

Planning Committee Agenda

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Contact: Democratic Services (01737 276182)

Email: Democratic@reigate-banstead.gov.uk



29 May 2018

To the Members of the PLANNING COMMITTEE

Councillors: ,

R. Absalom
L. S. Ascough
R. Biggs
M. S. Blacker
J. S. Bray
G. P. Crome
J. M. Ellacott

V. H. Lewanski
S. McKenna
R. Michalowski
S. Parnall
J. Paul
M. J. Selby
J. M. Stephenson

C. Stevens
B. J. Thomson
R. S. Turner
S. T. Walsh
C. T. H. Whinney

Substitutes

Councillors:

Conservatives:

T. Archer, M. A. Brunt, J. E. Durrant, J. S. Godden,
L. R. Hack, A. C. J. Horwood, F. Kelly, G. J. Knight, G. Owen,
D. T. Powell, T. Schofield and J. F. White

Residents' Group:

R. Harper, N. D. Harrison, B. A. Stead and J. C. White

Green Party:

H. Brown and J. C. S. Essex

For a meeting of the **PLANNING COMMITTEE** to be held on **WEDNESDAY, 6 JUNE 2018** at **7.30 pm** in the New Council Chamber - Town Hall.

John Jory
Chief Executive

1. ELECTION OF CHAIRMAN

To agree the appointment of Chairman for the municipal year 2018-19.

2. APPOINTMENT OF VICE CHAIRMAN

To agree the appointment of Vice Chairman for the municipal year 2018-19.

3. MINUTES

(Pages 5 - 10)

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

4. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

5. DECLARATIONS OF INTEREST

To receive any declarations of interest.

6. 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 :

7. 18/00326/F AND 18/00327/LBC: DUNOTTAR SCHOOL, 36 HIGH TREES ROAD, REIGATE (Pages 11 - 62)

Series of phased developments at Dunottar School:

Phase 1: new sixth form centre and refurbishment of the stable block and Pelican Centre ; and

Phase 2: new assembly and exam hall, classrooms and orangery.

Prior to the commencement of phase 2 two existing temporary classrooms are to be removed.

This item was deferred at the meeting of 16 May for a site inspection and further consultation.

**8. 18/00222/OUT: HORLEY LIBRARY, 102 VICTORIA ROAD, (Pages 63 - 86)
HORLEY**

Outline application, with all matters except access reserved, for demolition of the existing building and redevelopment of the site for residential purposes.

**9. 18/00038/F: JESSOPS LODGE, 50 MASSETTS ROAD, (Pages 87 - 114)
HORLEY**

Demolition of the existing coach house, erection of two new mews cottages and conversion of the main house ground floor to provide two flats, with associated landscaping.

**10. 18/00478/F: ROMANS GARAGE, BRIGHTON ROAD, (Pages 115 - 136)
BANSTEAD**

Extension and remodelling of car showroom.

**11. 18/00823/HHOLD: LANGDALE HOUSE, KINGSWOOD PARK, (Pages 137 - 148)
WOODLAND WAY, KINGSWOOD**

Addition of a log cabin garden room and garden shed both to the side of the house.

12. ANY OTHER URGENT BUSINESS

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

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Agenda Item 3

Planning Committee
16 May 2018

Minutes

BOROUGH OF REIGATE AND BANSTEAD PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held at the New Council Chamber - Town Hall on 16 May 2018.

Present: Councillors M. A. Brunt (Chairman), M. S. Blacker, J. S. Bray, G. P. Crome, J. M. Ellacott, J. P. King, S. McKenna, S. Parnall, J. Paul, M. J. Selby, J. M. Stephenson, C. Stevens, B. J. Thomson, R. S. Turner and J. E. Durrant (Substitute)

Also present Councillors R. Absalom, C. Whinney and J.F. White

157. MINUTES

RESOLVED that the minutes of the meeting held on 18 April 2018 be approved and signed as a correct record subject to:

- the addition of Councillor Turner to the list of those present; and
- to the meeting end time being shown as 10.17 pm.

158. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Allcard (substitute: Councillor Durrant) and from Councillor Powell.

159. DECLARATIONS OF INTEREST

Councillor Blacker declared a non-pecuniary interest in two items:

- agenda item 6 (17/01676/F) because he had undertaken previous design work for the applicant, and
- agenda item 8 (18/00375/F) because he was a member of the Limes Action Group.

Councillor Blacker advised that he would be leaving the meeting throughout the debate and vote on both these items.

160. ADDENDUM TO THE AGENDA

An addendum was tabled at the meeting, providing an update on matters arising and advising of any changes made to recommendations following publication of the agenda.

RESOLVED that the addendum be noted.

161. 17/02542/F: BELLWAY HOUSE, 241 LONDON ROAD NORTH, MERSTHAM

The Committee considered an application for the demolition of the existing buildings and for the erection of 33 apartments, full details of which were as set out in the report.

It was noted that an accompanied site inspection was undertaken in respect of this application.

Reasons for refusal were proposed and seconded, and upon a vote it was

RESOLVED that the application be **REFUSED** on the following grounds:

1. The proposal would, by virtue of the height, scale, massing and design of the building, result in an overly dominant feature along the A23 London Road North and in a prominent position on the approach to the Merstham Village which would be harmful to the character of the area and the setting of the Conservation Area. The proposal would therefore be contrary to Policies Ho9, Ho13 and Pc13 of the Reigate and Banstead Borough Local Plan 2005, Policy CS4 of the Reigate and Banstead Core Strategy 2014 and the provisions of the Framework in relation to 'Requiring Good Design'.
2. The proposed building would, by virtue of its height, scale massing and proximity to the neighbours at the Old Sweet Shop and the Old Post Office, result in a dominant and overbearing effect, harmful to the amenities and living conditions thereof. The proposal would therefore be contrary to Policies Ho9 and Ho13 of the Reigate and Banstead Borough Local Plan 2005 and the provisions of the Framework in relation to 'Requiring Good Design'.
3. The proposed building would, by virtue of the number, height and positioning of balconies and windows on its south-eastern elevation, give rise to a significant level of overlooking of the rear private gardens and rear windows of the Old Sweet Shop and the Old Post Office and a consequent loss of privacy which would be harmful to the amenities thereof. The proposal would therefore be contrary to Policies Ho9 and Ho13 of the Reigate and Banstead Borough Local Plan 2005 and the provisions of the Framework in relation to 'Requiring Good Design'.

162. 17/01676/F: ELGAR WORKS, NUTFIELD ROAD, MERSTHAM

The Committee considered an application for the demolition of the existing industrial and commercial buildings and the erection of 14 new dwellings, full details of which were as set out in the report and addendum tabled at the meeting.

It was noted that an accompanied site inspection was undertaken in respect of this application.

RESOLVED that planning permission be **GRANTED with conditions**, as set out in the report and addendum.

Note: Councillor Blacker left the meeting throughout the debate and vote on this item.

163. 18/00326/F AND 18/00327/LBC: DUNOTTAR SCHOOL, 36 HIGH TREES ROAD, REIGATE

The Committee considered an application for phased development works to be undertaken at the school, full details of which were as set out in the report and addendum.

Two members of the public spoke against the application and the applicant's agent spoke in its favour.

The main concerns of residents centred upon parking issues and the increase in the volume of traffic, both during the school week and at the weekends when the premises were let for other activities.

The applicant's agent sought to reassure residents that the school was mindful of their concerns and would be reviewing its letting policy to make sure the availability of on-site parking was balanced against bookings. It would also be closing some clubs and changing the start times of others to avoid peak school times, although it would not be able to make the changes until September. The school also intended to liaise closely with residents and would be providing a dedicated email address through which they could be contacted if there were particular issues or concerns.

The Committee asked whether any on-site parking provision could be made, for coach pick-up and drop-offs in particular, and whether the Travel Plan and pupil number conditions could be strengthened and also expanded to cover weekend lettings.

Members proposed that a site visit would be of benefit and it was accordingly

RESOLVED that the application be **DEFERRED** for a site inspection.

164. 18/00375/F: THE LIMES PUBLIC HOUSE, 58 ALBURY ROAD, MERSTHAM

The Committee considered an application for the demolition of the Public House and the construction of ten new dwellings, full details of which were as set out in the report and addendum.

An accompanied site inspection was undertaken in respect of this application.

RESOLVED that planning permission be **GRANTED with conditions** as set out in the report and addendum.

Note: Councillor Blacker left the meeting throughout the debate and vote on this item.

165. 18/00312/F AND 18/00313/LBC: OAKLEY CENTRE, RADSTOCK WAY, MERSTHAM

The Committee considered an application for demolition of the modern extension and conversion of the listed building, and residential development of the surrounding land, full details of which were as set out in the report.

The application was for both full permission and for listed building consent.

An accompanied site inspection was undertaken in respect of this application.

Reasons for refusal were proposed and seconded and it was consequently

RESOLVED that application 18/00312/F be **REFUSED** on the following grounds:

1. The proposal would, by virtue of the revised layout, siting and design of units 15 to 22, result in an unacceptable encroachment into the open grounds of the Grade II listed Oakley Court, harmful to the setting and significance thereof. This harm would not be outweighed by the public benefits of the scheme. The proposal would therefore be contrary to Policies Pc9 and Ho9 of the Reigate and Banstead Borough Local Plan 2005, Policy CS4 of the Reigate and Banstead Core Strategy and the provisions of the Framework.

RESOLVED that application 18/00312/LBC be **REFUSED** on the following grounds:

1. The proposal would, by virtue of the revised layout, siting and design of units 15 to 22, result in an unacceptable encroachment into the open grounds of the Grade II listed Oakley Court, harmful to the setting and significance thereof. This harm would not be outweighed by the public benefits of the scheme. The proposal would therefore be contrary to Policies Pc9 and Ho9 of the Reigate and Banstead Borough Local Plan 2005, Policy CS4 of the Reigate and Banstead Core Strategy and the provisions of the Framework.

166. 17/02905/F: GARAGE BLOCK, KINGSLEY GROVE, REIGATE

The Committee considered an application for demolition of the garages and construction of six new dwellings, full details of which were as set out in the report.

RESOLVED that planning permission be **GRANTED with conditions** as set out in the report.

167. 17/02969/F: ROWGARDENS WOOD, COLLENDEAN LANE, HORLEY

The Committee considered an application for livestock housing and a general purpose hay, forage and machinery building, full details of which were as set out in the report and addendum.

RESOLVED that planning permission be **GRANTED with conditions** as set out in the report and addendum.

Note: Councillor Stephenson did not take part in the debate and vote on this item as he absented himself from the room during its consideration.

168. 17/02732/F: LAND TO THE REAR OF 77-83 BELL STREET, REIGATE

The Committee considered an application for redevelopment of the existing surface carpark and the construction of three studio flats and three one-bedroom flats, full details of which were as set out in the report.

An accompanied site inspection was undertaken in respect of this application.

