the right. The chimney, and the louvered gables on the east and west sides, are interesting features which create a</li> </ul>
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	<p>strong silhouette.</p> <ul style="list-style-type: none"> <li>• Most of the east side has been altered by later extensions, but the west side can still be seen within a narrow space between the old brewery and a modern building. It should be noted that the lower part of the structure to the north is not one single build, and it has been subject to alteration, so its originality is open to some question.</li> <li>• The southern part of the locally listed building, which is the more visually interesting part, is unoccupied and suffering from significant water ingress, such that there is a pressing need for a new use if any part of the original structure is to be retained for future generations to appreciate.</li> <li>• It is proposed to demolish the lower northern half of the former brewery, which is the less impressive, less original, and more altered, part of the structure. The retained part of the former brewery, which is the more impressive and taller southern element (with chimney and east and west gables) will be retained and converted into one of eight employment-related units.</li> </ul>
Involvement	<p>Following the engagement in pre-application discussions with the Council, public consultation has been undertaken by the applicant with the wider community. A newsletter has been distributed to the local community and a website launched to outline the proposals, the background to the development and the opportunity to provide feedback. At the time the planning application was submitted this consultation process was still underway and not yet completed. The applicant intends to review the consultation responses during the determination period and, along with any further advice received from the planning consultation process, adapt the proposal where necessary.</p>
Evaluation	<p>The proposed development of the site has been informed by assessment of the local character and from feedback received from the local planning authority prior to submission. Discussion has been ongoing during the application process and amendments to the layout have been informed by those discussions.</p>
Design	<p>With regard to the mass of the proposed buildings, the larger scale retail and apartment block to the front of the site now sits away from the neighbouring lower scale buildings that front Station Road with the site entrance road forming a gap in the massing.</p> <p>The view through this gap to the brewery building has been opened up to give a new view of the heritage asset</p>

	from Station Road. To the rear the proposed industrial building has been revised to provide an improved setting for the brewery building, with the frontage set back. This ensures the brewery building becomes the dominant built feature along the new vista.
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4.9 Further details of the development are as follows:

Site area	0.66 Ha
Existing use	Retail (Class E), General/ light industrial (Class B and Class E).
Proposed use	Retail (Class E), General/ light industrial (Class B and Class E), Residential (Class C3)
Existing parking spaces	30
Proposed parking spaces	50 (split between retail and commercial/ industrial uses).
Parking standard	DMP Accessibility Level - High 1 parking spaces required per dwelling, office and industrial uses 1 space per 30sqm of gross floor area (maximum standards)
Number of affordable units	0
Net increase in dwellings	10

## 5.0 Policy Context

### 5.1 Designation

Urban area  
Employment Area (Balcombe Road Industrial Area)  
Local Centre (secondary access only)  
Locally Listed Building (former Horley Brewery)

### 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS5 (Valued people and economic development)  
CS7 (Town and Local Centres)  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS13 (Housing Delivery)

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

## 5.3 Reigate & Banstead Development Management Plan 2019

Design, Character and Amenity (including housing)	DES1, DES2, DES4, DES6 DES8, DES9, DES10
Local Employment Areas	EMP2
Retail	RET5
Landscape & Nature Conservation	NHE 2NHE3, NHE9
Transport, Access and Parking	TAP1
Climate Change Resilience and Flooding	CCF1, CCF2

## 5.4 Other Material Considerations

National Planning Policy Framework  
2021

National Planning Practice Guidance

Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Vehicle and Cycle Parking Guidance 2018 Householder Extensions and Alterations Affordable Housing
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Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010
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## 6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development.

6.2 The main issues to consider are:

- Principle of the development
- Design appraisal
- Impact on Neighbouring amenity
- Amenity for future occupiers
- Housing Mix
- Highway matters
- Trees and Landscaping

- Ecology
- Contamination
- Flooding and drainage
- Sustainability, Infrastructure and Climate Change
- Affordable Housing
- Community Infrastructure Levy

## Principle of the development

- 6.3 The scheme proposes to demolish the existing retail building (Mitchells of Horley) along with part of the existing brewery building, a developing a mixed use scheme comprising retail, residential, offices and light industrial uses. The site is located within the urban area, where there would not be an objection to the principle of redevelopment, subject to consideration against Policies EMP2 of the Councils Development Management Plan 2019 (DMP).
- 6.4 As stated, the site is located within the Balcombe Road Industrial Area, which is defined as a local centre in the DMP. Within local centres planning permission will be granted for change of use to, or development of new or extended accommodation for the following uses provided the proposal is of an appropriate scale for the area and does not conflict with the amenity or operation of neighbouring land uses:
- a. Industrial and distribution uses
  - b. Offices
  - c. Financial and professional services
  - d. Any other employment-generating uses (excluding all Class A uses other than A2).
- 6.5 The site is currently occupied by a retail unit which is now vacant (previously occupied by Mitchells). It is proposed to demolish this and the warehouse to the rear, along with part of the brewery building and factory floorspace. These would be replaced by three smaller light industrial units (units 1-3) and four larger light industrial units (units 4-7). The remaining, more historic part of the former brewery would be retained, restored, and converted to offices. The proposed building to the front of the site would be comprised of a flexible Class E unit on the ground floor with 10 residential units occupying the remaining three floors.
- 6.6 The *Employment Area Review (2017)* identifies that a large proportion of businesses in the borough are small businesses, and that these areas provide a valuable stock of smaller, more affordable accommodation suited to their needs. Policy EMP2 recognises this and seeks to reinforce this small business role and the importance of protecting and maintaining a ready supply of appropriate small business premises to support their growth.
- 6.7 The units proposed would be of an appropriate size for a local employment centre where a range of such smaller business could potentially be located. The existing layout of the site and quantum of built form makes it currently

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quite unattractive as a location for business. The buildings are large in size, dated, and tightly spaced, making for a cramped site that is not ideal for vehicle movement. The site also lacks an active frontage given the setting back of existing buildings. The proposed development would be a significant improvement over this, the site being opened up, allowing for larger vehicles, such as those for deliveries, to move through the site more easily. The replacement of existing, old industrial units with those of a more modern standard would result in the Balcombe Road Industrial Area being more attractive to a range of businesses and constitute an improvement to the sites existing offer. The proposed light industrial uses would meet those set out within policy EMP2.

- 6.8 With regard to the flexible Class E units it is noted that Policy EMP2 does not include the provision of Class E retail uses (formerly Class A1) nor residential use. The site has historically accommodated a retail unit in the form of Mitchells builders' merchant therefore in this case the proposal would constitute a replacement of the existing retail. The builders merchant occupied the ground floor of the building and was 288.9sqm in area. The proposed retail unit would be 350sqm in area, which would be an improved unit over and above the existing in terms of size. It would be closer in proximity to the road and thus establishing a more active ground floor frontage than there has been historically, allowing the site to relate more positively to Station Road. With regard to residential, whilst the site occupies a designated employment site, the immediate surrounding area is clearly a mix of differing land uses, including residential properties. The flats would occupy the upper floors and would address the road in a way that is not dissimilar to existing flat blocks such as Jubilee Court.
- 6.9 Class E allows for a broad range of uses that could potentially occupy the unit. Whilst many of these units would be acceptable in this location, there are a number which the Council considers would not be appropriate for this site, specifically E(e) provision of medical or health service or E(f) creche, day nursery or day centre due to the number of potential vehicle and pedestrian movements. Therefore in the event that planning permission is granted a condition restricting the uses of these buildings would be appropriate in this case.
- 6.10 The Core Strategy supports the promotion of skills development opportunities for local people. New development in the borough can provide employment opportunities for borough residents and can help provide local people with the skills necessary both to fulfil the needs of local businesses and to make the most of job opportunities available. The proposed development would go some way to improving employment opportunities within both Horley and the wider area. The construction of the site also has the potential to generate employment during development. In order to promote local employment, should permission be granted a condition in accordance with Policy EMP5 requiring the submission of an employment and skills plan prior to commencement of development. The plan will detail measures to ensure contractors work with local employment and training agencies, targets for employment of local labour, work experiences and apprenticeships.

- 6.11 In view of the above considerations the principle of the development and the proposed uses would be acceptable. The scheme is deemed to comply with the requirements of Policy EMP2 of the DMP.

### Design Appraisal

- 6.12 The Policy DES1 of the Reigate and Banstead Development Management Plan 2019 (DMP) requires new development to promote and reinforce local distinctiveness and respect the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene. Development should also 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.
- 6.13 The design approach for the proposed retail/ residential block to the front of the site would be appropriate both in terms of its scale as well as design. Whilst at four storeys in height the building would be the tallest on the north side of Station Road in this location, it is comparable with that of the St Lawrence House located opposite, currently occupied by SGN. The width of the building across the frontage would be relatively narrow compared to the depth, with a considerable gap between the neighbouring building to the east. In this location the height of the building would be acceptable and would not appear particularly dominant in the road. The recessed top floor, which would be dark clad, would also go some way to reducing some of the sense of scale of the building.
- 6.14 The elevations would be predominantly of brick, which would be acceptable and would conform to the character of other buildings in the road, which are predominantly brick, though it is noted that wide range of materials are feature in the road such as mixed colours of render. Whilst the use of grey cladding to certain parts of the building, in particular the recessed upper floor, this would not be harmful to general appearance of the street scene. It would assist in breaking up the form of the building visually and would add some further visual interest to the site.
- 6.15 The proposed light industrial buildings would be more utilitarian in appearance, which would be typical of buildings of this kind. They would be positioned deeper within the site away from the road frontage and as such would not be particularly dominant within the wider streetscene. Units 4-7 would be located in the rear half of the site where they would only be visible within wider views, such as up the proposed access and parts of Yattendon Road and Oakwood Road to the west. The level of visual impact from these locations would not be significantly harmful and would be an improvement over the existing buildings, which are old and unsightly.
- 6.16 With regard to the changes to the locally listed brewery building, Policy NHE9 with regard to non-designated heritage assets states that in considering proposals that directly or indirectly affect other non-designated heritage

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assets, the Council will give weight to the conservation of the asset and will take a balanced judgement having regard to the extent of harm or loss and the significance of the asset. All development proposals must be sympathetic to a heritage asset and/or its setting by ensuring the use of appropriate high quality materials, design and detailing (form, scale, layout and massing). Development that would help secure the long term viable use and sustainable future for heritage assets, especially those identified as being at risk of loss and decay, in a manner consistent with its conservation will be supported. Any associated or enabling development should have an acceptable relationship to the heritage asset, and character of the surrounding area. Proposals which retain, or if possible, enhance the setting of heritage assets, including views, public rights of way, trees and landscape features, including historic public realm features in a manner consistent with its conservation, will be supported.

- 6.17 It is proposed to remove the later extensions to the north of the building, leaving the oldest, most characterful part of the building to be converted in to a class E use. This part of the building is unused and derelict and consequently in a very poor state of repair, which visually detracts from the area. The proposed conversion, which includes reinstatement of the roof, would retain the original, most characterful features, such as the prominent gables on the east and west elevation, as well as the original chimney. The front and rear of the building would feature soft landscaping which would enhance the setting of the building and root it in the centre of the site. The scheme has been amended during the course of the application to reposition the residential/ retail block, along with units 1-3 to the west corner of the site. This has served to open up views through the site to the restored brewery building, which would form the focal point, substantially improving the visual character of the site. Whilst some parking would feature in front of the building, this would be minimal and not detract from its setting. The Conservation Officer has reviewed the proposal and has recommended conditions to secure the restoration, including details of materials, architectural detailing, method of restorations, fenestration, landscaping and charging points.
- 6.18 In view of the above considerations, the design of the proposed buildings would be acceptable and would improve the visual quality of the site, which would have a positive impact on the character of the wider area. The development would therefore be acceptable with regard to Policy DES1 of the DMP 2019.

## Neighbour amenity

- 6.19 The nearest existing residential properties to the site are found along Yattendon Road and Oakwood Road to the west, which are separated from the site by the railway line. To the east are a number of residential flats that are found above the ground floor retail units.
- 6.20 Regarding the relationship with properties to the west, there would be a separation distance of 25m between the proposed buildings and the rear



boundaries of these properties, and approx.. 30m to the rear elevations, where rear windows feature that face towards to the site. The relationship between these properties and the proposed buildings would not be dissimilar to the that of the existing substantial building occupying the site. The existing building is substantially larger and extends the full depth of the site, therefore it is the view that the relationship would be an improvement. Units 4-7 would be an even greater distance (40+m at the closest point) which would be an acceptable distance to avoid being overbearing on these properties or have a harmful impact on light or overshadowing of the rear garden. It is noted that the west elevation features a number of balconies, including a large balcony to the top floor. Whilst these would provide some opportunity for wider views to the west, these would face the front elevations of 1a-6 Yattendon Road at a distance of approx. 40m with the railway line intervening in between. On this basis it is felt that harmful levels of overlooking would occur.

- 6.21 Turning to the residential flats along the north side of Station Road, these would be approx..15m from units 1-3 and the residential block to the west, and approx..40m from units 4-7, with the brewery building remaining in between. Whilst some of these properties have rear windows that would face the proposed development, there would be little opportunity for loss of privacy. The east elevation of the residential block would feature balconies to the first, second and third floors, however
- 6.22 Taking in to account the above the proposed development would have an acceptable level of impact on the amenity of neighbouring properties and would comply with Policy DES1 in this regard.

Amenity for future occupiers

- 6.23 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework 2021 that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant Nationally Described Space Standards (NDSS) and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight. Policy DES2 requires developments to be designed to ensure a good standard of amenity for all existing and future occupants.
- 6.24 The scheme proposes 10 residential flats in the following mix:

Flat Name	Area	Flat Type
Flat 1-1	63.2sqm	2b3p
Flat 1-2	70.1sqm	2b4p
Flat 1-3	72.9sqm	2b4p
Flat 1-4	50.2sqm	1b2p
Flat 2-1	63.2sqm	2b3p

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Flat 2-2	70.2sqm	2b4p
Flat 2-3	72.9sqm	2b4p
Flat 2-4	50.2sqm	1b2p
Flat 3-1	95.1sqm	3b6p
Flat 3-2	95.0sqm	3b6p

- 6.25 Having considered the submitted plans and the above against the NDSS each of the proposed flats would meet the corresponding standard. Each of the proposed flats would be well laid out with main habitable rooms such as living rooms/dining areas and bedrooms well served by windows that would provide outlook and light. Each of the flats would have access to a balcony, with the third floor flats having substantial balconies which can be accessed from each of the bedrooms and living areas. The site is on the edge of Horley Town Centre and there are a number of modern flat developments in the immediate vicinity (Jubilee Court opposite, and Tribbiana Court, Geller Court, Chandler Court and Ross Court to the south) do not generally have access to a private outdoor amenity area, although it is noted that a few of the ground floor flats have small, enclosed patios/ garden areas. Many existing flats do not have access to private gardens or balconies given their relatively central location on the edge of the town centre therefore the proposed provision would be of benefit and is supported.
- 6.26 In view of the above the proposed development would be acceptable in regard to amenity provision for occupants of the residential flats and would comply with the requirements of Policy DES5 and the NDSS.

## Housing Mix

- 6.27 All new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community.
- 6.28 Policy DES4 of the DMP 2019 requires market housing should meet the following requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so, that there would be no need or market demand for a particular size of homes (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area. The policy requires that 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 the scheme would meet this requirement and the above requirements have been met.

## Highway Matters

- 6.29 The site is in a highly accessible location as defined within Annex 4 of the DMP. On this basis, with regard to the residential development, a total of 12 parking spaces would be required, including 2 visitor spaces. It is proposed that the residential element of the development be car free. Policy CS17 of the Councils' Core Strategy (Travel Options and accessibility) seeks to minimise parking provision in the most sustainable locations, promote non-car

travel, as well as more sustainable travel options such as bus, rail, walking and cycling.

- 6.30 Whilst the site lies outside the Horley Town Centre boundary, this is only by a distance of 25m, therefore it is clear that the site is in a very sustainable location in terms of its proximity to essential services such as convenience shopping. The town centre is easily accessible via an overpass and subway leading to the High Street. The submitted Transport Statement and data to support it shows that key amenities within the town centre are accessible within a 10m walk from the site.
- 6.31 The site is also with easy walking distance of Redhill train station (500m) as well as bus stops on both Balcombe Road (approx.. 135m) and Smallfield Road (160m) to the east, all of which are within the 400m cut off point that is the typical walking distance people are prepared to make to such public transport links.
- 6.32 The site is also well connected to local cycle networks. Surrey County Council operate various cycleways across the County, the nearest to the application site being located along Victoria Road. This cycleway extends both westwards and eastwards, where towns and areas such as Lingfield and Dorking can be accessed. Station Road forms part of the National Cycle Network (NCN) Route 21. NCN Route 21 runs south from Greenwich out of London, to Eastbourne. Along the route, it is possible to access towns and such as Crawley and Reigate. Cycle storage will be provide for each of the 10 flats. In the event of planning permission being granted a Travel Information Pack, secured by condition, shall be provided to residents and contain information on employment, education, retail and leisure land uses within a 2km walking distance and 5km cycling distance, and details of public transport within 400m of the site and destinations they serve.
- 6.33 Surrey County Council has been consulted on the application and is satisfied that a car free residential development would be acceptable in this case, taking account of the above, which demonstrates that the site is in a highly sustainable location. It is noted that Station Road is predominantly subject to single or double yellow line parking restrictions, which would limit opportunity for on-street parking. Limit parking is located on the north side of the road in front of the site, however this limited to 1 hour between 8am and 8pm Mon-Sat. In view of this is would not be the case that a car free development would give rise to significant increases in on-street parking, minimising harm to the safe operation of the highway. It should be noted that while parking spaces are not specifically being allocated to the residential flats, occupants would be able to occupy the commercial parking spaces outside of business hours. Annex 4 of the DMP is clear that the residential parking standards are a guide, and they may be varied at the discretion of the Council to take into account specific local circumstances.
- 6.34 Regarding parking provision for the remain land uses (retail, office, light industrial) maximum parking standards apply to these (1 space per 30sqm). It is proposed to allocate 34 spaces to the light industrial units, 11 spaces for

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the office use, which will be split between one parking court to the front and one to the rear, and 7 spaces would be provided for the retail use. In order to provide the 7 parking bays for the retail store, a single parking bay associated with Unit 1 will be allocated for use by the retail store. The mix of parking provision is considered to be acceptable and would be meet the required standards for non-residential use.

- 6.35 It is proposed to provide electric vehicle charging points throughout the site (3 for the office space, 7 for the commercial space and 2 for the retail), the finalised details of which would be secured by condition.
- 6.36 The applicant has submitted vehicle tracking plans which demonstrate that a larger vehicle (in this case a refuse vehicle) would be able to enter and exit the site in a forward gear. Given the light industrial nature of units 1-7, it is not envisaged that access for large HGVs will be required, therefore the width of the proposed access at 4.7m would be acceptable and accommodate the size of vehicles that are likely to access the site, which would be mostly cars. The vehicle tracking plans have been reviewed by the County Highway Authority (CHA) who are satisfied that vehicles would be able to manoeuvre within the site and leave in a forward gear.
- 6.37 Visibility spays have also been provided for both access points on to Station Road, which again have been reviewed by the CHA who are satisfied that the development would not give rise to harm to the safe operation of the highway.
- 6.38 In view of the above it is considered that the scheme would be acceptable with regard to the level of parking provision, access arrangements and impact on highway safety. The scheme would comply with the requirements of Policy TAP1 of the DMP.

## Trees and landscaping

- 6.39 The site does not contain any protected trees, and the site is largely devoid of any meaningful planting given the industrial nature of the site. It is proposed some soft landscaping would be incorporated in to the site around the brewery building. This would be of benefit to the scheme and would complement and improve the setting of the listed building. Details of any proposed planting would be secured by a landscaping scheme to be submitted prior to commencement of development. Subject to compliance with this condition the scheme would be acceptable with regard to trees and landscaping and comply with Policy NHE3 of the DMP.

## Ecology

- 6.40 An ecological appraisal has been submitted in support of the application, which has been reviewed by Surrey Wildlife Trust (SWT). The appraisal identifies the presence of active bat roosts within the former brewery building and that these would be subject to loss or disturbance as a result of the development. In the event of permission being granted the applicant would be required to apply to Natural England for a mitigation license and undertake all

actions in accordance with the method statement which must support a mitigation license. This would be reinforced by an informative in the event of permission being granted. Additional conditions and informatives relating to lighting, breeding birds and the requirement to provide a Construction Environment Management Plan (CEMP) prior to commencement of development. Subject to compliance with these conditions and informatives the scheme would not give rise to harm to ecology and would comply with Policy NHE2 of the DMP.

### Contamination

- 6.41 Policy DES9 of the DMP states that where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.
- 6.42 The application has been reviewed by the Councils' Contaminated Land Officer, who has identified the potential for ground contamination to be present on or near the application site. As such conditions and informatives have been recommended to provide environmental desk top studies, site investigations and risk assessments prior to the commencement of development. Subject to compliance with these conditions the scheme would be acceptable with regard to contamination matters and would comply with Policy DES9 of the DMP.

### Flooding and draining

- 6.43 The site is located within flood zone 1, however it is noted that the rear half of the site is prone to medium and low levels of surface water flooding. A Flood Risk Assessment and Drainage Strategy and Phase 1 Desk Top study has been submitted in support of the application. This has been reviewed by the Surrey County Council as the Lead Local Flood Authority. Initial clarification was requested as to the discharge rates for surface and foul water. Concern was also raised as to why SUDs elements had not been incorporated in to the drainage scheme.
- 6.44 The applicants responded with a letter to address the issue of discharge rates and opportunities have been considered to include further SuDS features within the landscaped areas of the site. This could include rain gardens, tree pits and raised planters. The exact choice of features would be dependent on the final landscape design, which would be secured by conditions. Surrey CC have reviewed the response and is satisfied that the scheme would be acceptable subject to conditions requiring the submission of a SUDs scheme to be approved prior to commencement of development and a follow-up verification report.

### Sustainability, infrastructure and climate change

- 6.45 Policy CCF1 of the Councils Development Management Plan 2019 seeks to ensure that all new development contributes to reducing carbon emissions.

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New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. In order that the proposed development contributes to achieving these aims, in the event that planning permission were to be granted, conditions requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day. A further condition requiring the provision of broadband connection, in accordance with Policy INF3 of the DMP 2019, would also be attached to any grant of planning permission.

## Affordable Housing

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

## Community Infrastructure Levy (CIL)

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

## **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.

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

Plan Type	Reference	Version	Received
Location Plan	4137/001		12.08.2022
Floor Plan	4137/p120		12.08.2022
Elevation Plan	4137/p121		12.08.2022
Floor Plan	4137/p122		12.08.2022
Elevation Plan	P203	C	12.08.2022
Section Plan	P401	B	12.08.2022
Section Plan	P403	B	12.08.2022
Elevation Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Floor Plan	4137_P130	D	26.04.2023
Floor Plan	4137_P122	C	26.04.2023
Elevation Plan	4137_P200	D	26.04.2023
Elevation Plan	4137_P201	C	26.04.2023
Elevation Plan	4137_P202	D	26.04.2023
Site Layout Plan	4137_P003	R	26.04.2023
Block Plan	4137_P100	D	26.04.2023
Floor Plan	4137_P101	D	26.04.2023
Floor Plan	4137_P110	C	26.04.2023
Landscaping Plan	P03		26.04.2023

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. Notwithstanding the submitted plans, the proposed external finishing materials and details shall be carried out using the external finishing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority:

a) Before any works are commenced, a scheme for the full repair and restoration of the original Brewery building shall be submitted to and agreed in writing by the local planning authority. The scheme shall include full specification with detailed drawings including the restoration of openings to their original construction detail (removing later crittal window widening) and the reinstatement of the brewery roof. The scheme shall include trigger-points by which all the repairs and restoration work specified shall be completed.

b) All existing external timber wall elevations shall be detailed to retain their existing appearance including their existing louvre type detailing, allowing for upgrading and replacement of any defective joinery.