Reasons for refusal were proposed and seconded and it was consequently

RESOLVED that planning permission be **REFUSED** on the following grounds:

1. The proposed development, by virtue of the bulk, scale and massing of the buildings coupled with the tight spacing to the boundaries and existing frontage buildings and the lack of opportunity for meaningful landscaping and amenity space, would result in a cramped overdevelopment of the site which would be harmful to the character of the locality. The proposal would therefore be contrary to Policies Ho9, Ho13 and Pc13 of the Reigate and Banstead Borough Local Plan 2005, Policy CS4 of the Reigate and Banstead Core Strategy 2014 and the provisions of the Framework in relation to 'Requiring Good Design'.

169. ANY OTHER URGENT BUSINESS

Councillor Brunt announced that he would be stepping down as Chairman of the Planning Committee, after six years in the role, to take up other duties in the Council.

He placed on record his thanks and appreciation, to the Committee and officers alike, for all the support they had given him throughout this time and commended the progress made in developing the role of decision making in development management.

On behalf of all members of the Committee, Councillor Ellacott moved a formal vote of thanks to Councillor Brunt for his excellent chairmanship in steering the committee forward in its role and ensuring that its decisions were always fully debated, balanced and based on sound planning grounds .


The Meeting closed at 10.23 pm

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Agenda Item 7

Planning Committee
6th June 2018

Agenda Item: 7a and 7b
18/00326/F and 18/00327/LBC

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		6 th June 2018
	REPORT OF:		HEAD OF PLACES & PLANNING
	AUTHOR:		Billy Clements
	TELEPHONE:		01737 276087
	EMAIL:		billy.clements@reigate-banstead.gov.uk
AGENDA ITEM:	5a and 5b	WARD:	Meadvale and St Johns

APPLICATION NUMBER:		5a: 18/00326/F 5b: 18/00327/LBC	VALID:	(A) 6 February 2018 (B) 6 February 2018
APPLICANT:	United Church Schools Trust		AGENT:	Miller Bourne Architects & HW Planning Ltd
LOCATION:	DUNOTTAR SCHOOL, 36 HIGH TREES ROAD, REIGATE			
DESCRIPTION:	Series of phased developments at Dunottar School comprising a new sixth form centre and refurbishment of the stable block and pelican centre (phase 1), and a new assembly & exam hall, classrooms and orangery (phase 2). Prior to the commencement of phase 2 two existing temporary classrooms be removed. Associated external works.			
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.				

SUMMARY

This application was deferred from the 16th May Planning Committee meeting to allow for a Members' site inspection.

In response to the issues raised during the discussion and debate at the meeting it is proposed that Condition 16 is strengthened and amended as follows:

16. The Phase 2 Assembly Hall shall not be first occupied unless and until details of how any non-school use of the school facilities will be managed have been submitted to and approved in writing by the Local Planning Authority. The submission shall include details of:
 - a) restrictions on the times which the facilities will be made available for non-school use;
 - b) measures to control the cumulative effect of non-school use of the various facilities on site (including the new Assembly Hall), including but not limited to a cap on the overall number of non-school users/visitors which will be permitted at any one time;
 - c) a commitment that on-site parking will be made available at all times for non-school users of the facilities; and

- d) measures to reduce private car travel and parking demand from non-school users, including a Travel Plan for non-school users and appropriate materials to promote this amongst user groups

The applicant shall implement the approved details upon occupation of the Assembly Hall and shall thereafter be continually monitored, reviewed and developed to the satisfaction of the Local Planning Authority.

Reason:

To ensure that any non-school use of the proposed facilities is appropriately controlled with respect to the potential impacts on highway operation and local amenity with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

Two further informatives are also recommended to provide guidance to the applicant as to the cap on non-school uses which is required to be agreed through Condition 16 and in respect of management of school bus drop offs, as follows:

- 6. With respect to the management strategy for the use of the facilities required by condition 16, the cap on non-school users/visitors to such facilities will be expected to be appropriate and realistic taking into account the level of on-site parking available, the nature of the users and their likely travel modes and behaviours. The cap will be expected to apply across the various facilities on site and not solely the Assembly Hall in order to manage potential cumulative effects. The applicant will be expected to incorporate a commitment to on-going review of the non-school user cap should evidence demonstrate high levels of off-site parking are occurring.
- 7. With respect to the Travel Plan, the applicant will be expected to demonstrate how school bus drop-offs will be managed to minimise impact on the operation of adjoining roads and safety of all road users and to minimise the number of busses waiting at any one time.


Given the subject of the debate and concerns raised at the 16th May meeting, it is worth reiterating the lack of any technical objection by the County Highway Authority and the fact that the school could expand to 460 pupils (as is, and will continue to be, capped by condition) without the need for any further development or planning applications.

Furthermore, the use of existing school buildings by external users at evenings and/or weekends; as well as a change of use of the entire school to a sixth-form college or similar institution could occur without the need for planning permission and without the ability for further control through conditions, such as those proposed.

RECOMMENDATION

5a – 18/00326/F - Planning permission is **GRANTED** subject to conditions.

5b – 18/00327/LBC – Listed Building Consent is **GRANTED** subject to conditions.

	TO:	PLANNING COMMITTEE
	DATE:	16 th May 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Billy Clements
	TELEPHONE:	01737 276087
	EMAIL:	billy.clements@reigate-banstead.gov.uk
AGENDA ITEM:	7a and 7b	WARD: Meadvale and St Johns

APPLICATION NUMBER:		7a. 18/00326/F 7b. 18/00327/LBC	VALID:	(C) 6 February 2018 (D) 6 February 2018
APPLICANT:	United Church Schools Trust		AGENT:	Miller Bourne Architects & HW Planning Ltd
LOCATION:	DUNOTTAR SCHOOL, 36 HIGH TREES ROAD, REIGATE			
DESCRIPTION:	Series of phased developments at Dunottar School comprising a new sixth form centre and refurbishment of the stable block and pelican centre (phase 1), and a new assembly & exam hall, classrooms and orangery (phase 2). Prior to the commencement of phase 2 two existing temporary classrooms be removed. Associated external works.			
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.				

SUMMARY

This report covers the full and listed building consent applications for the proposed development at Dunottar School to create a new sixth form centre, new assembly hall, classrooms and dining room extension with various associated refurbishment and external works.

The site is designated as Urban Open Land (UOL) and the proposals would involve the erection of new buildings thereon. Whilst policy Pc6 normally resists development on Urban Open Land, it does allow for ancillary buildings and extension to existing buildings subject to consideration of the impact which the proposals would have on the contribution the UOL makes to visual amenity and the functioning of any essential social, community or educational use. In this case, it is considered that – given the location of the sites and nature of development proposed – there would not be any harm to visual amenity and the proposals would actually support rather than conflict with the educational use. On this basis, there is not felt to be any conflict with the UOL policy.

The proposals are considered to be well-designed and sympathetic to the Grade II listing of Dunottar and the historic garden designation. The Assembly Hall would be more discretely located and has been designed to follow the conventions of the buildings around

it in terms of height and massing, with appropriate detailing and architectural interest on the more prominent southern elevation. The new Sixth Form Centre would be more prominently located on the gardens to the front of listed mansion; however, its more contemporary low profile design with extensive glazing is an appropriate design response and – together with the new and proposed landscaping – is considered to ensure that this extension would not appear unduly prominent or disruptive to the approach to the mansion.

The proposals have been considered in detail by both the Conservation Officer and the Tree Officer, both of whom raise no objection in respect of the impact on the historic or arboricultural interest on the site subject to conditions.

With respect to highways and parking, the school is subject to a long-standing cap on pupil numbers (460) and there is no proposal to change or increase this in the current application. The current proposals would not therefore lead to an increase in pupils and thus travel over and above what could already occur at present, albeit it is recognised that there may be some change in demographic of the school. As a consequence, it is proposed to secure – through condition – a School Travel Plan which would be required to include specific targets for reducing single occupancy car travel to the school and specific improvements to school bus provision. With this condition, the County Highway Authority has raised no objection to the proposals. Local concerns regarding the impact of non-school use of facilities on the site are recognised and a management plan to control this is proposed to be secured by condition. Whilst sympathetic to concerns regarding injudicious parking by parents, etc. at pick-up and drop-off times, such issues are matters of highway enforcement and not planning, particularly as the County Highway Authority has not raised any highway safety concerns.

RECOMMENDATION

7a – 18/00326/F - Planning permission is **GRANTED** subject to conditions.

7b – 18/00327/LBC – Listed Building Consent is **GRANTED** subject to conditions.

Consultations:

County Highway Authority (18/00326/F): No objection subject to conditions. Comments summarised below:

The developer is not proposing to allow site personal to park within the site. I have no objection to parking taking place on the highway so long as it is carried out in accordance with highway safety and road markings, as indicated in the submitted Construction Management Plan. The developer is also proposing to prevent vehicles arriving before and after the school shuts, according to the submitted Construction Management Plan

The developer has not provided targets for children arriving at the school with their parents in otherwise "single occupancy" vehicles. The travel plan does not include remedial measures should the travel plan targets be missed. These omissions should be provided in the revised travel plan.

Tree Officer (18/00326/F): No objection subject to conditions. Detailed comments as follows:

Both myself and John McNally held a pre application meeting at the site...the on-site meeting provided an opportunity for all parties to discuss the effects of the development and the mitigation measures to ensure that no lasting harm to existing retained trees, shrubbery, or adverse effect on the historic garden would occur as a result of the proposed development if approved. Whilst some trees and low level shrubbery would be lost to the proposal they are mainly lower quality trees of internal landscape value only. We also held positive discussions on the mitigation measures that would be required to address the loss of trees and shrubbery.

The arboricultural information as supplied in the form of an arboricultural impact assessment (AIA), arboricultural method Statement (AMS) and tree protection plans (TPPs) are as expected from the consultancy practice and is thorough in detail and compiled in accordance with the current British Standard 5837 and other relevant standards and research.

The tree protection measures would subject to qualified supervision and monitoring by the retained arboricultural consultant, avoid any long lasting damage or adverse effects on retained trees and shrubbery; trees and shrubbery lost can be adequately mitigated by a considered and meaningful landscape strategy, which has been dealt with as a separate set of documents.

In some circumstances areas of existing hard landscape will be returned to soft landscape areas and compacted soils from concentrated traffic movement within the site will be subject to remedial works to provide improvements to the soil structure and rooting environments.

Conservation Officer (18/00326/F and 18/00327/LBC): No objection subject to conditions, comments as follows:

Dunottar School is a grade II listed building, built in 1867, located in a locally listed garden set out at the same time. The proposals were subject to pre application discussions and I

have no objection in principle but have identified a couple of issues where further information is required or revisions to details such as fenestration are needed.

There will be a need to condition the completion of the improvements of the landscaping, car park and coach house south west wing elevations before occupation of the buildings or similar wording.

[Note that the revisions to details and additional information requested by the Conservation Officer have been secured and are considered acceptable.]

Historic England (18/00326/F and 18/00327/LBC): No comments – seek view of local specialist conservation and archaeological advisers as relevant.

UK Power Networks (18/00326/F): no objection but notes that the scheme is very close to UKPN cables supplying the school (an informative will be added).