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c) A recording report including a complete survey of the interior and exterior including cross sections and plans of the interior and photograph record shall be carried out before any demolition work commences to the original Brewery building including the wings to be demolished. This shall include an analysis and identification of the function of the various rooms in the building with input from someone with brewery history knowledge and input from CAMRA, the Brewery History Society and the Horley Local History Society as to the meaning and significance of elements. The records at the Surrey History centre and the Horley Local Historic photos of the building and its interior shall be included in the report. Copies of this report shall be submitted to the Local Planning authority for written approval and deposited at the Brough Council and County Historic Environment Record before works commence on the restoration of the brewery building.

d) A recording report including a complete survey of the interior and exterior including cross sections and plans of the interior and photograph record shall be carried out before any demolition work commences to the original Brewery building including the wings to be demolished. This shall include an analysis and identification of the function of the various rooms in the building with input from someone with brewery history knowledge and input from CAMRA, the Brewery History Society and the Horley Local History Society as to the meaning and significance of elements. The records at the Surrey History centre and the Horley Local Historic photos of the building and its interior shall be included in the report. Copies of this report shall be submitted to the Local Planning authority for written approval and deposited at the Brough Council and County Historic Environment Record before works commence on the restoration of the brewery building.

e) The Roof tiles on the brewery building should be reinstated as brown sandfaced handmade clay plain tiles, a sample of which shall be submitted to and approved in writing by the LPA before its installation.

f) All cleaning of brickwork on the brewery building shall be non-abrasive and all painting work shall be removed from the brewery building brickwork by poultice or other chemical removal.

g) All clean brickwork from the demolished brewery wing shall be salvaged for reuse in the restored building where required for making good.

h) All joinery on the brewery building shall be of painted timber. The brewery building windows shall be of white painted timber with external glazing bars of traditional profile, set back behind the reveal at two header bricks depth (except for bay windows and windows set in timber walls and the south west wing where windows are set back at one header brick depth), with segmental header brick arches (except for existing natural stone arches) and chamfered brick cills to match existing. Window details shall be submitted to and approved in writing by the LPA before works commence. The fanlights on the south side shall be omitted. Details of all joinery, which shall be of painted timber, including doors, windows, bargeboards, dormers, doors, bay windows and eaves detail, shall be submitted to and approved in writing by the Local Planning Authority before any works commence on the brewery building. The detailed drawings of the bargeboards shall match the original



work before recent decay. The bargeboard main plank shall be at least 5cm depth excluding mouldings and the corbels 10cm depth).

i) All brickwork on the brewery building shall be made good to match existing with handmade sandfaced brick with red brick façade with gault brick detailing and multi-stock walling and red stock brick dressings in English bond for the main building and tower and Flemish Bond for the south west wing. The brickwork shall be of the same size as existing, reusing clean salvaged brick from the demolished wings where possible, soot-washed to tone in where necessary and with a brushed slightly recessed mortar joint set behind reveal at 2 header brick depth and chamfered brick cills in English bond except south west addition in 1 brick depth and Flemish bond.

j) All doors on the brewery building shall be of painted timber set back behind the reveal at one brick depth.

k) The new flat block shall have segmental header brick arches and English Bond stringcourses to match the Locally Listed Building. Soldier bricks arches and stringcourses are not appropriate.

l) Before any works above slab level details of the materials and detailing for the flats and warehouse units shall be submitted to and approved in writing by the LPA.

Reason: To preserve the character and historic interest of the locally listed former brewery building, in accordance with the NPPF and Policy NHE9 of the Reigate and Banstead Development Management Plan 2019.

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

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

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.

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3, DES1 and DES3, and the recommendations within British Standards including BS8545:2014 and British Standard 5837:2012.

5. 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.

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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

6. 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

7. 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

8. 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

9. 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

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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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

10. The development shall not be occupied unless and until the accesses to Station Road have been constructed and provided with visibility zones in accordance with the approved Mode Transport Planning drawing numbered J32 6640 PS 001 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

11. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance plan numbered 4137 P 003 Rev S 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 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 Policy TAP1 Parking, access, and Servicing TAP2 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 plan numbered 4137 P 003 Rev S for vehicles for bicycles to be stored. Thereafter the parking and turning 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 Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

13. No development shall be commenced until a pedestrian inter-visibility splay of 2m by 2m has been provided on both sides of the western access in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority, the depth measured from the back of the footway and the width

outwards from the edge of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason: 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.

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment
- (k) on-site turning for construction vehicles

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

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

15. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority. The sockets, feed pillars, conduit and any guarding shall be sited to minimise the visual impact and of a dark colour and minimal illumination to respect the setting of the Locally Listed Building.

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).

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16. The residential development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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. The development shall not be occupied until the refuse collection points as shown on the approved plan numbered 4137 P 003 Rev S have been provided.

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. There shall be no use of the light industrial units or deliveries loading and goods dispatch from the units hereby permitted other than within the following times:

Monday to Friday 07:00-20:00, Saturday 07:00-18:00 and Sunday 09:00-16:00.

Reason: To ensure that the development does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

19. The development hereby approved, including demolition, shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures for both demolition and construction phase
- i. An introduction consisting of a demolition and construction phase environmental management plan, definitions and abbreviations and project description and location;
  - ii. A description of management responsibilities including complaint recording and management;
  - iii. A description of the demolition and construction programme which identifies activities likely to cause high levels of noise or dust;
  - iv. Site working hours and a named person for residents to contact.
  - v. Detailed Site logistics arrangements including provision of a suitable booking system for HGV deliveries;
  - vi. Details regarding parking, deliveries, and storage;

vii. Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptor. The scheme shall be developed by suitably qualified persons and shall include suitable targets and management actions in accordance with BS5228 Code of Practice for Noise and Vibration control and the Mayor of London's SPG 2014 (dust control) and provision of monitoring results to the Local Planning Authority;

viii. Details of hours of work, site delivery hours and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and

ix. Communication procedures with the local community regarding key construction issues – newsletters, fliers etc.

The construction and demolition shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the related phase, unless the written consent of the Local Planning Authority is received for any variation.

Reason: To ensure that the development does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

20. Prior to the commencement of building works above ground of any relevant part of the development a scheme providing full specifications of flues, extraction and filtration equipment (including elevational drawings), with ongoing maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include a tabulated schedule of all plant, and the associated noise data, with a sound power level of more than 74dBA. All flues, ducting and other equipment shall be installed in accordance with the approved details prior to the use commencing on site and shall thereafter be maintained in accordance with the approved details and the manufacturer's recommendations.

Reason: To ensure that the development does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

21. Prior to commencement of construction a scheme of design and assessment of the acoustic impact arising from the operation of all internally and externally located plant and machinery 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 standards, and shall include a scheme of attenuation measures to ensure the cumulative rating level of noise emitted from the proposed plant, machinery or equipment is 5dB less than background.

The use hereby permitted, or the operation of any plant, machinery or equipment, shall not commence until a post-installation noise assessment has been carried out to confirm compliance with the noise criteria. 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.

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Reason: To ensure that the development does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

22. Prior to the commencement of development (other than demolition), a scheme of noise and vibration attenuation and ventilation sufficient to prevent overheating and maintain thermal comfort shall be submitted to and approved by the Local Planning Authority. The scheme shall include but not be limited to the following component parts;
- a) A general scheme of façade insulation for the permitted residential habitable rooms including performance details and a glazing plan that shall achieve the habitable and commercial room standards as detailed in BS8233:2014 with no relaxation for exceptional circumstances and appropriate consideration of L<sub>Amax</sub> with suitable provision of whole house mechanical ventilation in accordance with ANC AVO guidance 2020 to ensure the thermal comfort of occupiers taking due account of relevant UK guidance on overheating.
  - b) A specific scheme of noise insulation and mitigation for the western façade of the residential premises overlooking the railway line to specifically mitigate impulsive and intrusive noise from L<sub>Amax</sub> fast events from train movements..... standards and the acoustic spectrum of the glazing to be finalised with suitable mitigation of low frequency noise and supporting manufacturers test certificates
  - c) A scheme of noise insulation and mitigation to manage noise impacts and break out from within all class Eg)iii light industrial units to be confirmed which shall be designed demonstrate suitable compliance through a lines of evidence approach with the standard of NR25 within neighbouring noise sensitive premises for a representative workshop source noise 75dBA L<sub>Aeq</sub> (5 minutes). The scheme shall also demonstrate suitable mitigation of maximum peak internal noise levels of 88dBA L<sub>Amax</sub> fast from individual noise sources against a limit of NR30 within neighbouring noise sensitive premises and shall provide written supporting evidence for compliance with these noise targets.
  - d) A suitable scheme of final validation including at least three interim stages of construction work that shall be validated by site visits with suitable supporting records and photographs. The scheme shall provide representative verification measurements for all units hereby permitted and shall ensure that all habitable rooms on the western facade overlooking the railway line are individually assessed. Any significant non conformities in the performance of the insulation scheme shall be reported with a scheme of supplementary mitigation which shall be submitted to and agreed by the local planning authority and shall be implemented as approved prior to occupation.

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 does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.



23. Prior to occupation of any unit hereby permitted for light industrial use class Eg(iii) a noise impact and vibration impact assessment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that no plant or internal equipment shall generate internal noise levels in exceedance of 88dBA LAmax and 75dBA LAeq (5 minutes). In the event any intrusive vibration or exceedance of the previous noise levels is identified a scheme of mitigation and control shall be submitted to and approved in writing by the local Planning Authority and the scheme shall be implemented as approved prior to commencement of operation of the approved plant. All work must be carried out by a suitably qualified person and measures as approved 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 does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

24. All doors and windows of the light industrial Eg (iii) uses shall remain shut other than for movement of goods, materials, workers and visitors into or out of the building and there shall be no external working at any time.

Reason: To ensure that the development does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

25. Winter gardens shall be provided on all balconies overlooking the railway line and the glazing and frames shall be designed to achieve the WHO external amenity space standard of 55 dBLAEQ(16 hour). All details shall be submitted to and approved by the Local Planning authority prior to occupation and the glazing as approved shall be retained and maintained for the duration of the use hereby approved.

Reason: To ensure that the development does not affect the amenity of neighbouring properties with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

26. 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 and shall include details of how the lights will be automatically controlled to meet curfew requirements. The lighting scheme shall be installed in accordance with the approved details before the commencement of the use and shall be retained and maintained in accordance with the approved details thereafter.

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally (Policy Q2

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(Amenity) – Lambeth Local Plan 2021) and Reigate and Banstead Development Management Plan 2019 policy DES1.

27. Prior to the commencement of the use hereby permitted, details of waste and recycling storage for the development shall be submitted to and approved in writing by the local planning authority this must include but not be limited to ensuring suitable segregation of commercial and domestic waste and the proposed hours of waste collection. The waste and recycling storage shall be provided in accordance with the approved details prior to the commencement of the use hereby permitted, and shall thereafter be retained solely for its designated use. The waste and recycling storage areas/facilities should comply with the Lambeth's Refuse & Recycling Storage Design Guide (2013), unless it is demonstrated in the submissions that such provision is inappropriate for this specific development.

Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area (policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2021)).

28. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement in relation to the residential flats has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:

Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day,

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.

29. 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 broadband connection accessed directly from the nearest exchange or cabinet,  
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.

30. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:

- Measures to ensure the developer and contractors work directly with local employment and training agencies;
- Targets for employment of local labour
- Targets for work experience and apprenticeships
- Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

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

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

31. No development shall commence until an appropriately detailed Construction and Environment Management Plan (CEMP) detailing how habitats and species will be protected from any adverse impacts as a result of construction has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following details:

- Map showing the location of all of the ecological features
- Risk assessment of the potentially damaging construction activities
- Practical measures to avoid and reduce impacts during construction
- Location and timing of works to avoid harm to biodiversity features
- Responsible persons and lines of communication
- Use of protected fences, exclusion barriers and warning signs.

Reason: To ensure that the development does not result in harm to the existing biodiversity of the site and in the interests of retaining and enhancing other valued priority habitats and features of biodiversity importance with regard to Reigate and Banstead Development Management Plan 2019 policy NHE2.

32. Prior to commencement of development, a Sensitive Lighting Management Plan (SLMP), scheme of wayfinding and any ancillary structures such as benches, bins etc shall be submitted to and approved by the Local Planning Authority.

Reason: to maintain the character and appearance of the area, manage the use of the space and to ensure that the development does not result in harm to the existing biodiversity of the site and in the interests of retaining and enhancing other valued priority habitats and features of biodiversity importance with regard to Reigate and Banstead Development Management Plan 2019 policies DES1, NHE2 and NHE3.

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33. Prior to commencement of development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Ecology Report prepared by PJC Consultancy ref: 4723E/21 and should include but not be limited to the 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 5 year period)
- G) Details of the organisation or body responsible for 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 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.

Reason: To ensure that the development does not result in harm to the existing biodiversity of the site and in the interests of retaining and enhancing other valued priority habitats and features of biodiversity importance with regard to Reigate and Banstead Development Management Plan 2019 policy NHE2.

34. The proposed mixed use class E building and former brewery building shall not be occupied for any purpose within E(e) provision of medical or health service or E(f) Creche, day nursery or day centre (not including a residential use).

Reason: To ensure that the development does not affect the amenity of neighbouring properties and cause undue impact on the safe operation of the highway with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and TAP1.

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

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 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. Associated

discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.8 l/s for the 1 in 1 year rainfall event and 10.4 l/s for the 1 in 100 year rainfall event.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

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

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

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

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

36. 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.

## INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. You are advised that the Council will expect the following measures to be 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;

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- (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
  - (c) Deliveries should only be received within the hours detailed in (a) above;
  - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
  - (e) There should be no burning on site;
  - (f) Only minimal security lighting should be used outside the hours stated above; and
  - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.
- Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

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

4. The 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.
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
6. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
7. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

8. 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.
9. 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
10. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
12. Works affecting any of the features identified as potentially suitable for roosting bats should be undertaken carefully and by hand, to ensure that if any bats are sheltering beneath them they will not be harmed. If a bat or evidence of bats is seen work should cease immediately and advice sought from Natural England or a qualified specialist.
13. The applicant should take action to ensure that development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive.
14. The applicant is advised that a precautionary method of working is adopted for reptiles.
15. The applicant should ensure that the proposed development will result in no net increase in external artificial lighting of the woodland to the south of the development site, in order to comply with above referenced legislation and the recommendations in BCT & ILP (2018) Guidance Note 08/18. Bats and

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artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby”.

16. The applicant should ensure that construction activities on site have regard to the potential presence of terrestrial mammals to ensure that these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in. If badger activity is detected, works should cease and advice be sought from a suitably experienced ecologist to prevent harm to this species.
17. The Council is encouraging the developer to incorporate planting and measures to encourage biodiversity and wildlife and allow wildlife to move into and out of gardens and, in particular, include Hedgehog friendly gravel boards where appropriate. Details of the 'wildlife friendly' measures should be provided with the submission of the details for approval.
18. Sub ground structures should be designed so they do not have an adverse effect on groundwater.
19. 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.

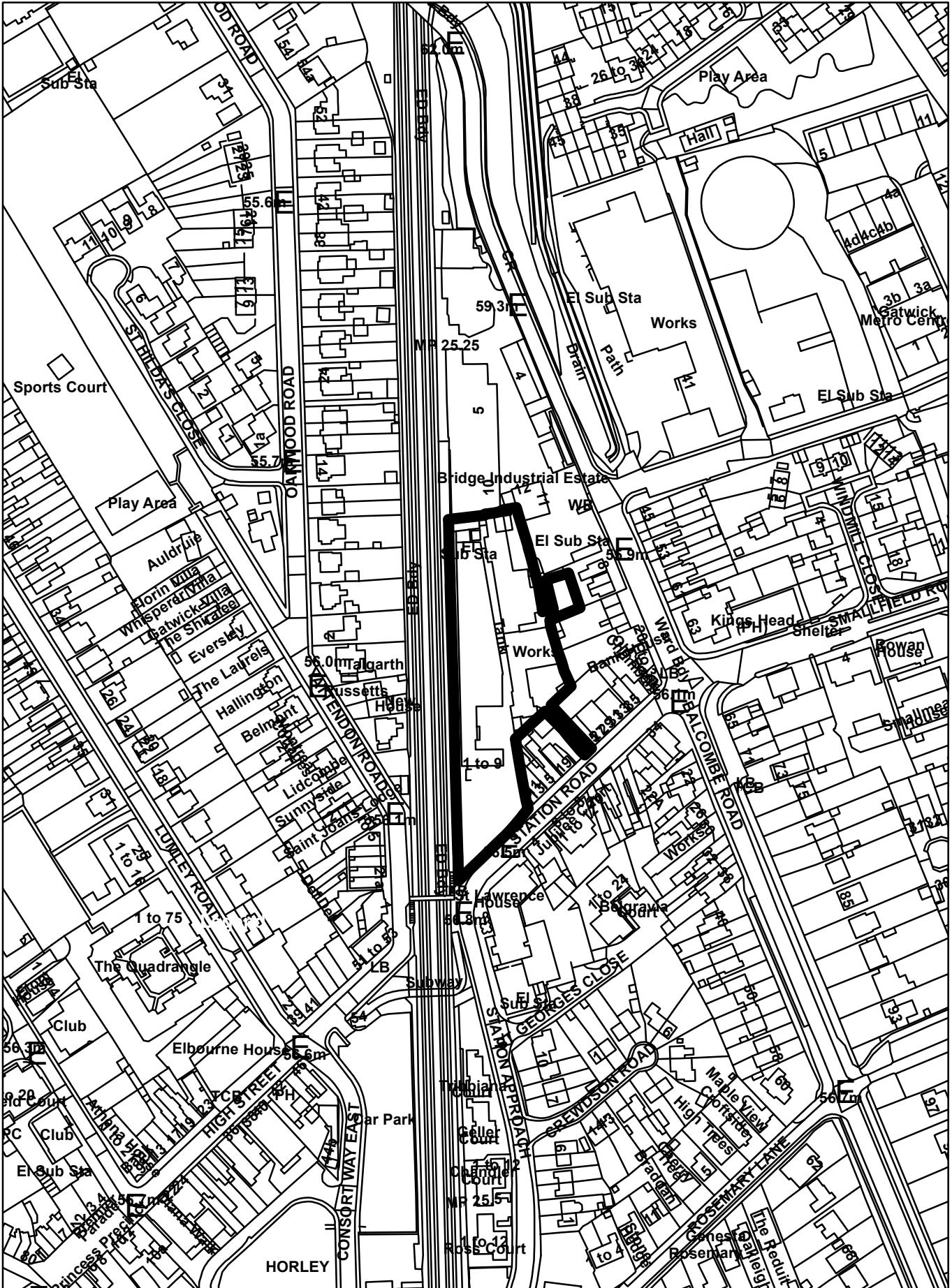
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against the NPPF 2021 and Development Management Plan policies DES1, DES2, DES4, DES6 DES8, DES9, DES10 EMP2 RET5 NHE2 NHE3 NHE9 TAP1 CCF1 CCF2 INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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



# 22/01816/F - Victory Works, 1 - 9 Station Road, Horley









**Accommodation Schedule**

**Retail and Apartment Block**

GF Retail Unit GIA: 289sqm

1F-3F Residential GIA: 944.5sqm

**Unit 1** = 185sqm Light Industrial (1992sqft)

**Unit 2** = 185sqm Light Industrial (1992sqft)

**Unit 3** = 323sqm Light Industrial (3477sqft)

**Old Brewery Building Offices**  
Total GIA 413sqm

**Unit 4** = 382sqm Light Industrial (4116sqft)

**Unit 5** = 526sqm Light Industrial (5660sqft)

**Unit 6** = 520sqm Light Industrial (5597sqft)

**Unit 7** = 381sqm Light Industrial (4104sqft)

Total Light Industrial (B8 / E-g(iii)) GIA = 2503sqm (26938sqft)

Total Office GIA= 411sqm

Total Retail = 289sqm

Total Residential = 2no 1b2p flats

2no 2b3p flats

4no 2b4p flats

2no 3b6p flats

Total Parking 52 spaces



87





**North Elevation**  
1 : 100



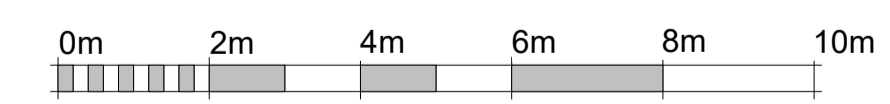
**West Elevation**  
1 : 100



**South East Elevation**  
1 : 100



**East Elevation**  
1 : 100



VISUAL SCALE 1:100 @ A1

Rev	Revision Description	Issued by	Date
D	New building design	gl	6/4/23
C	Building reference updated	gl	1/7/22
B	Minor updates	gl	28/06/22
A	Elevation updates	gl	23/06/22

subject to site survey and LA approvals

**general notes:**

- this drawing shall not be scaled.
- all dimensions shall be checked on site, where applicable, prior to commencing the works.
- all works shall conform to the current edition of the building regulations and other relevant statutory requirements.
- all materials and workmanship shall conform with the relevant british standard specifications and codes of practice.

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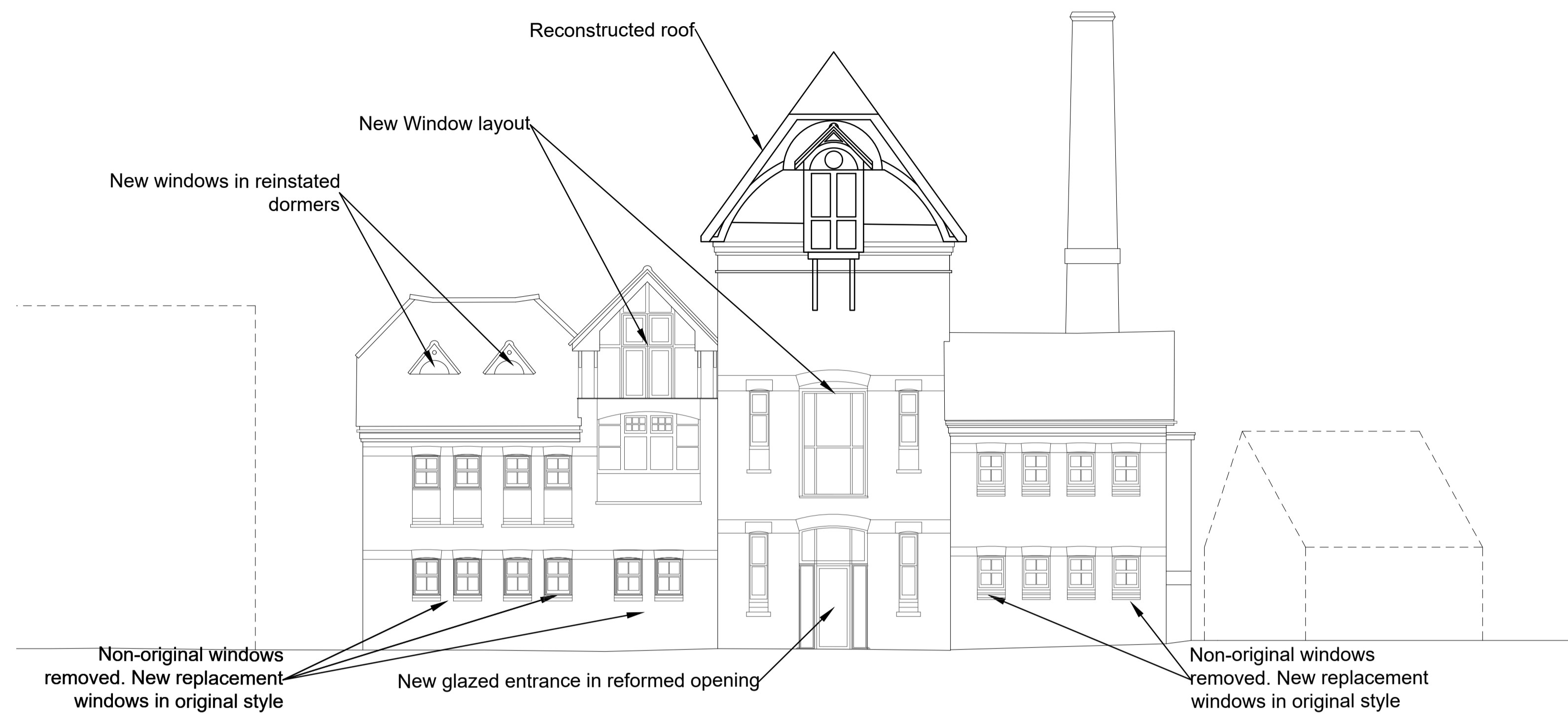
this drawing shall be read in conjunction with gdm architect's health and safety risk assessments and general principles for means of access a protection.

all works shall be carried out in a safe manner, by competent persons, strictly in accordance with all current statutory provisions and other competent advice relating to the health and safety of all work people and others.