Environmental Health – Contaminated Land (18/00326/F): Recommends conditions in relation to asbestos and unexpected ground contamination.

Representations:

Letters were sent to neighbouring properties on 27th February 2018 in respect of the listed building consent application and on 3rd March 2018 in respect of the full planning application.

Site notices were posted in respect of both applications on 7th March 2018. The LBC application was advertised in the local press on 8th March and the full application on 15th March 2018. 17 responses were received raising the following issues:

Issue	Response
Out of character with the surrounding area	Paragraphs 6.10 to 6.18 and conditions 9, 10 and 11
Hazard to highway safety	Paragraphs 6.19 – 6.26 and conditions 6, 8, 13, 14 and 16
Inadequate parking	Paragraphs 6.19 – 6.26 and conditions 13, 14 and 16
Increase in traffic and congestion	Paragraphs 6.19 – 6.26 and conditions 13, 14 and 16
Inconvenience during construction	Paragraph 6.26 and conditions 6 and 8
Noise and disturbance	Paragraph 6.26
Health fears	Paragraph 6.39
Loss of/harm to trees	Paragraphs 6.31 to 6.34 and conditions 4 and 11
Overdevelopment	Paragraph 6.38
Overbearing relationship	Paragraphs 6.27 to 6.28

Harm to Conservation Area	Paragraph 6.39
No need for development	Paragraphs 6.7 to 6.8
Property devaluation	Not a material planning consideration

One response specifically supporting the proposals but expressing concerns regarding congestion and identifying the need for this issue to be addressed was also received.

1.0 Site and Character Appraisal

- 1.1 The application site comprises the site and grounds of Dunottar School. Dunottar itself is a Grade II listed building with a locally listed garden. The listing also incorporates the stable block and water tower. The design for the gardens was drawn up in 1864 (in the style of Edward Kemp). The school site has developed and evolved over the years, with a number of extensions and additional buildings added – particularly on the eastern part of the site.
- 1.2 The two main sites proposed for new development are adjacent to the Grade II listed buildings (the Phase 1 site being in the frontage of the main mansion building and the Phase 2 site being adjacent to the stable block/water tower). The entirety of the school grounds are also designated as Urban Open Land in the 2005 Local Plan.
- 1.3 There is significant arboricultural interest across the site, including an area order TPOs (REI3) which covers the northern and southern parts of the site. The gardens to the north of the mansion building incorporate an avenue which consists of a number of specimen and rare trees. Much of the southern part of the site comprises of dense woodland of typically more common species set on a very steep slope.
- 1.4 The site is within the urban area and the wider locality is characterised almost exclusively by low density detached properties in generous plots. The High Trees Road Residential Area of Special Character borders the northern part of the school.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought on two occasions prior to submission. Detailed advice was given regarding the size, scale and design of extensions, particularly Phase 1 in order to respect the sensitivities of the listed building and gardens and refinements were made to the proposals as a result. Advice was also given regarding the need to address landscaping, trees and car parking.
- 2.2 Improvements secured during the course of the application: Improvements to design details and additional information regarding the landscaping proposals were sought and secured.
- 2.3 Further improvements could be secured: Conditions are proposed to control landscaping, materials and other improvements as well as ensuring the restoration and maintenance of the listed coach house and improvements to landscaping are secured and implemented in full accordance with details to be provided. A revised,

finalised Travel Plan and compliance with the measures therein will also be secured through condition. A management plan to control non-school use of the proposed facilities (notably the Assembly Hall) is also proposed.

3.0 Relevant Planning and Enforcement History

3.1 There is extensive planning history associated with the use and development of the site as a school, including various tree works. The most substantive elements of the history are set out below:

3.2	89/13460/F	Demolition of existing single storey physics laboratory and construction of new two storey building adjoining present assembly hall and tower comprising 2 no preparation rooms and 4 no science laboratories	Approved 3 rd January 1990
	95/14240/F	New classroom building containing eight classrooms with ancillary accommodation and the provision of three temporary accesses	Approved with Conditions 21 st February 1996
	97/06540/F	Extension to existing car park.	Approved with Conditions 16 th July 1997
	00/52622/F	Erection of multi-purpose sports hall/gym with ancillary changing, shower lavatory accomm, office, plan room & equip store.	Approved with Conditions 6 th July 2001
	02/01048/F	Re-grading and lowering of existing sports field	Approved with Conditions 5 th August 2002
	05/00516/F	Renewal of planning permission ref. 97P/0575 for temporary classroom buildings for six years.	Approved with Conditions 28 th April 2005
	11/00589/F	Existing temporary classrooms. Renewal of planning permission ref. P/05/00516/F after expiry on 28 April 2011	Approved with Conditions 17 th June 2011
	14/00996/F	Amended description: replacement of existing fenced tennis/netball court (court 3) with a new multi-use games area (MUGA).	Withdrawn by Applicant 10 th February 2017

3.3 The permission granted under 95/14240/F was for a new classroom building was subject to a condition (number 11) restricting the number of children attending Dunottar School at any one time to 460. This condition remains in force but shall be re-applied for clarity.

4.0 Proposal and Design Approach

4.1 The proposed development seeks planning permission and separately listed building consent for two phases of development to create new classroom, assembly, dining and sixth form facilities for the school.

- 4.2 Phase 1 comprises the erection of a new single storey sixth form centre building adjacent to the “Pelican Block”. The extension would have a low profile, flat roof form and be of a more contemporary design with a predominance of glazing to the elevations. Associated internal reconfiguration and refurbishment of the “Pelican Block” and stable block would also be carried to provide improved classroom spaces. Features of the listed stable block would also be restored.
- 4.3 Phase 2 comprises the erection of a larger two storey building, situated between the current science block and the Sports Hall. This building would be of more traditional design and detailing, with pitched roof following that of the main school buildings, and would provide a new Assembly Hall and additional classrooms. A separate additional single storey extension to the existing dining hall is also proposed.
- 4.4 Landscaping works would be carried out as part of both phases, including removal of the existing temporary classrooms which presently exist to the south of the Sports Hall. Measures to address the configuration and landscaping of the main car park are also proposed.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.6 Evidence of the applicant’s design approach is set out below:

Assessment	Dunottar School is set on the southern side of High Trees Road at the top of Ringley Park Road to the south-east of Reigate town centre. The main school building comprises a Grade II Listed, Palladian style mansion set in 15 acres of grounds. The listed also includes the stable block and water tower. The southern part of the site, which is set down from the element on which the school buildings are set, includes a large area of dense woodland. The upper element of the site comprises the more formally laid out gardens with a number of specimen trees. The whole of the grounds of the school are designated as Urban Open Land. The site lies adjacent to, but outside, the Residential Area of Special Character. This designation comprises large detached dwellings typically set in spacious and well landscaped gardens, where the landscaping is dominant over built form.
	Preservation of the listed buildings and retention of key landscape features and trees. The heritage considerations, including the Grade II listed buildings and historic gardens, are the key constraints determining the layout, form and design of

	development.
Involvement	The Design Statement identifies the pre-application engagement undertaken with the Council and the response to the issues raised. The applicant also sought views from parents of children at the school and an open event was held on 19 th January for local residents. Comments were generally positive regarding design; however, the main concerns related to traffic congestion and parking.
Evaluation	The Planning Statement has explained how the development has evolved through the pre-application discussions, including design development.
Design	The design seeks to respond to the needs of the school for additional accommodation and the constraints of the site. The proposals seek to make use of existing buildings through refurbishment and reconfiguration but also provide new buildings on the limited areas where new buildings are considered appropriate. The scale of the new assembly hall has been led by the need to respect the height and scale of the adjacent Waterlow building and the existing science labs. The new 6th Form Centre has been designed to be subservient to the existing buildings to limit any impact on the setting of the Listed Buildings. It is set into the ground and designed with a low profile to help assimilate the building into the landscape. Improvements to the parking area and refurbishment of some of the existing buildings, including the stable block, are design to return the building back to something akin to its former appearance.

4.7 Further details of the development are as follows:

Site area	1.1ha (area of development)
Existing use	School
Proposed use	School
Net increase in floorspace	6 th Form Centre: 213sqm Assembly building: 666sqm Orangery: 51sqm
Parking provision	51 spaces plus 3 minibus spaces (reconfigured but no overall change)

5.0 Policy Context

5.1 Designation

Urban area
Urban Open Land
Grade II listed building – Dunottar (inc. stable block and water tower)

Historic garden
Tree Preservation Order REI3

5.2 Reigate and Banstead Core Strategy

CS1(Presumption in favour of sustainable development)
CS4 (Valued townscapes and historic environment)
CS5 (Valued people/economic development),
CS10 (Sustainable development)
CS11 (Sustainable construction)
CS12 (Infrastructure delivery)
CS17 (Travel options and accessibility)

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4, Pc6
Heritage	Pc9, Pc11
Community Facilities	Cf1, Cf2, Cf3
Movement	Mo4, Mo5, Mo6, Mo7

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Local Distinctiveness Design Guide Developer Contributions SPD
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 (as amended)

6.0 Assessment

- 6.1 The application site comprises the Dunottar School. The main school building is a Grade II listed mansion set within large grounds which are designated as Urban Open Land and the majority of the site is also a Historic Garden.
- 6.2 The proposals involve the refurbishment/reorganisation of some existing buildings, together with the construction of two main new buildings to provide a Sixth Form centre and Assembly Hall.
- 6.3 The applicant has confirmed that there is no proposed increase to the existing established cap on pupil numbers (of 460 as per 95/14240/F) as a result of the proposed extensions.
- 6.4 The main issues to consider are therefore:
- Principle of development on Urban Open Land
 - Design, character and effect on the historic interest of the site
 - Transport, parking and highways implications
 - Effects on the amenity of neighbouring properties

- Impact on trees and landscaping proposals

Principle of development on Urban Open Land

- 6.3 The Dunottar School site is wholly designated as Urban Open Land in the 2005 Borough Local Plan.
- 6.4 In this regard, policy Pc6 – which generally seeks to control development on, and resist the loss of, Urban Open Land – is applicable. Policy Pc6 does however allow for proposals for ancillary buildings or for the extension or replacement of existing buildings subject to consideration of the relevant design policies, the contribution made by the UOL to the character of the area and to the functioning of any essential social, community or educational use. All of the proposed buildings are considered to be extensions to the existing school complex.
- 6.5 With regard to the Assembly Hall, this would be sited on an area of Urban Open Land which is largely contained within the envelope of the built complex of the school, surrounded to the north and east by the main school classroom buildings and to the west by the Sports Hall. In this regard, it is considered to make a relatively limited contribution to the character of the area. Furthermore, whilst it is a grassed area, it is not used as a formal play/recreation area for the school and has no public access. Loss of this area of UOL is not therefore considered to give rise to any material harm. A similar conclusion is reached in respect of the more modest area to be occupied by the proposed orangery.
- 6.6 The site of the Sixth Form centre is more prominently located to the front of the Grade II listed mansion and within the historic gardens. This part of the site is again not actively used or an integral part of the functioning of the educational/recreational use of the site but rather its primary role is as gardens providing a setting to the listed building. However, as described below, the design of the extension and proposed replacement landscaping is such that they are considered to comply with the relevant design policies and, as a result, building on this area of the site is not considered to harm the character of the area or the heritage assets. With regards to the considerations in Policy Pc6, this extension on UOL is not therefore considered to be objectionable.
- 6.7 In coming to this view, account has also been taken of the need for additional accommodation to support the development of the school as a co-educational facility. The Design Statement particularly notes that a number of the existing older school buildings have classroom spaces which fall short of DfE and Ofsted recommendations, the use of temporary classrooms and a lack of space for larger pupil congregations such as assemblies and exams (without causing logistical issues by using, for example the Dining Hall). The Design Statement also provides details of the space audit undertaken which demonstrates that opportunities to re-organise existing accommodation were explored and maximised (such as refurbishment and reconfiguration of the stable block and Pelican Building) before new buildings/extensions were considered.
- 6.8 In this regard, it is agreed that there is a requirement for additional facilities to meet an educational need and ensure the efficient functioning of the school and - in

accordance with national policy - “*great weight*” should be afforded to the need to expand and improve schools. Furthermore, evidence has been provided to demonstrate that realistic opportunities to re-use existing buildings have been taken up and that, therefore, new/additional buildings are necessary.