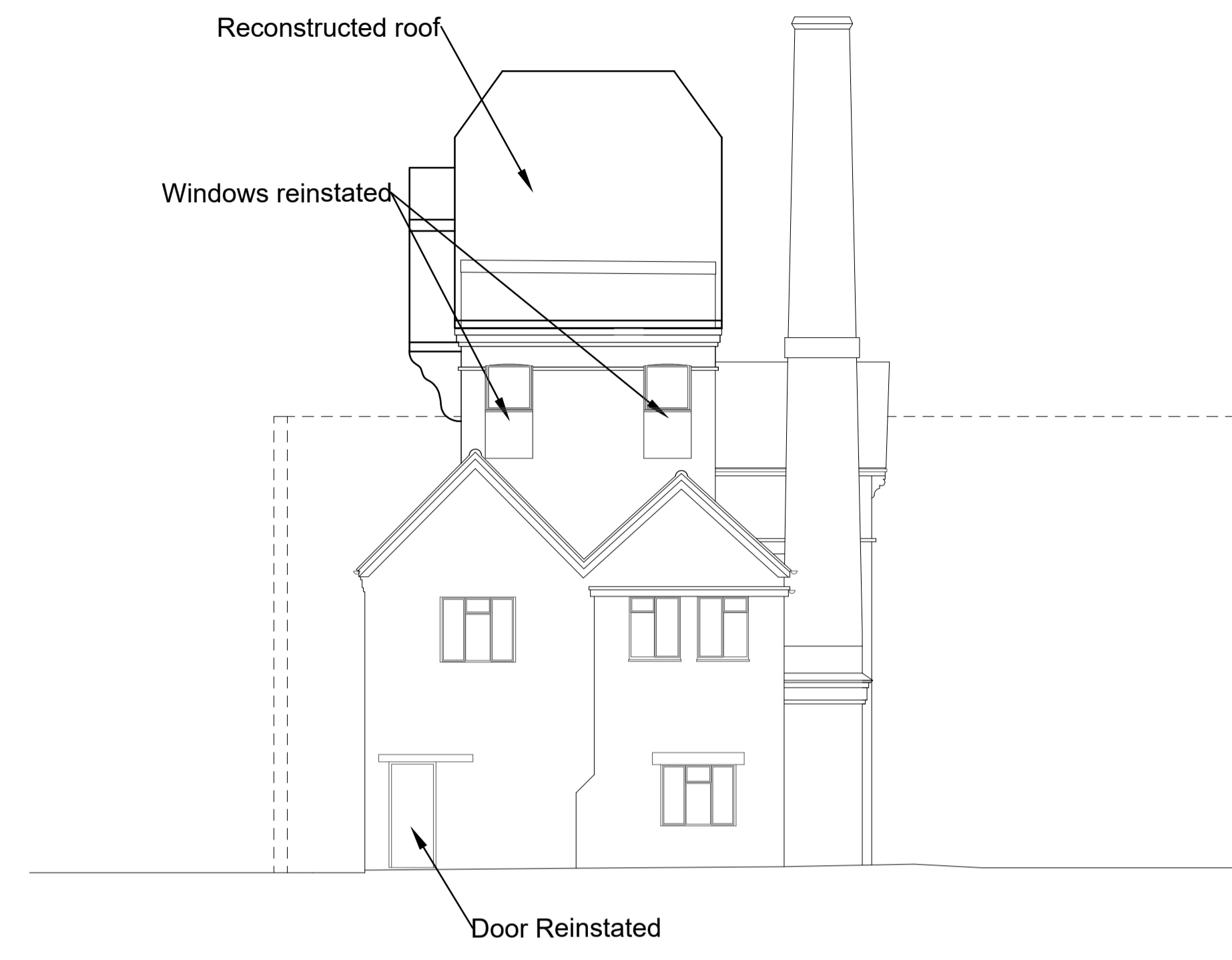
gdm design + management ltd trading as gdm architects

project: 4137 Station Road, Horley dm: gl chkd: gve appd: ge  
 client: Woolbro Group  
 drawing: Retail and Apartment Block - Proposed Elevations  
 scale: 1 : 100@A1 status: Planning  
**gdmarchitects** dm: P200 rev: D  
 the master's house, college road, maidstone, kent. ME15 6YQ tel: 01622 760670 fax: 01622 760671 email: info@gdmarchitects.co.uk

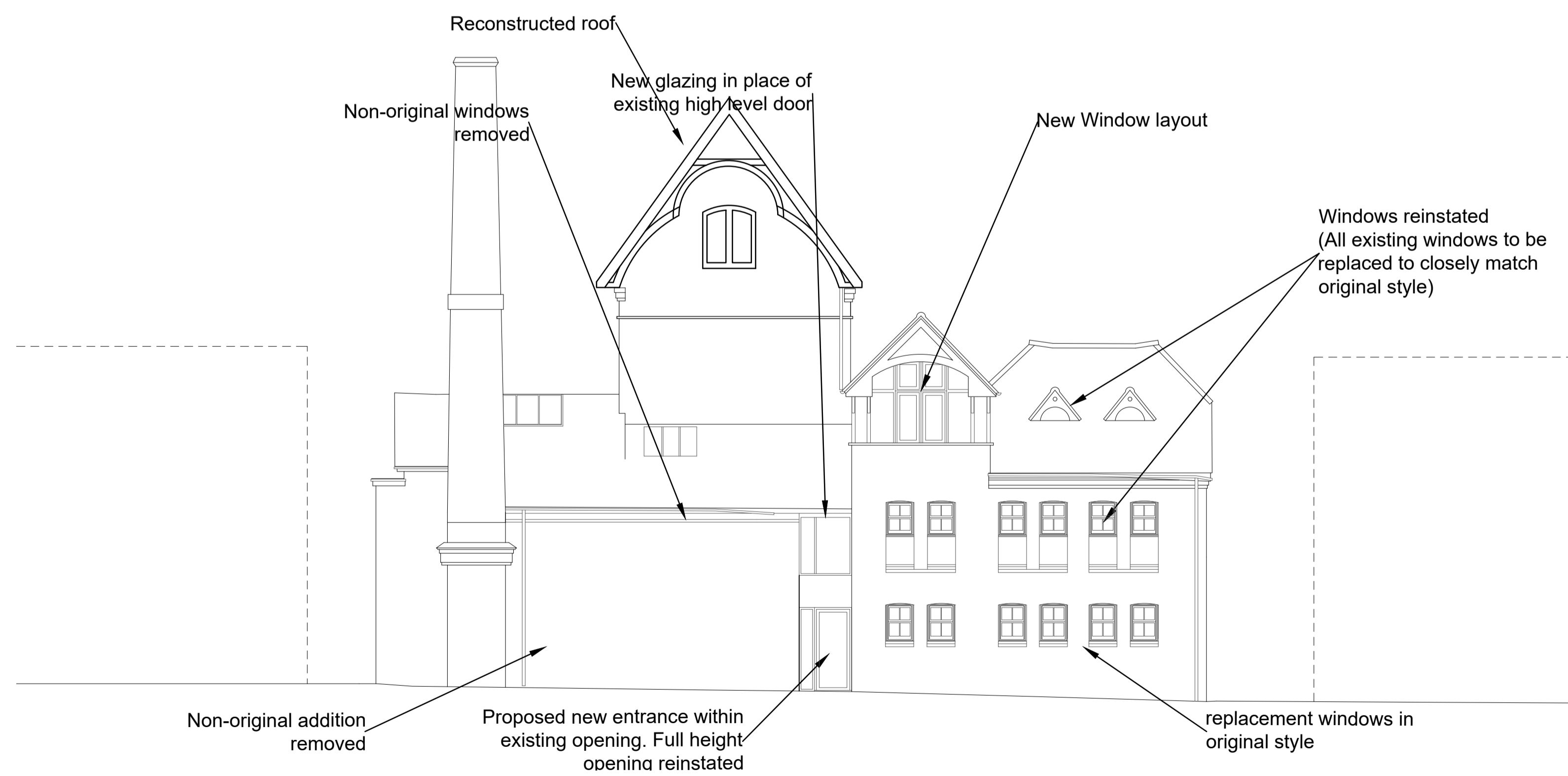




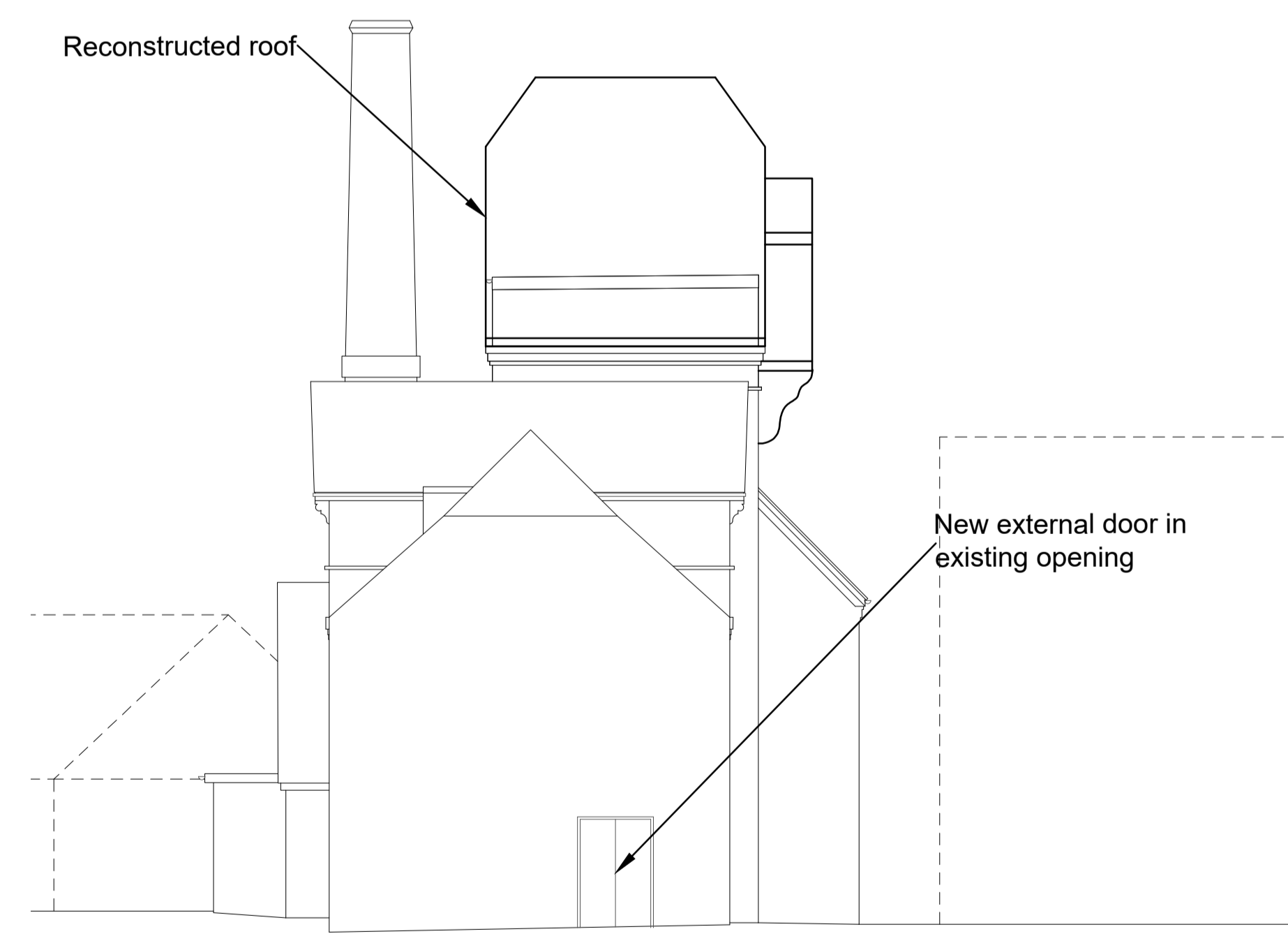
Elevation A:A  
1:100



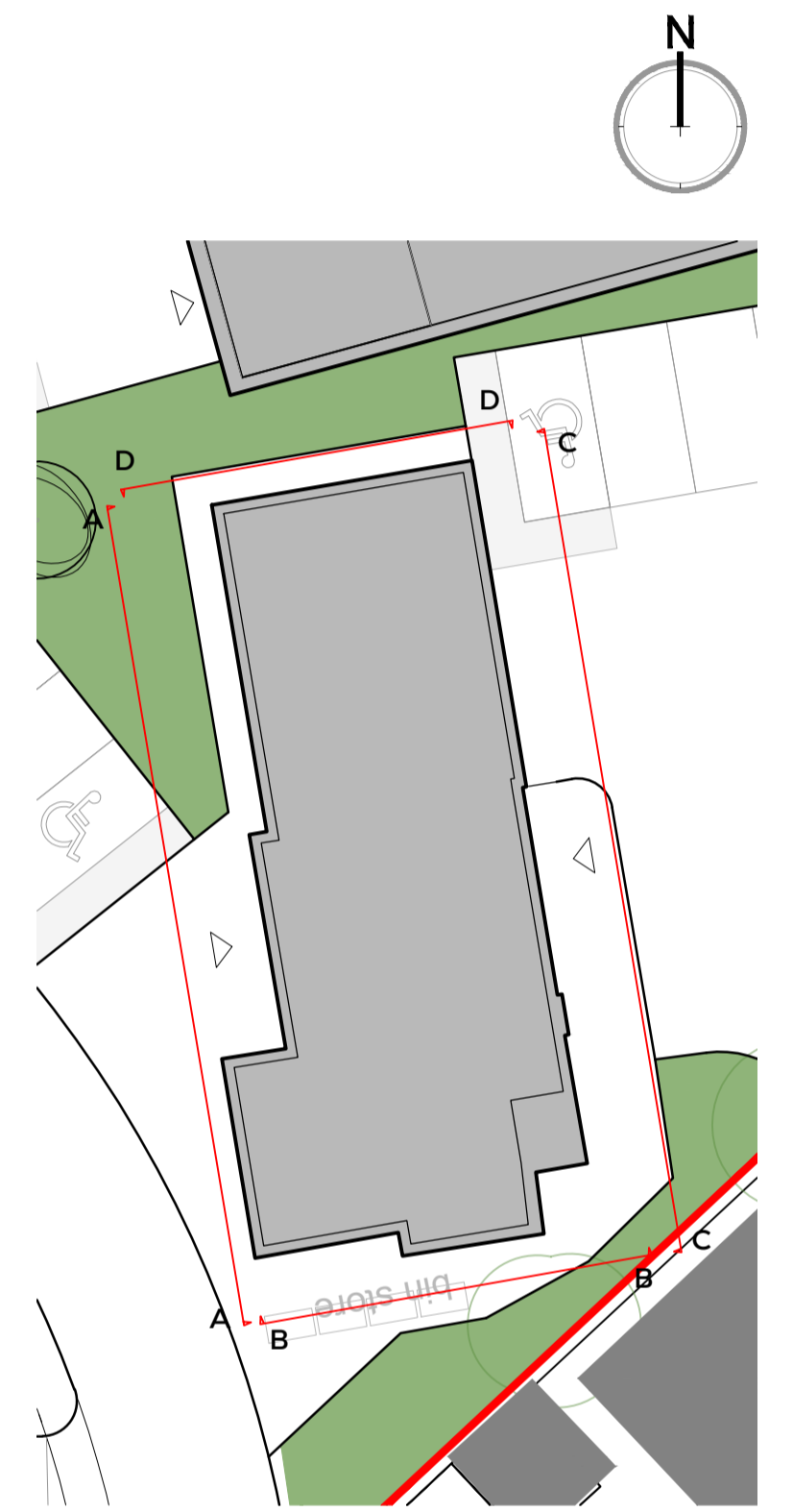
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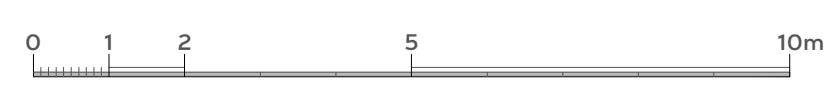
Elevation C:C  
1:100



Elevation D:D  
1:100



Proposed Key Plan  
NOT TO SCALE



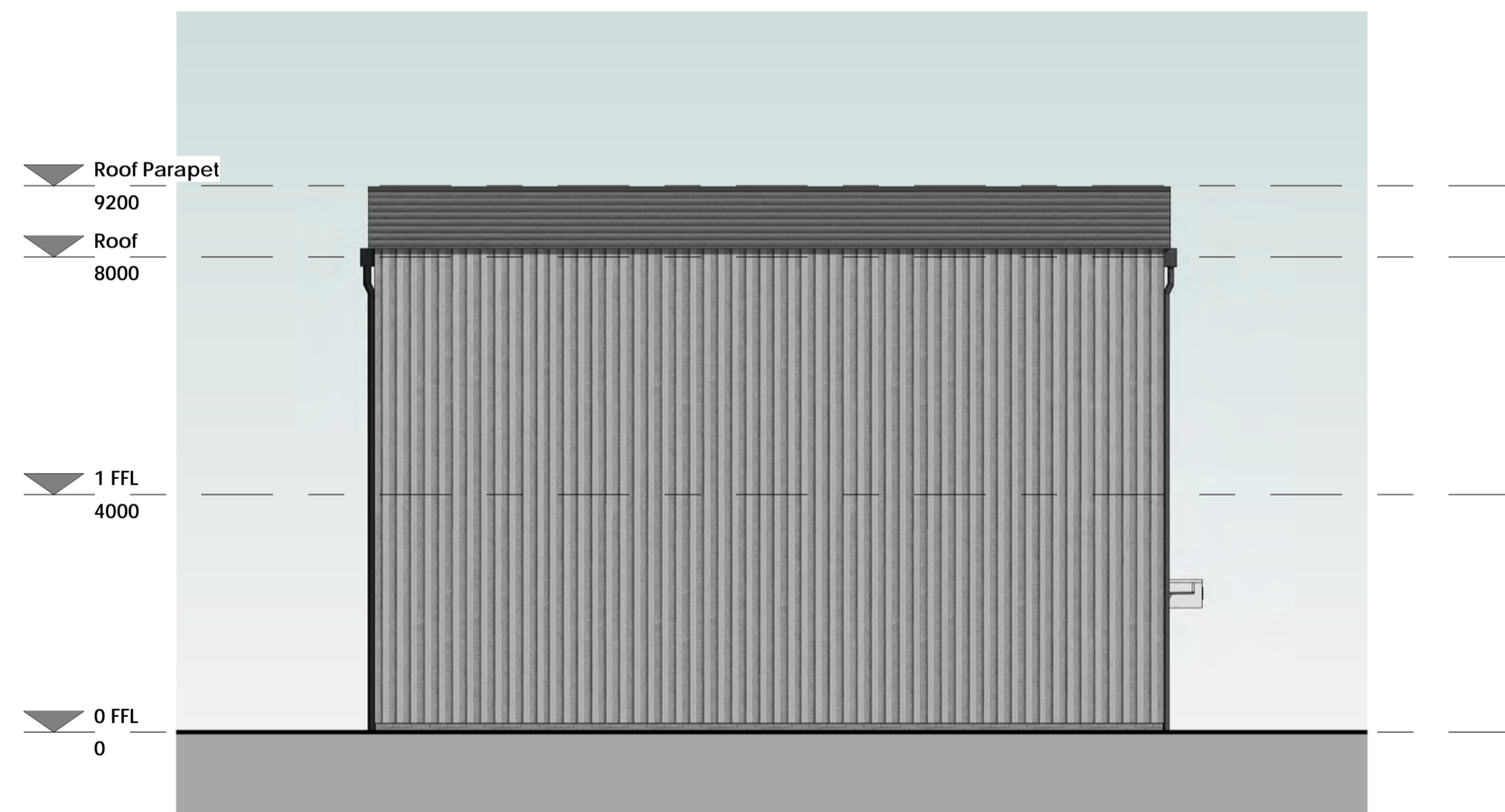




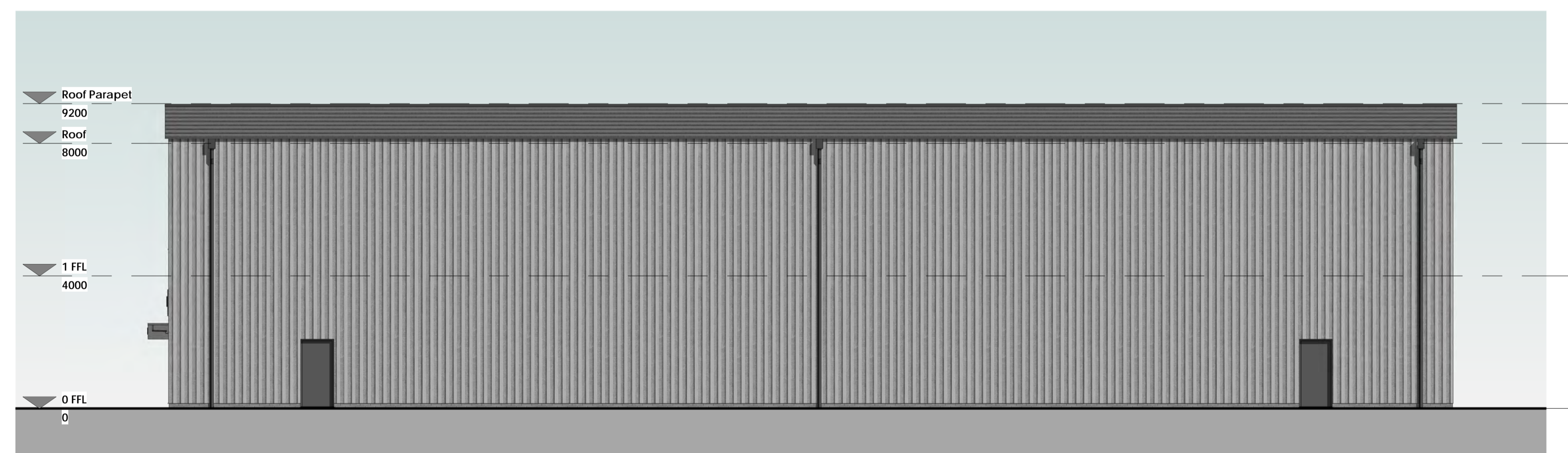
**East Elevation**  
1 : 100



**North Elevation**  
1 : 100



**South Elevation**  
1 : 100



**West Elevation**  
1 : 100

Rev	Revision Description	Issued by	Date
C	Updated to revised location	drm	06/04/23
B	Building reference updated	gve	1/7/22
A	External walls altered to client requirements	gve	28/06/22

subject to site survey and LA approvals

**general notes:**  
this drawing shall not be scaled.  
all dimensions shall be checked on site, where applicable, prior to commencing the works.  
all works shall conform to the current edition of the building regulations and other relevant statutory requirements.  
all materials and workmanship shall conform with the relevant british standard specifications and codes of practice.

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all works shall be carried out in a safe manner, by competent persons, strictly in accordance with all current statutory provisions and other competent advice relating to the health and safety of all work people and others.  
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project: 4137 Station Road, Horley  
client: Woolbro Group  
drawing: Units 1-3 Proposed Elevations

drm gl chkd: gve appd: ge

scale: 1 : 100@A1  
status: Planning

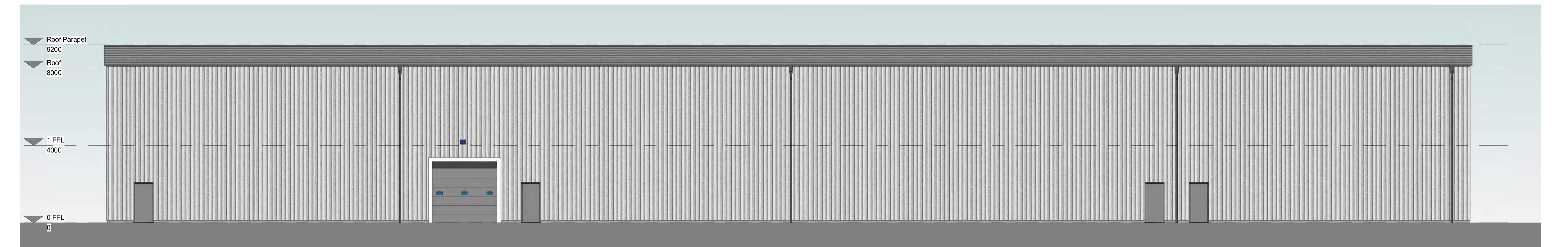
**gdmarchitects**  
the master's house, college road, maidstone, kent. ME15 6YQ tel: 01622 760670 fax: 01622 760671 email: info@gdmarchitects.co.uk