- 6.9 Taking these considerations together with the conclusion above that development on the two main areas of Urban Open Land proposed would not give rise to harm to character or conflict with any essential social, community or educational use, it is felt that proposal is consistent with the thrust of Urban Open Land policy and would not conflict with Policy Pc6 of the 2005 Borough Local Plan.

Design, character and effect on the historic interest of the site

- 6.10 As above, the main mansion building, stable block and water tower are all Grade II listed and therefore constitute designated heritage assets for the purposes of national policy. The historic garden is locally designated and, as such, a non-designated heritage asset.
- 6.11 An orangery extension is proposed to the south of the existing dining hall. This part of the building is a relatively unsympathetic modern addition which in its current form is somewhat of a detracting feature in the southern elevation. The proposed orangery would be a comparatively modest addition in footprint and would follow the southern building line of these existing additions, which are set back from the rear elevation of the main mansion. In this regard, it would continue to appear as a subservient element. The orangery has been designed in a way which broadly reflects the conventions and grander proportions of the colonnade style Victoria wing to the west of the original mansion. The architectural detailing and materials proposed for the orangery are considered appropriate, particularly following the improvements to secure more articulation around the entrance. Overall, this extension is considered to improve the overall coherence and appearance of the southern elevation, particularly when compared to the blander and more utilitarian ground floor elevation which presently exists.
- 6.12 The assembly/exam hall would be the largest of the three buildings, and would be situated in an opening between the existing science block and the more recently built sports hall to the east which is set at a lower ground level. Whilst the hall would be a relatively large building, it is in a relatively discrete location and is considered to fit comfortably amongst the adjoining buildings. The building would follow the eaves height of the science block and be slightly set down in ridge height, ensuring that the building would not appear out of scale or unduly prominent. The hipped slated roof with relatively low pitch reflects the main listed building and is considered to be an acceptable design response. In terms of appearance the elevations are well ordered and articulated, particularly the more exposed southern elevation which would adopt the same style, detailing and broad proportions as the orangery (with similar improvements secured during the course of the application to the entrance here also).
- 6.13 A new sixth form centre is proposed as part of the works. This would be facilitated in part through reconfiguration and refurbishment of existing buildings, including the

listed coach house, and in part through the erection of a new single storey extension.

- 6.14 The works to the stable block include internal reconfiguration at ground and first floor along with new fenestration externally. The replacement of the existing unsympathetic uPVC windows to part of the coach house is welcomed and an improved design for the large arch window has also been secured during the course of the application. Subject to conditions, the external works to the listed buildings are felt to be acceptable and preserve its significance. With regards to the internal reconfiguration, during the course of the application, additional information was provided which confirms that the proposals would not have an unacceptable impact on more substantial internal features such as fireplaces which would be preserved. Full internal surveys will be secured through condition prior to commencement to ensure that other interior architectural and decorative features are also identified and appropriately preserved. Subject to these conditions, the works to the listed building are felt to be acceptable.
- 6.15 The proposed internal and external reconfiguration and refurbishment of the more modern, art deco style Pelican block is also felt to be acceptable following improvements to the design of the replacement windows secured during the course of the application.
- 6.16 The new single storey extension to form the sixth form communal space is considered to be the most sensitive aspect of the scheme, occupying part of the locally listed gardens on the approach to the Grade II listed mansion. The proposed extension would be of a more contemporary single storey, flat roofed form with highly glazed elevations. The extension would follow existing ground floor level of the adjoining Pelican Block and, as a result of the rising ground; the northern end of the extension would be partially “dug in” to the ground with the adjoining gardens banked up around the building. The combination of this approach to levels and the low profile design is such that the building would appear subservient and largely screened by the existing and proposed landscaping, ensuring that it is not unduly prominent or conspicuous on the approach to and views of the front of the mansion. The predominance of glazing to the elevations is considered an appropriate response, avoiding excessive solidity and giving a reflective quality which will help melt the building into the landscape. Some loss of existing landscaping and trees would result; however, replacement planting is proposed to mitigate this and ensure adequate screening of the building. Overall, whilst in a sensitive location, it is not considered that the sixth form centre extension would have an adverse effect on the setting of the Grade II listed mansion building.
- 6.17 In terms of the locally listed gardens, the footprint of the extension would inevitably result in a modest erosion of the extent of the gardens and, as above, some existing landscaping and trees would be lost. The specific arboricultural implications are discussed further below and replacement planting is proposed around the sixth form centre. In addition, to offset and compensate the encroachment into the locally listed gardens, a number of improvements elsewhere in the grounds – such as additional landscaping to soften and screen the parking areas and tennis courts to the west of the mansion, which are currently quite prominent and visually intrusive -

are proposed which cumulatively are considered to ensure that there would be no overall harm to the locally listed gardens.

- 6.18 Overall the proposed buildings and associated landscaping are considered to be well-designed acceptable in terms of their impact on the character and appearance of the Grade II listed Dunottar, the historic gardens and the wider area more generally. It is concluded that the proposals – subject to the various recommended conditions – would not give rise to harm to the heritage assets. As such, the applications are considered to comply with Policy CS4 of the Core Strategy, Borough Local Plan 2005 policies Cf2, Pc9 and Pc11 and the provisions of the NPPF.

Accessibility, parking and traffic implications

- 6.19 The proposed development would not change the existing access arrangements for the site, which would continue to be from High Trees Road. Minor reconfiguration of the existing car park on site is proposed: these changes would improve the functionality of the car parking whilst also addressing some existing issues regarding screening and informal parking encroaching onto trees but would not change the capacity of the car park (which would be 51 car spaces and 3 minibus parking spaces). Given the nature of – and designations affecting – the site, opportunities to increase on-site parking beyond this level are felt to be very limited.
- 6.20 Concerns have been raised by numerous nearby residents regarding the impact of the proposals in terms of highways and parking. In this regard, as noted above, whilst the proposals would give rise to an increase in the size and amount of school accommodation on the site, there is no proposal to increase the existing established cap on pupil numbers of 460 (as per condition 11 to 95/14240/F). The school could therefore lawfully operate with 460 pupils at present with the consequent number of transport movements and parking demand which this brings. The current proposals would not therefore lead to an increase in travel over and above what could occur at present. This is an important material consideration.
- 6.21 Furthermore, it is acknowledged that the current proposals could lead to a change in the profile and “demographic” of the school due to the improvements to the Sixth Form accommodation and offer and, as a result, some change in the profile of how students travel to the school. However, there is no evidence to suggest that this would lead to a significant or harmful increase in private car movements. Older students are generally more “independent” and whilst it is acknowledged that some older sixth form students may seek to drive to school, data from National Travel Surveys actually suggests that the propensity to travel to school by car decreases with age.¹ On this basis, there is no evidence that any change in age profile at the school would be likely to give rise to a demonstrable or harmful increase in car movements or parking demand. In terms of staffing, until recently the school operated a lower school (taking children from 4-11) which necessitated higher

¹ For example data from the 2016 National Travel Survey indicates that the proportion of school journeys by 11-16 year olds which are taken by car/van is 26%, compared with 48% for younger pupils. Additionally, the propensity to take the bus (local bus or private bus) to school rises from 29% amongst 11-16 year olds, compared with 6% amongst younger children.

staffing ratios due to the younger children and the current proposals are not expected to result in staffing exceeding these previous levels.

- 6.22 As part of the application, the school has proposed an updated School Travel Plan in order to better manage school travel and encourage more sustainable travel options. The draft Travel Plan particularly highlights that *“there is scope to encourage more pupils to travel by bus”* but notes that in order to accommodate more pupils, capacity on existing routes will need to be increased and potentially new routes proposed. Given the National Travel Survey evidence above regarding propensity to take the bus amongst older students, a focus on encouraging and facilitating bus travel is felt to be appropriate in principle. However, to ensure this would be effective, greater detail is required through the final Travel Plan as to exactly how the school bus services are to be enhanced in order to achieve this. The County Council has also reviewed the Travel Plan and notes that no targets are included regarding modal shift (in particular discouraging single child private car journeys) or remedial actions should such targets be missed. A condition requiring submission and approval of a revised Travel Plan and its subsequent implementation will therefore be imposed. No other objections have been raised by the County Highway Authority in respect of the proposals. Given the limited opportunities for increased on-site parking and the thrust of national policy towards promoting sustainable travel, imposing a Travel Plan is considered to be an appropriate solution.
- 6.23 It is noted that concerns have been raised in representations regarding the use of the school sports facilities in evening and weekends by clubs and groups. Whilst this issue is noted, the impact of use of existing facilities cannot reasonably be remedied through this planning application. Whilst the school has confirmed that they have no intention to make the new facilities (notably the Assembly Hall) available for others, it is considered reasonable and necessary to impose a condition to requiring a management plan to be submitted detailing how any non-school use of the Assembly Hall will be managed in order to provide safeguards in respect of local amenity and local traffic conditions. As set out in the condition, such a plan would be expected to cover times of use, availability of parking and restrictions to prevent the hall being used at times where other facilities are booked by the public (in order to manage cumulative effects).
- 6.24 Inconsiderate or injudicious parking (blocking driveways, etc.) are matters of highway enforcement where on the public highway (e.g. Ringley Park Avenue): the County Highway Authority has not raised any concerns or objections in relation to highway safety conflicts arising from on-street parking.
- 6.25 The County Highway Authority has also recommended a requirement for a Construction Transport Management Plan. An appropriate plan for Phase 1 works has been provided (following the provision of additional information during the course of the application) and further information would be required in due course for Phase 2. This is proposed to be secured by condition. Such a plan would assist in minimising transport and highway disruption during construction. Other legislation exists, such as statutory nuisance, to protect neighbours from unneighbourly (e.g. uncontrolled noise or dust) construction activities.

- 6.26 In view of the above, subject to the recommended conditions, the proposal would not give rise to harm to highway safety, capacity or operation and would incorporate measures to promote sustainable travel. It therefore complies with policies Cf2, Mo4, Mo4 and Mo7 of the 2005 Borough Local Plan and policy CS17 of the Core Strategy. Whilst the local concerns regarding parking are noted, given the above, refusal on the basis of transport impacts is felt to be sustainable.

Effects on the amenity of neighbouring properties

- 6.27 The Assembly Hall would be sited between the existing Sports Hall building and the Science Block. In this location, it would be in excess of 40m from the boundary of the site with the nearest residential property. As such, whilst acknowledging that the ridge height of the Assembly Hall would be slightly above that of the adjoining Sports Hall, it is not considered that it would give rise to any material adverse impact on neighbour amenity in terms of overbearing, overshadowing or overlooking.
- 6.28 The proposed Sixth Form centre extension would similarly be internal within the site. The nearest residential property ("The Lodge") would be almost 60m from the proposed extension. Given its siting and low profile single storey nature, the Sixth Form building would have no discernible impact on neighbour amenity. The proposed refuse store within the car park is considered to be sufficiently distant from the boundary with neighbouring properties (over 4m) and landscaping is proposed to help screen this – on this basis, it is not considered to give rise to undue adverse impact on neighbour amenity.
- 6.29 Concerns have been raised by neighbouring properties regarding noise and disturbance, predominantly arising from the activity along Ringley Park Avenue and High Tree Road associated with movements to and from the school. Whilst it is acknowledged that waiting vehicles during drop-off/pick up may be viewed as a nuisance for surrounding residents, given the nature of Ringley Park Avenue, the generally ample set back of houses from the road, the fact that it is a public highway and mindful of the fact that the disturbance will only occur at specific times during the day, it is not considered that this would cause a serious detriment to amenity warranting refusal.
- 6.30 On this basis, the proposal would is not considered to give rise to any serious adverse impacts on neighbour amenity and therefore complies with policy Cf2 of the Borough Local Plan 2005.

Impact on trees and landscaping proposals

- 6.31 As described above, most of the grounds of Dunottar School – including those areas where development is proposed – are a locally listed historic garden in the style of Edward Kemp. There is also significant arboricultural interest in the site with the woodland to the south and trees along the front boundary with High Trees Road covered by a preservation order.
- 6.32 The application was accompanied by a full Arboricultural Implications Assessment. This identifies that some trees and low level shrubbery would be removed to

facilitate the construction of the new Sixth Form centre to the front of the site. The Tree Officer has reviewed the information submitted and considers that it is thorough in detail and confirms that, whilst some losses would occur, these are mainly lower quality trees of internal landscape value only. None of the specimen trees or key arboricultural features within the site (such as the Monkey Puzzle or Lebanon Cedar within the car park) would be affected. Tree protection measures and appropriate supervision and monitoring are proposed and the Tree Officer has confirmed that these should be adequate to avoid any long lasting damage or adverse impacts on retained trees.

- 6.33 To compensate for the trees and shrubs to be removed, and to ensure that – overall – the proposals would not have a negative effect on the historic garden, a detailed landscaping strategy was provided with the application. This identifies a programme of replacement planting within the area around the Sixth Form Centre as well as additional planting in the grounds to the south of the Assembly Hall and as screening to the car park. The landscaping proposals have been reviewed by the Conservation Officer and the Tree Officer and are considered to the character of the area and the original style of the historic gardens in terms of the species proposed. Through the course of the application, some enhancement to initial planting sizes has been secured in order to ensure that the landscaping will provide effective screening and a meaningful contribution to landscape character from the outset. Conditions are proposed to ensure that the landscaping is completed in step with the individual phases of the development (and the improvements around the car park secured up front) rather than being left until completion.
- 6.34 Accordingly subject to the conditions identified above, the proposal would not have an undue adverse effect on the arboricultural interest of the site and would preserve the overall character of the listed gardens. Consequently, the proposals would comply with policies Pc4 and Pc11 of the Borough Local Plan 2005 and policy CS4 S10 of the Core Strategy.

Infrastructure, CIL and other matters

- 6.35 As it involves the creation of new school accommodation, the proposals fall outside of the uses which are chargeable according to the Council's Charging Schedule. On this basis, it would not be liable for CIL.
- 6.36 Beyond CIL, legislation and national policy requires that only contributions that are directly required as a consequence of development can be secured through planning obligations. Requests of this nature must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on. In this case, no such site specific contributions have been requested.
- 6.37 The site is not in an area at risk of flooding and falls within Flood Zone 1 according to the Environment Agency flood maps and is also considered to be at very low risk of surface water flooding.
- 6.38 Given the conclusions reached above in relation to Urban Open Land and character, and mindful of the fact that there is no proposal to increase the

established cap on pupil numbers, the proposals are not considered to represent an overdevelopment or harmful intensification of the site.

- 6.39 Concerns have been raised in regards to health; however, these would appear to be related to highway safety and the risk of accidents which are addressed above. No other specific issues have been identified nor raised in the representations. Harm to Conservation Area is alleged in some representations; however, the application site is not within, nor adjacent to a Conservation Area. Matters relating to the impact on other heritage assets are discussed above.

CONDITIONS

A - PLANNING APPLICATION 18/00326/F

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

Plan Type	Reference	Version	Date Received
Location Plan	AD 101	C	17.04.2018
Block Plan	AD 102	B	09.02.2018
Roof Plan	AD 103	A	09.02.2018
Other Plan	AD 104	F	17.04.2018
Other Plan	AD 105	B	09.02.2018
Other Plan	AD 106	B	19.04.2018
Proposed Plan	AD 107	A	09.02.2018
Combined Plan	AD 108	D	17.04.2018
Site Layout Plan	AD 109	B	17.04.2018
Other Plan	AD 110	A	23.04.2018
Floor Plan	AD 201	A	09.02.2018
Floor Plan	AD 202	A	09.02.2018
Section Plan	AD 203	A	09.02.2018
Section Plan	AD 204	A	09.02.2018
Section Plan	AD 205	A	09.02.2018
Section Plan	AD 206	A	09.02.2018
Floor Plan	AD 207	C	17.04.2018
Floor Plan	AD 208	B	17.04.2018
Elevation Plan	AD 209	B	27.04.2018
Elevation Plan	AD 210	B	27.04.2018
Elevation Plan	AD 211	B	27.04.2018
Elevation Plan	AD 212	B	27.04.2018
Elevation Plan	AD 213	B	27.04.2018
Section Plan	AD 214	B	09.02.2018
Other Plan	AD 216	A	17.04.2018
Section Plan	AD 303	A	09.02.2018
Section Plan	AD 305	A	09.02.2018
Combined Plan	AD 307	A	09.02.2018
Floor Plan	AD 308	A	09.02.2018
Floor Plan	AD 309	A	09.02.2018
Elevation Plan	AD 310	C	30.04.2018
Elevation Plan	AD 311	C	09.02.2018

Elevation Plan	AD 312	C	30.04.2018
Elevation Plan	AD 313	B	09.02.2018
Elevation Plan	AD 314	B	09.02.2018
Elevation Plan	AD 315	B	09.02.2018
Elevation Plan	AD 316	A	09.02.2018
Combined Plan	AD 318	A	09.02.2018
Site Layout Plan	AD 401	D	17.04.2018
Proposed Plan	AD 402	B	09.02.2018
Proposed Plan	AD 403	C	09.02.2018
Proposed Plan	AD 501	A	09.02.2018
Proposed Plan	AD 502	A	09.02.2018
Floor Plan	SK 03	A	17.04.2018
Arboricultural Plan	TLP 01		09.02.2018
Arboricultural Plan	PP 02		03.05.2018

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.

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, including demolition, site clearance or any refurbishment works to existing buildings, shall commence until:
 - a) the additional Bat Emergence Surveys (as recommended in the approved Preliminary Ecological Appraisal) have been carried out and a report detailing the results and any necessary measures for mitigation, compensation or habitat enhancement
 - b) a precautionary working method statement for site clearance and construction works with consideration to badgers, nesting birds, small mammals and reptiles. Have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with any approved details.

Reason:

To ensure that any protected species or the habitats thereof are safeguarded with respect to policy Pc2G of the Reigate and Banstead Borough Local Plan 2005, policy CS10 of the Reigate and Banstead Core Strategy and the provisions of the NPPF.

4. No development shall commence on any phase (including groundworks preparation and demolition) until all related arboricultural matters for that phase of works including tree protection measures, pre commencement meeting, arboricultural

supervision and monitoring are implemented in accordance with the approved details contained in the Arboricultural Impact Assessment, Arboricultural Method Statement dated 2nd February 2018 and the Tree protection Plans Ref: TPP02 dated 2nd February 2018 compiled by David Archer and Associates.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character⁷ and appearance of the area with regard to policies Pc4 and Pc11 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

5. *The Phase 1 development shall not be first occupied unless and until an Asbestos validation report has been submitted to and approved in writing by the Local Planning Authority. Such a report shall provide evidence demonstrating that the works have been carried out in full accordance with the recommendations and actions specified in the Asbestos Refurbishment & Demolition Survey by Key Asbestos Services dated 30th April 2018.*

Reason: To ensure that adequate measures have been taken to make the buildings suitable for future use without resulting in risk to construction workers, future users, nearby occupiers or the environment with regard to Policy CS10 of the Reigate and Banstead Core Strategy and the National Planning Policy Framework.

6. The Phase 1 development shall be carried out in strict accordance with the Construction Transport Management Plan by Miller Bourne (Rev B. 2018 02 05) and with the details specified on the Phase 1: Site Compound Drawing (no. AD 104 Rev E).

Reason:

To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

7. No development on the Phase 2 Assembly Hall building shall commence until the existing temporary classrooms shown edged dotted red on approved plan AD308 Rev A and any associated works and materials shall be permanently removed from the site.

Thereafter, the Phase 2 External works as identified on approved drawing AD403 shall be completed prior to occupation of the Phase 2 Assembly Hall.

Reason:

To ensure that the unauthorised temporary structures are permanently removed from this area of Urban Open Land and historic garden and the land restored appropriately in order to comply with policies Pc6 and Pc11 of the Reigate and Banstead Borough Local Plan 2005.

8. No development on Phase 2 shall commence until a revised, updated Construction Transport Management Plan specific to that phase, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) construction vehicles routing to and from the site

- (e) measures to prevent deposit of materials on the highway
- (f) on-site turning for construction vehicles

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

Reason:

To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

9. No above ground or superstructure works on the Phase 2 buildings shall commence until full details of the proposed stonework to the southern entrances, including section drawings, have been submitted to and approved in writing by the Local Planning Authority. Only the approved stonework details shall be implemented.

Reason:

To ensure that a satisfactory external appearance is achieved with regard to Reigate and Banstead Borough Local Plan 2005 policies Cf2, Pc9 and Pc11 and Reigate and Banstead Core Strategy policies CS1, CS4 and CS10.