drm P201 rev C

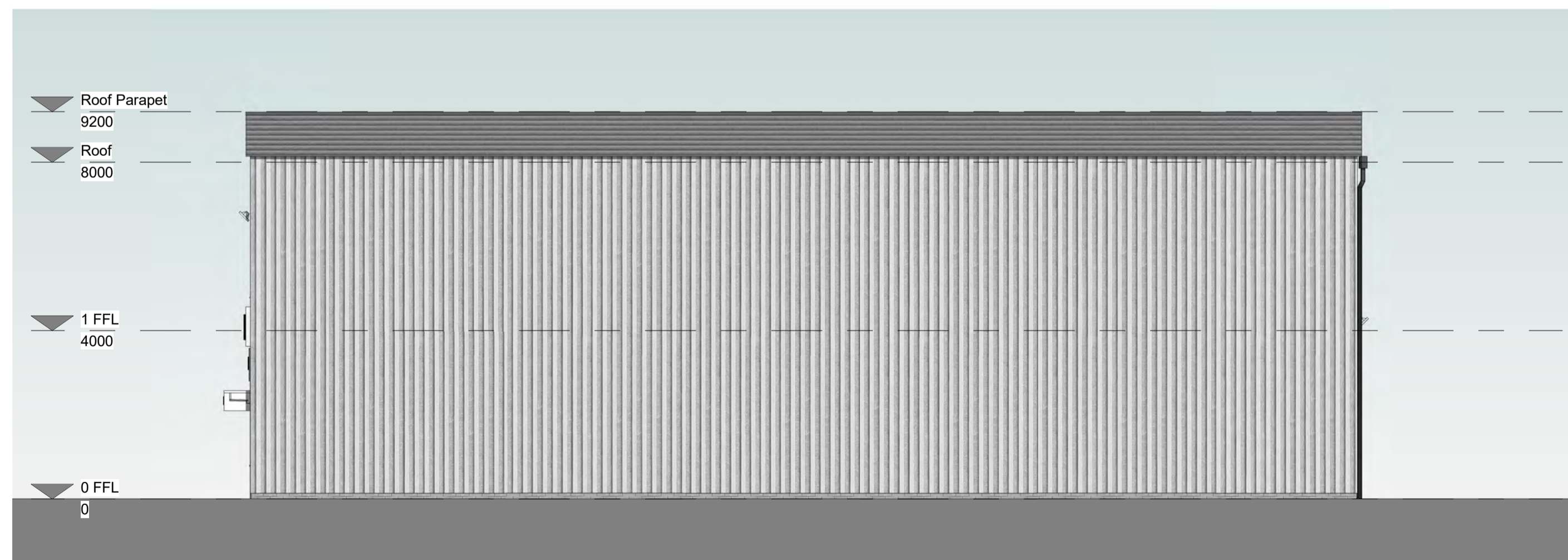




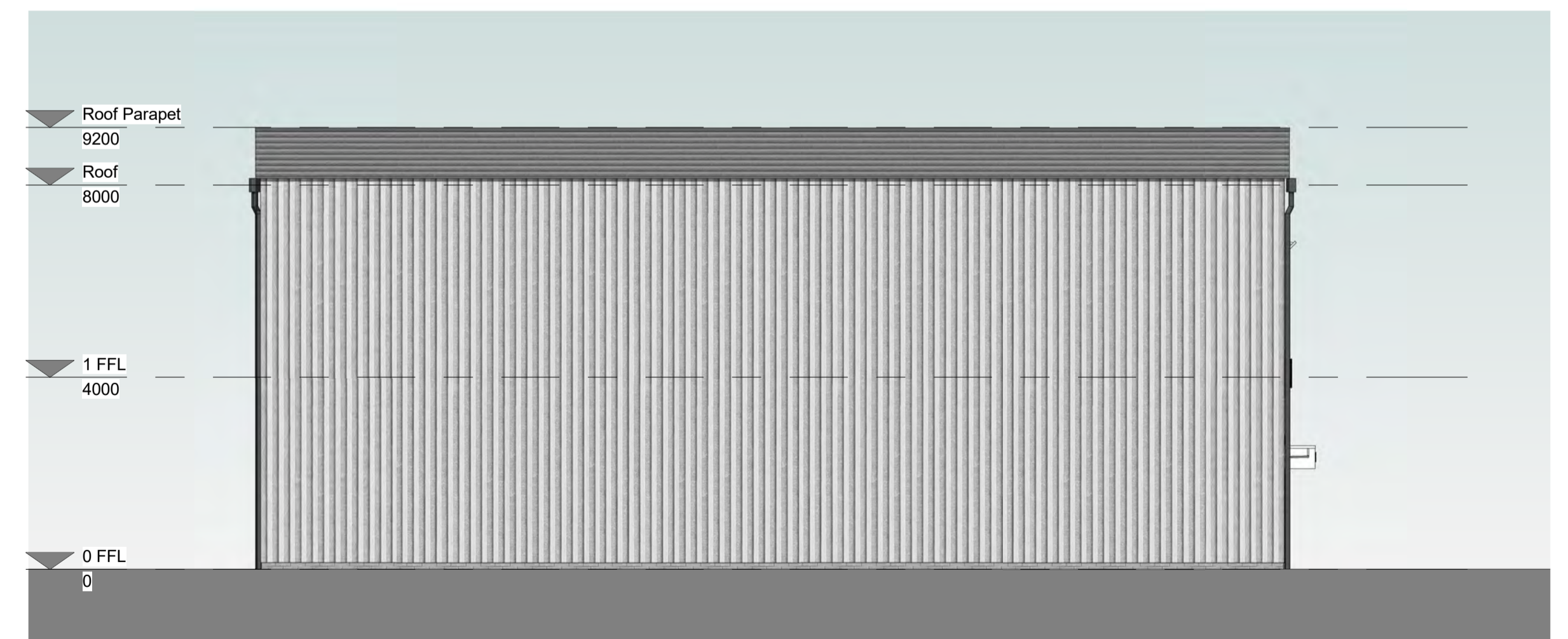
**West Elevation (front)**  
 1 : 100



**East Elevation (rear)**  
 1 : 100



**South elevation (side)**  
 1 : 100



**North Elevation (side)**  
 1 : 100

Rev	Revision Description	Issued by	Date
C	Building reference updated	gl	17/22
B	External walls altered to client requirements	gl	28/06/22
A	Plinth wall updated	gl	20/06/22

subject to site survey and LA approvals

**general notes:**

- this drawing shall not be scaled.
- all dimensions shall be checked on site, where applicable, prior to commencing the works.
- all works shall conform to the current edition of the building regulations and other relevant statutory requirements.
- all materials and workmanship shall conform with the relevant british standard specifications and codes of practice.

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this drawing shall be read in conjunction with gdm architect's health and safety risk assessments and general principles for means of access an protection.

all works shall be carried out in a safe manner, by competent persons, strictly in accordance with all current statutory provisions and other competent advice relating to the health and safety of all work people and others.

gdm design + management ltd trading as gdm architects

project: 4137 Station Road, Horley  
 client: Woolbro Group  
 drawing: Units 3-6 Proposed Elevations

drn gl chkd: gve appd: ge

scale: 1 : 100@A1

status: Planning

**gdmarchitects**

drn **P203**

rev C




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# Agenda Item 8

Planning Committee  
30<sup>th</sup> August 2023

Agenda Item: 8  
23/01050/HHOLD

 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	30 <sup>th</sup> August 2023
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Doug Wright
	<b>TELEPHONE:</b>	01737 276 598
	<b>EMAIL:</b>	Doug.Wright@reigate-banstead.gov.uk
<b>AGENDA ITEM:</b>	8	<b>WARD:</b> Redhill East

<b>APPLICATION NUMBER:</b>	23/01050/HHOLD	<b>VALID:</b>	12.06.2023
<b>APPLICANT:</b>	Mrs Cassandra Elbourne	<b>AGENT:</b>	
<b>LOCATION:</b>	<b>21 PALMER CLOSE, REDHILL, RH1 4BU.</b>		
<b>DESCRIPTION:</b>	<b>Addition of solar panel system on flat roof.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

**This application is referred to Committee in accordance with the Constitution as the applicant is related to a Borough Councillor.**

## SUMMARY

The proposed development seeks permission for the installation of a solar panel system upon the main roof of the dwelling which is flat.

The solar array would comprise of 12 panels, each measuring approximately 4.1m by 1.76m, each would be tilt mounted at 10 degrees to face south with the upper most point 0.42m above the current flat roof, exceeding the 0.2m projection permissible under permitted development.

The panels would have some limited visibility within the locale due to the height of the panels above that of the existing dwelling. However, the panels are of relatively minor scale and bulk, as such the proposal is not considered to be harmful to the character of the dwelling or wider area.

The siting and nature of the proposal is not considered to result in any harm to the amenity of neighbouring properties.

Positive weight should be given to the sustainability credentials of the scheme in a planning balance exercise.

## RECOMMENDATION

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

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## **Consultations:**

No objections received

## **Representations:**

Letters were sent to neighbouring properties on 16 June 2023. No representations have been received.

### **1.0 Site and Character Appraisal**

- 1.1 The application site comprises of a mid terrace property set in a relative sized plot to the eastern side of Palmer Close in Redhill. The property was built in the late-twentieth century together with many of the surrounding properties. The property is a three storey dwelling including the roof accommodation, but appears as 2 ½ storeys as the design of the dwelling includes a full third storey consisting of dormers and flat roof.
- 1.2 No significant trees would be impacted by the proposal. There is a gradient increase across Palmer Close, upwards from south to north, behind the dwellings is a belt of mature trees proving a green backdrop and screening the development in wider views.

### **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. However, correspondence was exchanged confirming the proposal would require planning permission
- 2.2 Improvements secured during the course of the application: Improvements were not sought as the proposal is considered acceptable.
- 2.3 Further improvements to be secured: Non further improvements are sought.

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

- 3.1 None relevant

### **4.0 Proposal and Design Approach**

- 4.1 This is a householder planning application for the installation of a solar array comprising of 12 solar panels in a 2 x 6 formation. Each panels measures approximately 4124mm by 1762mm, each would be tilt mounted at 10 degrees to face south with the upper most point 420mm above the current flat roof. Planning permission is required by virtue of the 420mm projection exceeding the 200mm allowance for permitted development.

## 5.0 Policy Context

### 5.1 Designation

Urban Area

### 5.2 Reigate and Banstead Core Strategy

CS1 (Presumption in favour of sustainable development)

CS4 (Valued Townscapes and Historic Environment)

CS10 (Sustainable Development)

### 5.2 Reigate & Banstead Development Management Plan 2019

DES1 (Design of new development)

CCF1 Climate Change Mitigation

### 5.3 Other Material Considerations

National Planning Policy Framework

National Planning Policy Guidance

Supplementary Planning Guidance

Householder Extensions and Alterations

Other

Human Rights Act 1998

## 6.0 Assessment

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development.

6.2 The main issues to consider are:

- Design appraisal
- Impact on Neighbour amenity
- Other issues – Climate change

### Design appraisal

6.3 Policy DES1 of the adopted Reigate & Banstead Local Plan – Development Management Plan September 2019 requires that all new development is be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings, including having 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 The proposed panels would protrude approximately 0.4m above the current flat roof of the property and as such would be visible in the street. The increase

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in height is necessary to ensure the efficient operation of the panels and make good use of the resource so the panels would be angled southwards to optimise the solar gain.

- 6.5 The panels by reason of their siting, number, appearance and height differ to the current roof and would have some minor impact upon the appearance of the area. However, Palmer Close is a modern development with a capacity for such visual change and panels are not an uncommon addition on modern properties, nor are they considered to be harmful and they would not unduly harm the character and appearance of the dwelling, street and wider area.
- 6.6 Palmer Close slopes upward from south to north, with number 21 Palmer Close located on the eastern side at the northern end of the close and therefore higher in topography many than others in the street. Despite the elevated position there is not considered to be any wider visual impact as the panels and their height are limited and also screened by the belt of trees behind precluding views in the wider area.
- 6.7 In summary, the proposal is acceptable with regard to its impact upon the design and character of the dwelling and wider locality. It would comply with the requirements of policy DES1 of the Council's Development Management Plan and no objection is raised.

## Neighbour amenity

- 6.8 The solar panels would be laid on top of the existing flat roof of the house and would be largely imperceptible to neighbouring properties. Due to the siting and nature of the development it is not considered that the panels would cause any undue neighbour amenity impacts such as loss of light, outlook, privacy or overshadowing.

## Other issues

- 6.9 Policy CCF1 criterion 3 outlines that the Council will support developments that make provision for on-site micro generation of energy. The policy is amplified in the policy subtext that the borough has a role to play in mitigating climate change, including by contributing to national targets to reduce carbon emissions.
- 6.10 The proposed development is a micro scale renewable energy project and as such would assist the occupiers in meeting their own energy demands. Such systems are also capable of feeding any spare energy to the national grid.
- 6.11 Given the domestic scale of the proposal and its mitigating impact upon climate change, positive weight should also be given to the sustainability credentials of the scheme in a planning balance exercise.

## 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.

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

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

Plan Type	Reference	Version	Date Received
Location Plan	Unnumbered		12.06.2023
Proposed Plans	Unnumbered		22.05.2023

3. The materials to be used in the construction of the external surfaces of the development shall be constructed in accordance with the materials as specified within the application and there shall be no variation without prior approval and agreement in writing with the Local Planning Authority.

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.