10. The proposed finishing materials and details shall be carried out in accordance with the details specified in the approved Miller Bourne Materials Schedule (Rev B dated 9/4/2018), except where otherwise specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority:

- (a) Notwithstanding the materials schedule, the pitched roofs shall be of natural slates, with Staffordshire blue clay ridge tiles
- (b) All external joinery to the coach house including doors shall be of painted timber
- (c) All internal mouldings and joinery (including doors) to the coach house shall match existing historic joinery
- (d) For the coach house south west wing all casement windows including the round arch window shall be of white painted timber with casements in each opening set back behind the reveal at one brick depth and except on section C-C where the windows shall be white painted timber vertically sliding sashes set back behind the reveal at one brick depth
- (e) All aluminium windows shall have casements in each opening to ensure equal sightlines
- (f) Notwithstanding the details in the approved materials schedule, the bricks to be used in the construction of the buildings shall be Straw Blend by Rijswaard Baksteen and the brick bond shall be of Flemish bond brickwork except for the east elevation of new Assembly Hall.
- (g) The original window frames in the coach house north wing shall be retained, and shall not be replaced without the strict approval in writing of the Local Planning Authority
- (h) The sun pipe shall be finished with a black painted metal conservation rooflight
- (i) The shortened kitchen garden wall shall be protected during building works and made good with matching brickwork before occupation of the Assembly Hall
- (j) The fanlight to coach house south west wing shall be retained

Reason:

To ensure that a satisfactory external appearance is achieved with regard to Reigate and Banstead Borough Local Plan 2005 policies Cf2, Pc9 and Pc11 and Reigate and Banstead Core Strategy policies CS1, CS4 and CS10.

11. All hard and soft landscaping and external works shall be completed in full accordance with the scheme as detailed in the approved Landscaping Plan, Planting Plan, Planting Schedule, Planting Specification, Landscape Maintenance and Management Programme dated 2 May 2018 by David Archer Associates, (including the plans contained therein) and the approved External Works Plans (drawing numbers AD401 Rev D, AD402 Rev B and AD403 Rev C).

Unless otherwise agreed by the Local Planning Authority, the landscaping, planting and external works shall be completed as follows:

- a) The works shown on drawings AD401 Rev D, AD402 Rev B and the inset plans titled "Proposed Car Park Works Landscape Plan" and "Proposed Phase 1 Landscape Plan" on approved drawing PP02 shall be completed prior to occupation of the Sixth Form Extension (Phase 1) or within the first planting season following completion
- b) The works shown on drawing AD403 Rev C and the inset plan titled "Proposed Phase 2 Landscape Plan" on approved drawing PP02 shall be completed prior to occupation of the new Assembly Hall (Phase 2) or within the first planting season following completion
- c) The replacement urn proposed on the pedestal to the south of the Assembly Hall as shown on approved drawing AD110 A shall be installed prior to occupation of the new Assembly Hall.

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

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

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and the historic gardens in order to comply with policies Pc4, Pc11 and Cf2 of the Reigate and Banstead Borough Local Plan 2005.

12. The development shall be carried out in strict accordance with the recommendations, avoidance and mitigation measures identified in the Preliminary Ecology Appraisal by David Archer Associates (dated April 2018) in respect of construction working methods, ecological enhancement and provision of replacement or alternative habitat.

All replacement and alternative habitat and other ecological enhancement shall be completed prior to first occupation of the development.

Reason:

In order to preserve and enhance the wildlife and habitat interest on the site and ensure species present on the site are afforded appropriate protection during

construction works with regard to Reigate and Banstead Borough Local Plan 2005 policy Pc2G.

13. Notwithstanding the submitted School Travel Plan, no part of the development shall be occupied unless and until a revised School Travel Plan in accordance with the aims and objectives of the National Planning Policy Framework and Surrey County Council Travel Plan Guidance has been submitted to and approved in writing by the Local Plan Authority. The revised plans shall be in broad accordance with the draft by Bellamy Roberts (ref: ITR/HL/5908/STP.1) but developed to include the following:
- c) Targets to reduce single occupancy vehicle trips by staff and parents of children attending the school and remedial measures should such targets be missed
 - d) Details of specific improvements to the existing school bus service (including proposed new routes or increased capacity on existing routes), a programme for implementation of such measures and a commitment to continued review

The approved Travel Plan shall be implemented prior to first occupation of any phase of the development hereby approved and for each subsequent occupation and shall thereafter be maintained and developed to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

14. No part of the development hereby approved shall be first occupied unless and until the following facilities have been provided within the development site in accordance with the approved plans:
- a) secure parking for bicycles
 - b) facilities for the storage of refuse bins
- Thereafter, the aforementioned facilities shall retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development would promote sustainable transport choices and make adequate provision for waste and recycling with regard to Policy Cf2 of the Reigate and Banstead Local Plan 2005 and Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

15. The Phase 1 Sixth Form block shall not be first occupied unless and until the replacement windows to the coach house and Pelican building have been completed in full accordance with the approved plans and any relevant details specified in Condition 3 above.

Reason:

To ensure that a satisfactory external appearance is achieved and to ensure improvements to the listed buildings are secured with regard to Reigate and Banstead Borough Local Plan 2005 policies Cf2, Pc9 and Pc11 and Reigate and Banstead Core Strategy policies CS1, CS4 and CS10.

16. The Phase 2 Assembly Hall shall not be first occupied unless and until details of how any non-school use of the Hall will be managed have been submitted to and approved in writing by the Local Planning Authority. The submission shall include details of:
- a) Any restrictions on the times which the facility will be made available for non-school use
 - b) Measures to control the cumulative effect of non-school use of the various facilities on the site (including the new Assembly Hall) including but not limited to restrictions on the overall number of non-school users/visitors at any one time
 - c) How parking demand from non-school uses will be managed, including a commitment that on-site parking will be available to any such users
- The applicant shall implement the approved details upon occupation and thereafter.

Reason:

To ensure that any non-school use of the proposed facilities is appropriately controlled with respect to the potential impacts on with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

17. If, prior to or during development, ground contamination is suspected, identified or otherwise manifests itself, the Local Planning Authority shall be notified at the earliest practicable opportunity and no further development (unless otherwise agreed by the Local Planning Authority) shall be carried out until an appropriate remediation strategy has been submitted to and approved in writing by the Local Planning Authority.

Remediation shall thereafter be implemented in accordance with such details as may be approved and the development shall not be first occupied unless and until a remediation validation report demonstrating that the agreed strategy has been complied with has been submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that any contamination risks which might arise on the site are fully assessed and appropriately remediated to ensure that the development will not give rise to risk of harm to human health or pollution of controlled waters with regard to policy CS10 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

18. No more than 460 children shall attend Dunottar School at any one time.

Reason:

In order to maintain control over the intensity of use and associated vehicular movements to prevent any hazard to highway safety or harm to amenity with regard to Reigate and Banstead Borough Local Plan Policy Ho9.

INFORMATIVES 18/00326/F

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.

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

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

4. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from 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).
5. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

REASON FOR PERMISSION FOR 18/00326/F

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS10, CS11, CS12, CS13, CS15, CS17, Pc4, Pc6, Pc9, Pc11, Cf1, Cf2, Cf3, Mo4, Mo5, Mo6, Mo7 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.

CONDITIONS

B – LISTED BUILDING CONSENT 18/00327/LBC

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

Plan Type	Reference	Version	Date Received
Location Plan	AD 101	C	17.04.2018
Block Plan	AD 102	B	09.02.2018
Roof Plan	AD 103	A	09.02.2018
Other Plan	AD 104	F	17.04.2018
Other Plan	AD 105	B	09.02.2018
Other Plan	AD 106	B	19.04.2018
Proposed Plan	AD 107	A	09.02.2018
Combined Plan	AD 108	D	17.04.2018
Site Layout Plan	AD 109	B	17.04.2018
Other Plan	AD 110	A	23.04.2018
Floor Plan	AD 201	A	09.02.2018
Floor Plan	AD 202	A	09.02.2018
Section Plan	AD 203	A	09.02.2018
Section Plan	AD 204	A	09.02.2018
Section Plan	AD 205	A	09.02.2018
Section Plan	AD 206	A	09.02.2018
Floor Plan	AD 207	C	17.04.2018
Floor Plan	AD 208	B	17.04.2018
Elevation Plan	AD 209	B	27.04.2018
Elevation Plan	AD 210	B	27.04.2018
Elevation Plan	AD 211	B	27.04.2018
Elevation Plan	AD 212	B	27.04.2018
Elevation Plan	AD 213	B	27.04.2018
Section Plan	AD 214	B	09.02.2018
Other Plan	AD 216	A	17.04.2018
Section Plan	AD 303	A	09.02.2018
Section Plan	AD 305	A	09.02.2018
Combined Plan	AD 307	A	09.02.2018
Floor Plan	AD 308	A	09.02.2018
Floor Plan	AD 309	A	09.02.2018
Elevation Plan	AD 310	C	30.04.2018
Elevation Plan	AD 311	C	09.02.2018
Elevation Plan	AD 312	C	30.04.2018
Elevation Plan	AD 313	B	09.02.2018
Elevation Plan	AD 314	B	09.02.2018
Elevation Plan	AD 315	B	09.02.2018
Elevation Plan	AD 316	A	09.02.2018
Combined Plan	AD 318	A	09.02.2018

Site Layout Plan	AD 401	D	17.04.2018
Proposed Plan	AD 402	B	09.02.2018
Proposed Plan	AD 403	C	09.02.2018
Proposed Plan	AD 501	A	09.02.2018
Proposed Plan	AD 502	A	09.02.2018
Floor Plan	SK 03	A	17.04.2018
Arboricultural Plan	TLP 01		09.02.2018

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.

2. The development for which Listed Building Consent is hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with Section 18(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 52 (4) of the Planning and Compulsory Purchase Act 2005.

3. The proposed finishing materials and details shall be carried out in accordance with the details specified in the approved Miller Bourne Materials Schedule (Rev B dated 9/4/2018), except where otherwise specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority:
 - (a) Notwithstanding the materials schedule, the pitched roofs shall be of natural slates, with Staffordshire blue clay ridge tiles
 - (b) All external joinery to the coach house including doors shall be of painted timber
 - (c) All internal mouldings and joinery (including doors) to the coach house shall match existing historic joinery
 - (d) For the coach house south west wing all casement windows including the round arch window shall be of white painted timber with casements in each opening set back behind the reveal at one brick depth and except on section C-C where the windows shall be white painted timber vertically sliding sashes set back behind the reveal at one brick depth
 - (e) All aluminium windows shall have casements in each opening to ensure equal sightlines
 - (f) The bricks to be used in the construction of the buildings shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any above ground works or superstructure works on any phase and, notwithstanding the details in the materials schedule, the brick bond shall be of Flemish bond brickwork except for the east elevation of new Assembly Hall.
 - (g) The original window frames in the coach house north wing shall be retained, and shall not be replaced without the strict approval in writing of the Local Planning Authority
 - (h) The sun pipe shall be finished with a black painted metal conservation rooflight

- (i) The shortened kitchen garden wall shall be protected during building works and made good with matching brickwork before occupation of the Assembly Hall
- (j) The fanlight to coach house south west wing shall be retained

Reason:

To ensure that a satisfactory external appearance is achieved with regard to Reigate and Banstead Borough Local Plan 2005 policies Cf2, Pc9 and Pc11 and Reigate and Banstead Core Strategy policies CS1, CS4 and CS10.

4. The Phase 1 Sixth Form block shall not be first occupied unless and until the replacement windows to the coach house and Pelican building have been completed in full accordance with the approved plans and any relevant details specified in Condition 3 above.

Reason:

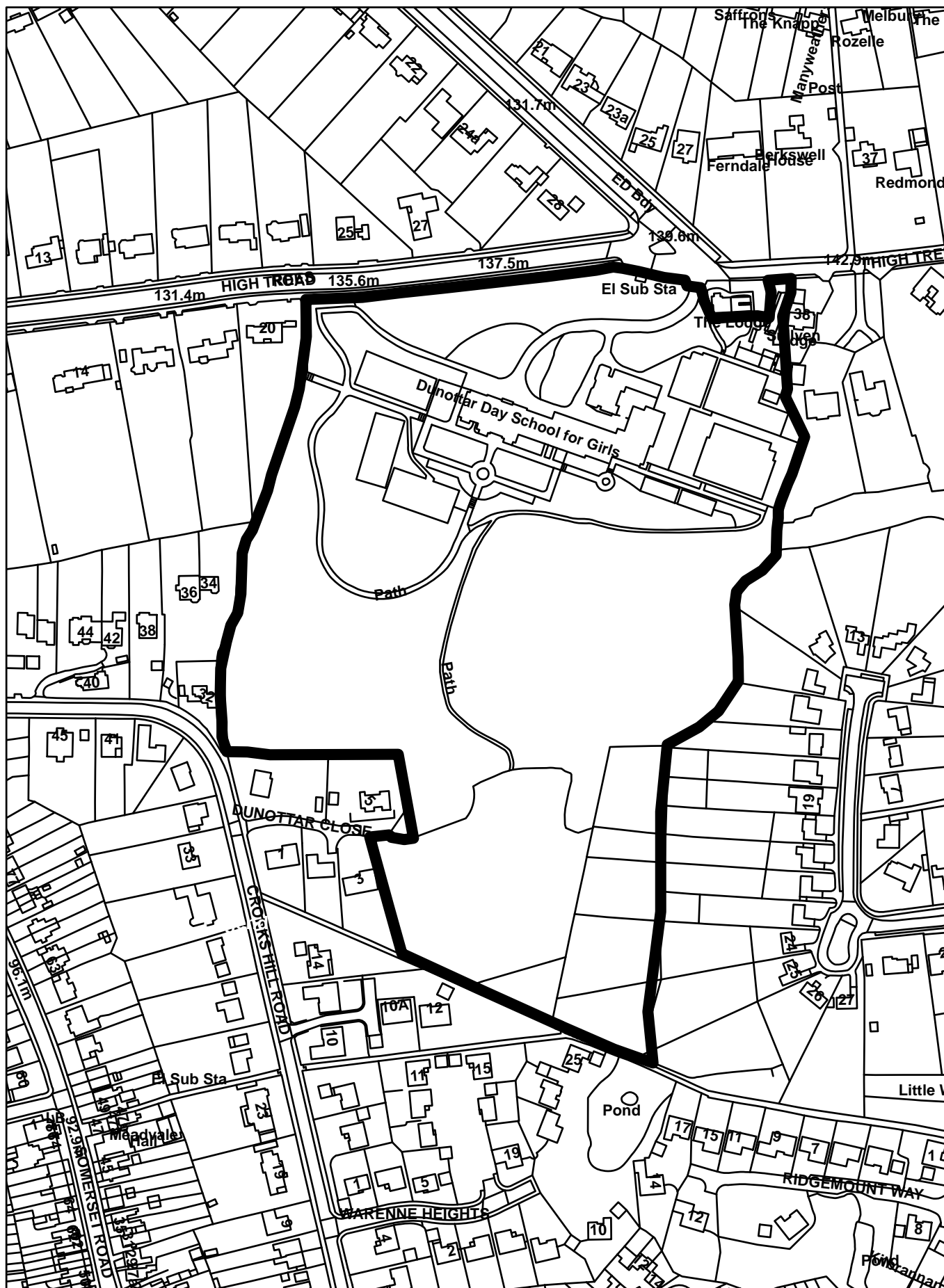
To ensure that a satisfactory external appearance is achieved and to ensure improvements to the listed buildings are secured with regard to Reigate and Banstead Borough Local Plan 2005 policies Cf2, Pc9 and Pc11 and Reigate and Banstead Core Strategy policies CS1, CS4 and CS10.

REASON FOR PERMISSION FOR 18/00327/LBC

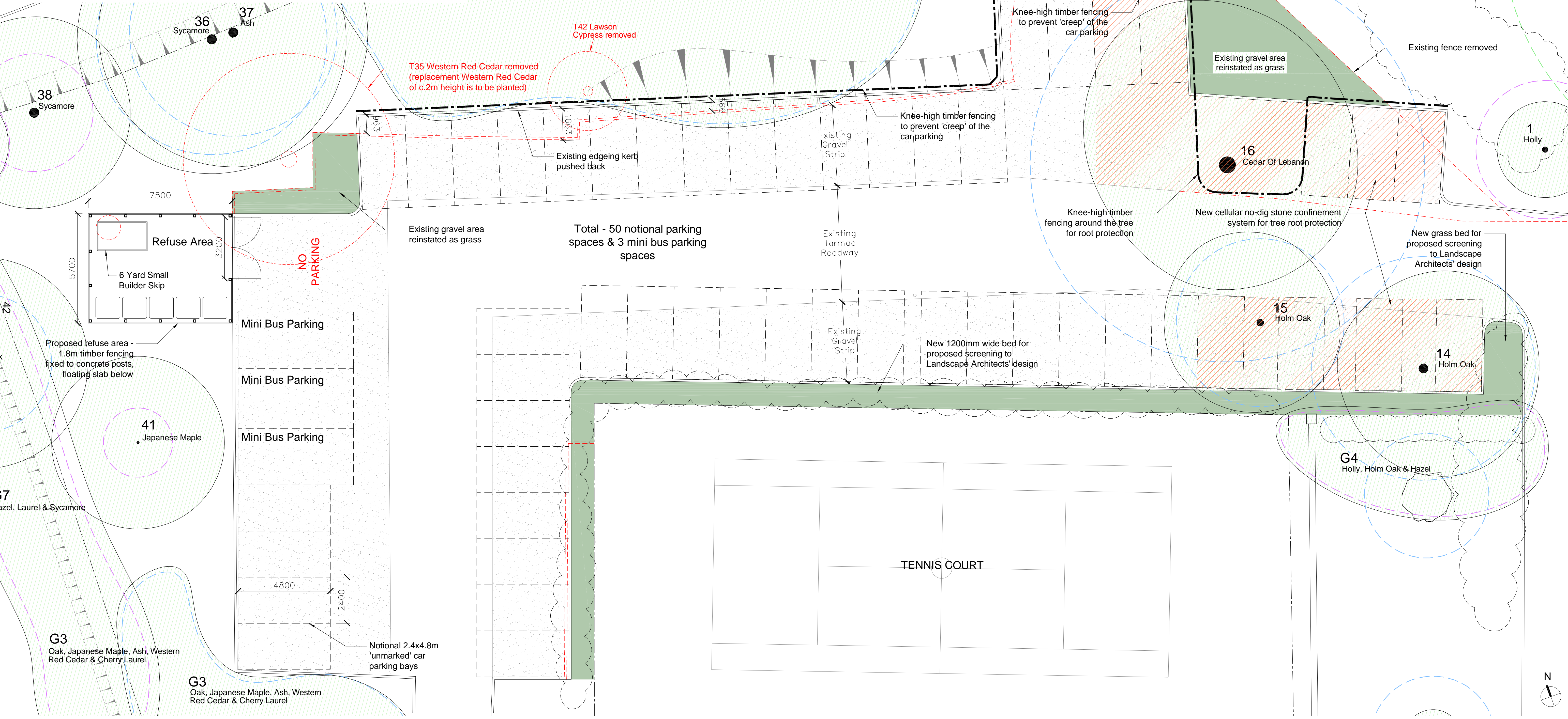
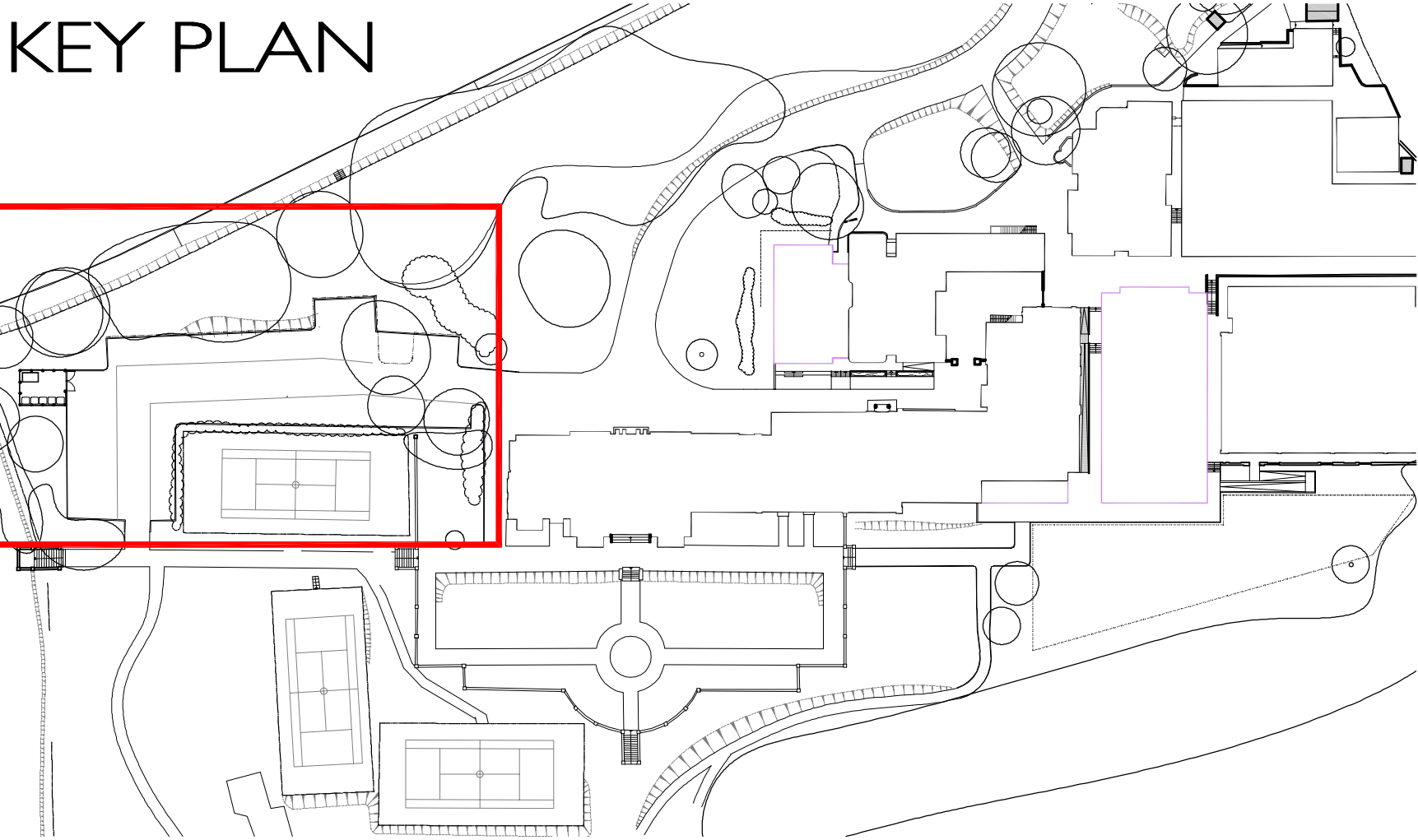
The development hereby permitted has been assessed against development plan policies CS1, CS4 and Pc9 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that 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 listed building consent in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

18/00326/F & 18/00327/LBC - Dunottar School, 36 High Trees Road, Reigate



KEY PLAN



Note:
Do not scale this drawing
All levels and dimensions are to be checked on site.
This drawing is to be read in conjunction with all relevant consultants' requirements, drawings and specifications.
Any discrepancies between consultants' drawings to be reported to the Contract Administrator before any relevant work commences.