## INFORMATIVES

1. Building works involving work on an existing wall shared with another property; or new building on the boundary with a neighbouring property; or excavating near a neighbouring building, may fall within the scope of the Party Wall, etc. Act 1996 and may require that you serve a Statutory Notice on all affected owners. Further guidance is available from <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance>

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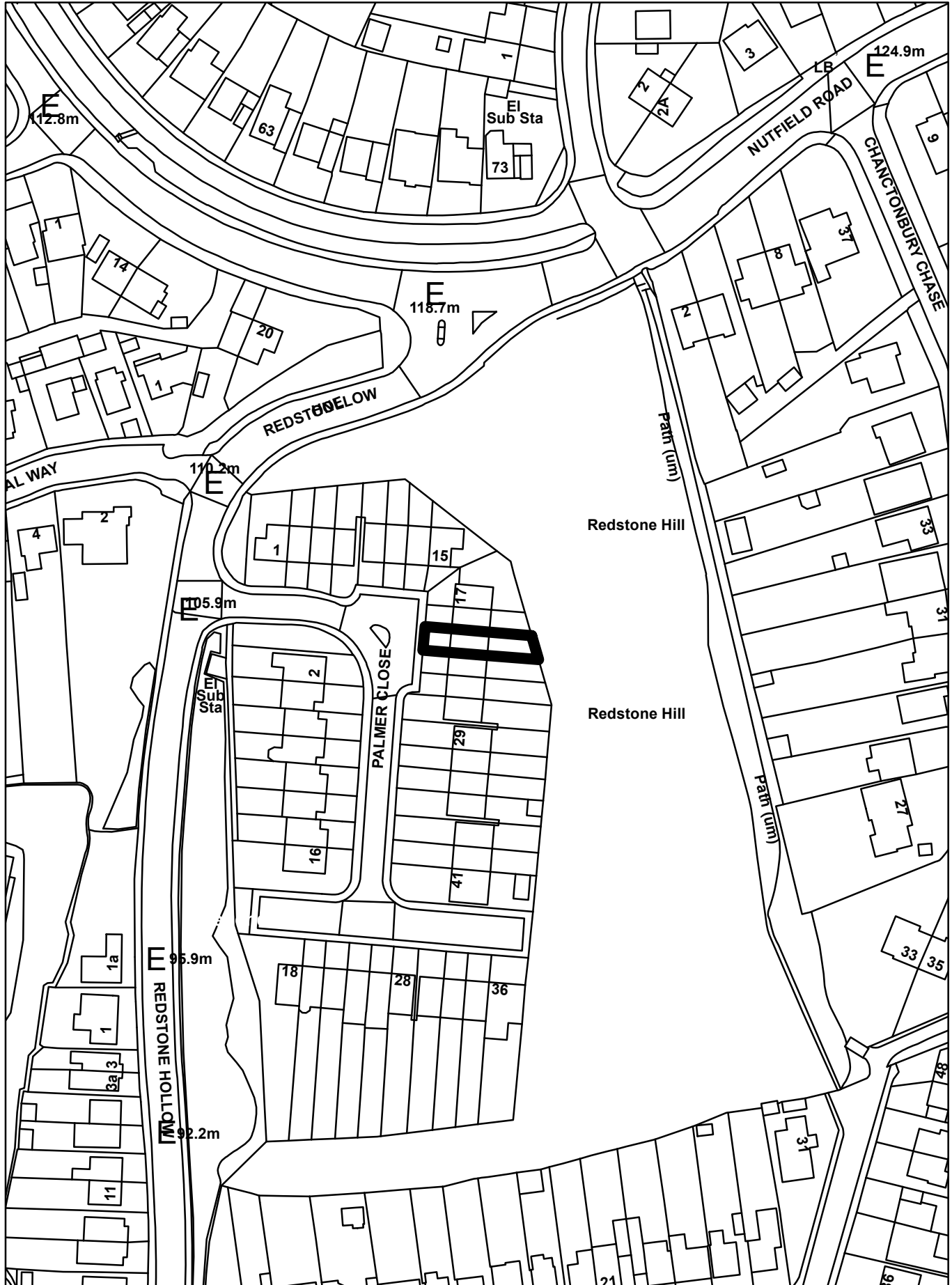
## **REASON FOR PERMISSION**

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

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

# 23/01050/HHOLD - 21 Palmer Close, Redhill

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### PLAN

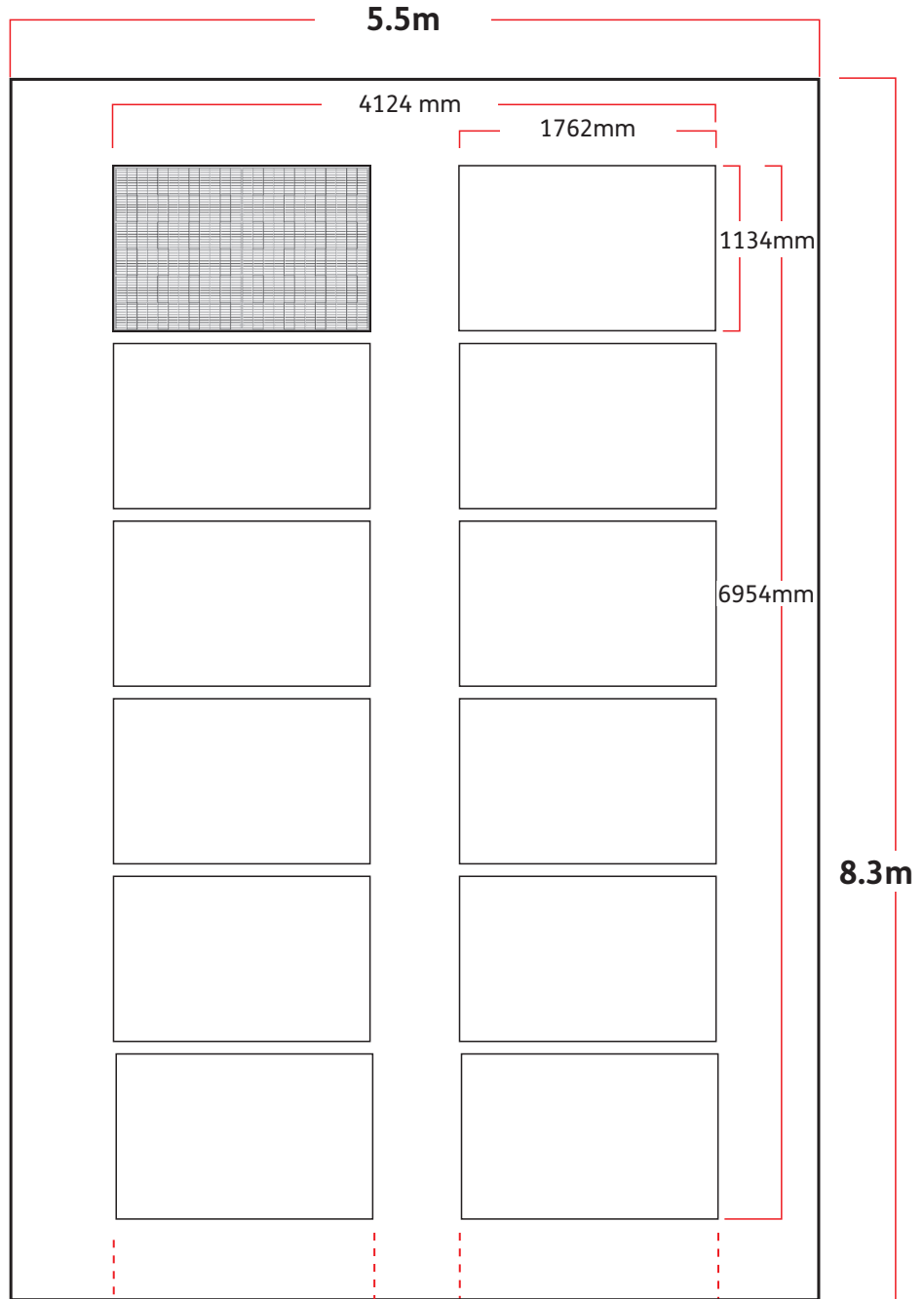
Dimension of roof =  
5500mm wide x 8300mm deep

Dimension of PV module x1 =  
1762mm wide x 1134mm deep

Array PV panels (6) x 2 rows  
4124mm wide x 6954mm deep

**SCALE 1:50**

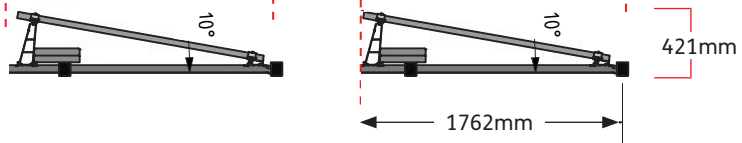
— = 1 Metre  
20mm = 1000mm



### ELEVATION SCALE 1:50

Tilt mounted to face due South  
10 degree tilt

Height  
421mm





Aerial View



Context



Redstone Hollow

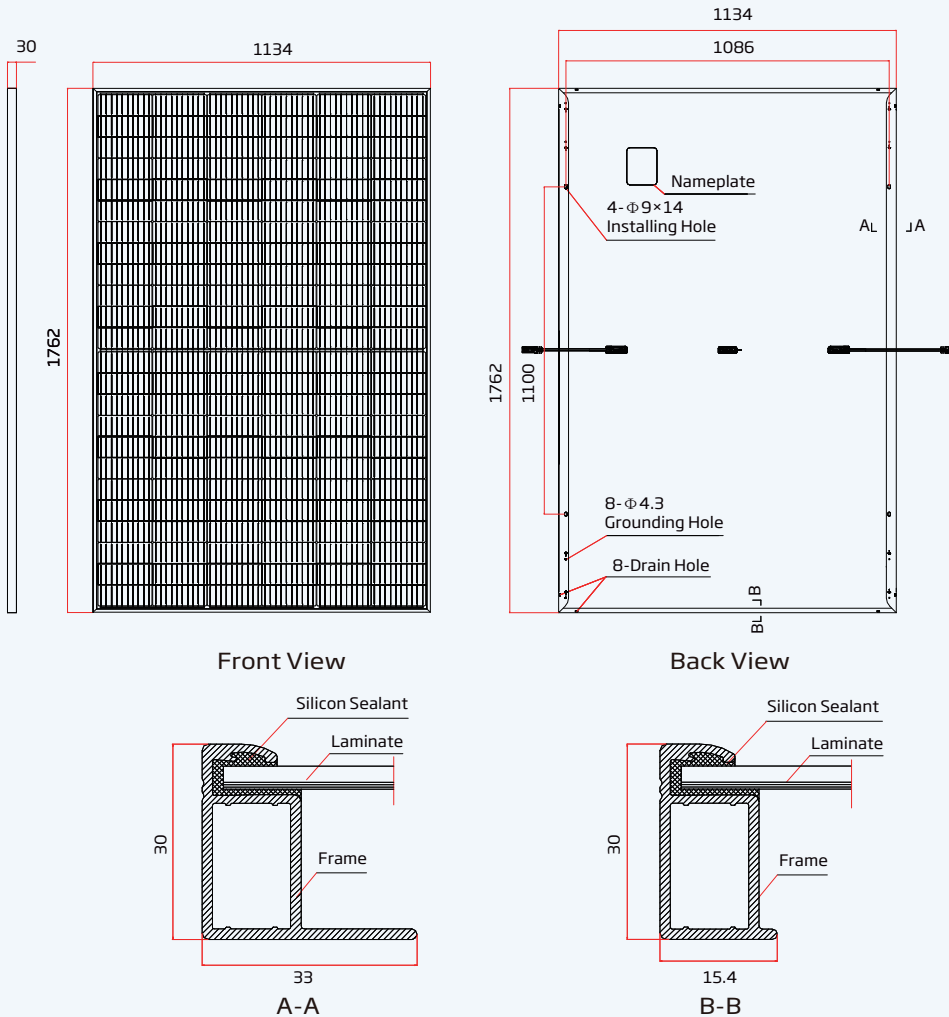
3D model of solar arrangement now 2x6panels



Property from front



## DIMENSIONS OF PV MODULE(mm)



## MECHANICAL DATA

Solar Cells	Monocrystalline
No. of cells	144 cells
Module Dimensions	1762×1134×30 mm (69.37×44.65×1.18 inches)
Weight	21.8 kg (48.1 lb)
Glass	3.2 mm (0.13 inches), High Transmission, AR Coated Heat Strengthened Glass
Encapsulant material	EVA/POE
Backsheet	White
Frame	30mm(1.18 inches) Anodized Aluminium Alloy
J-Box	IP 68 rated
Cables	Photovoltaic Technology Cable 4.0mm <sup>2</sup> (0.006 inches <sup>2</sup> ), Portrait: 350/280 mm(13.78/11.02 inches) Length can be customized
Connector	MC4 EVO2 / TS4*

\*Please refer to regional datasheet for specified connector.