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Notes
0 1m 2m 3m 4m 5m 10m
Note: Tree species, No's and RPA's as identified on David Archer Associates tree survey report
Drawing shows the proposed car park and surroundings at the completion of Phase 2.

Rev	Date	Description	Drawn	Checked
A	18.01.18	First Issue	AZ	IDH
B	31.01.18	Key plan updated	AZ	IDH
C	05.02.18	Tree 42 information added - PLANNING APPLICATION	PSH	IDH
D	11.04.18	2no. parking spaces directly in front of the refuse store removed - PLANNING APPLICATION	PSH	IDH

Rev	Date	Description	Drawn	Checked
A	18.01.18	First Issue	AZ	IDH
B	31.01.18	Key plan updated	AZ	IDH
C	05.02.18	Tree 42 information added - PLANNING APPLICATION	PSH	IDH
D	11.04.18	2no. parking spaces directly in front of the refuse store removed - PLANNING APPLICATION	PSH	IDH

Scale	1:100 @ A1	Job	4586	Dwg	AD 401	Rev	D
Status	PLANNING	Dunottar School Phased Development Proposal Car Park External Works					

MILLERBOURNE
ARCHITECTS
332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk





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Notes

3D views are for illustrative purposes only.

Rev	Date	Description	Drawn	Checked	Status
A	31.01.18	First Issue - PLANNING APPLICATION	AZ	IDH	PLANNING
-					

Dunottar School Phased Development Proposal Phase 2: Proposed 3D Views				Scale NTS @ A1	Job 4586	Drawn AD 502	Rev A

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ARCHITECTS
332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk



Phase 1 - New VI Form Centre
Entrance View, South-West



Phase 1 - New VI Form Centre
Rear View, North-West



Phase 2 - Assembly + Exam Hall Foreground
Entrance View, South



Phase 2 - Orangery Foreground
Entrance View, South-West

Note:
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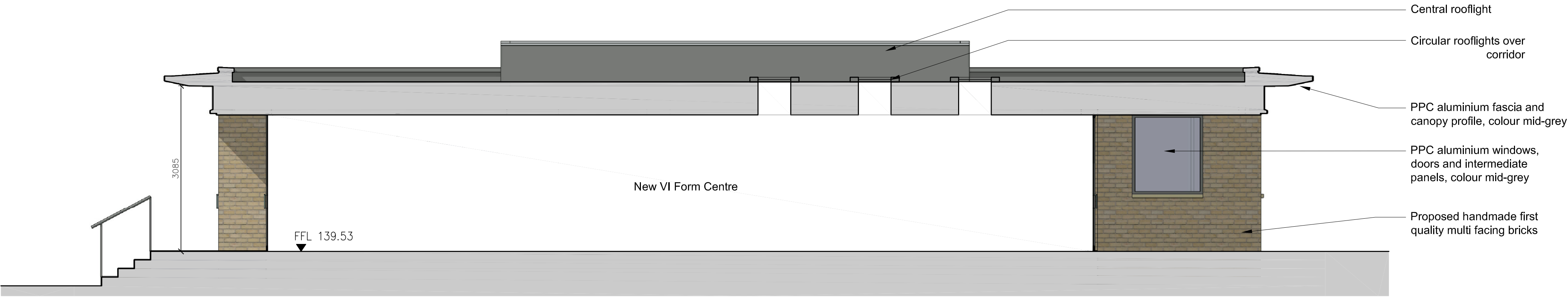
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Notes
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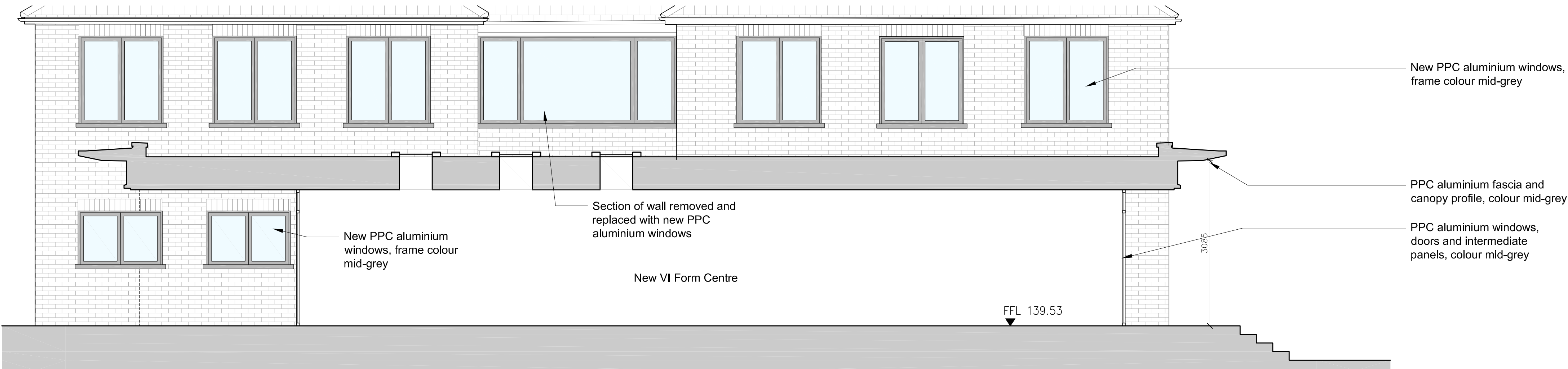
Rev	Date	Description	Drawn	Checked	Status
A	31.01.18	First Issue - PLANNING APPLICATION	AZ	IDH	PLANNING
-					

Dunottar School Phased Development Proposal Phases 1 & 2: Proposed 3D Views				Scale NTS @ A1	Job 4586	Draw AD 501	Rev A

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ARCHITECTS
332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk

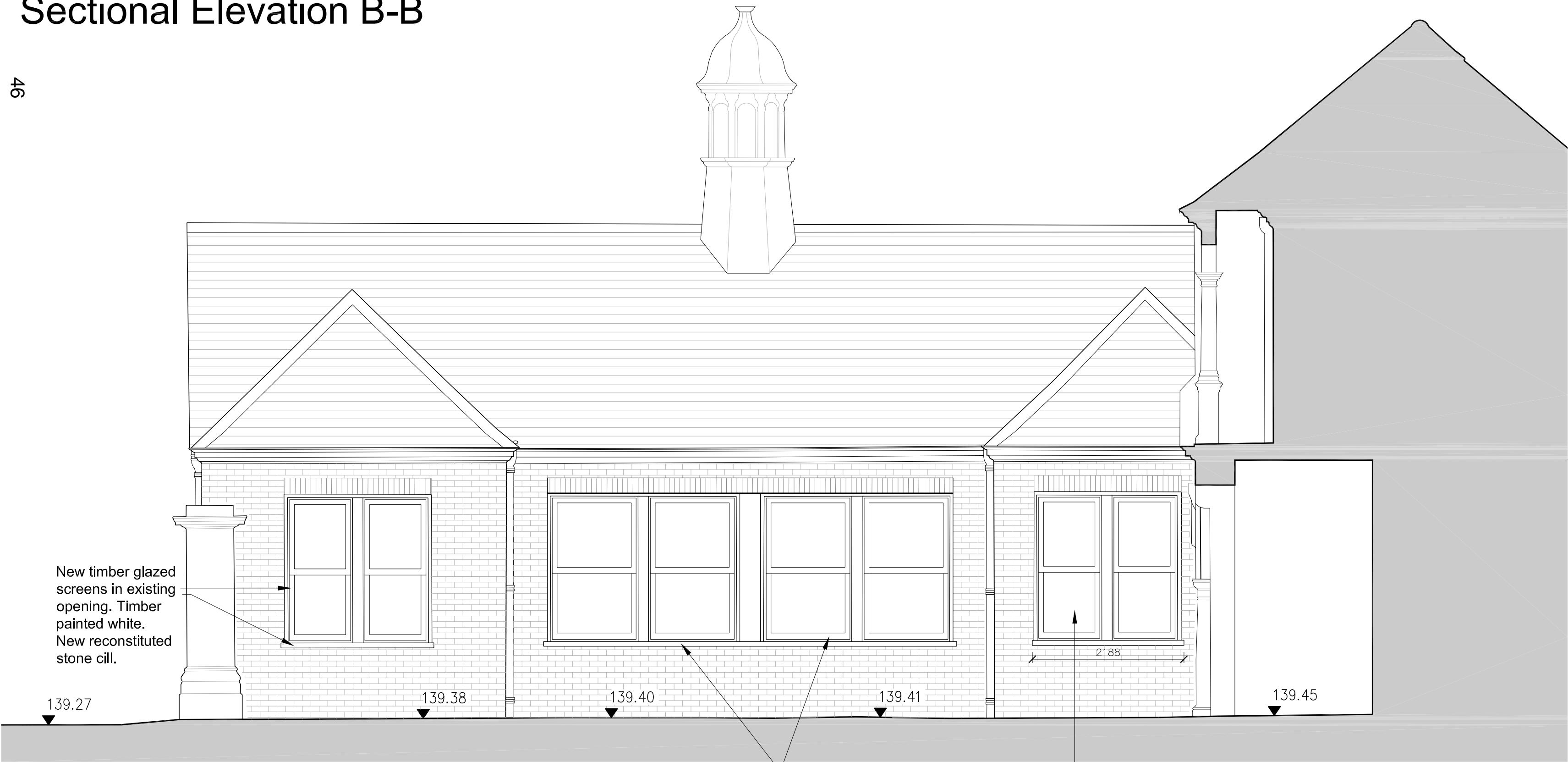


Sectional Elevation A-A

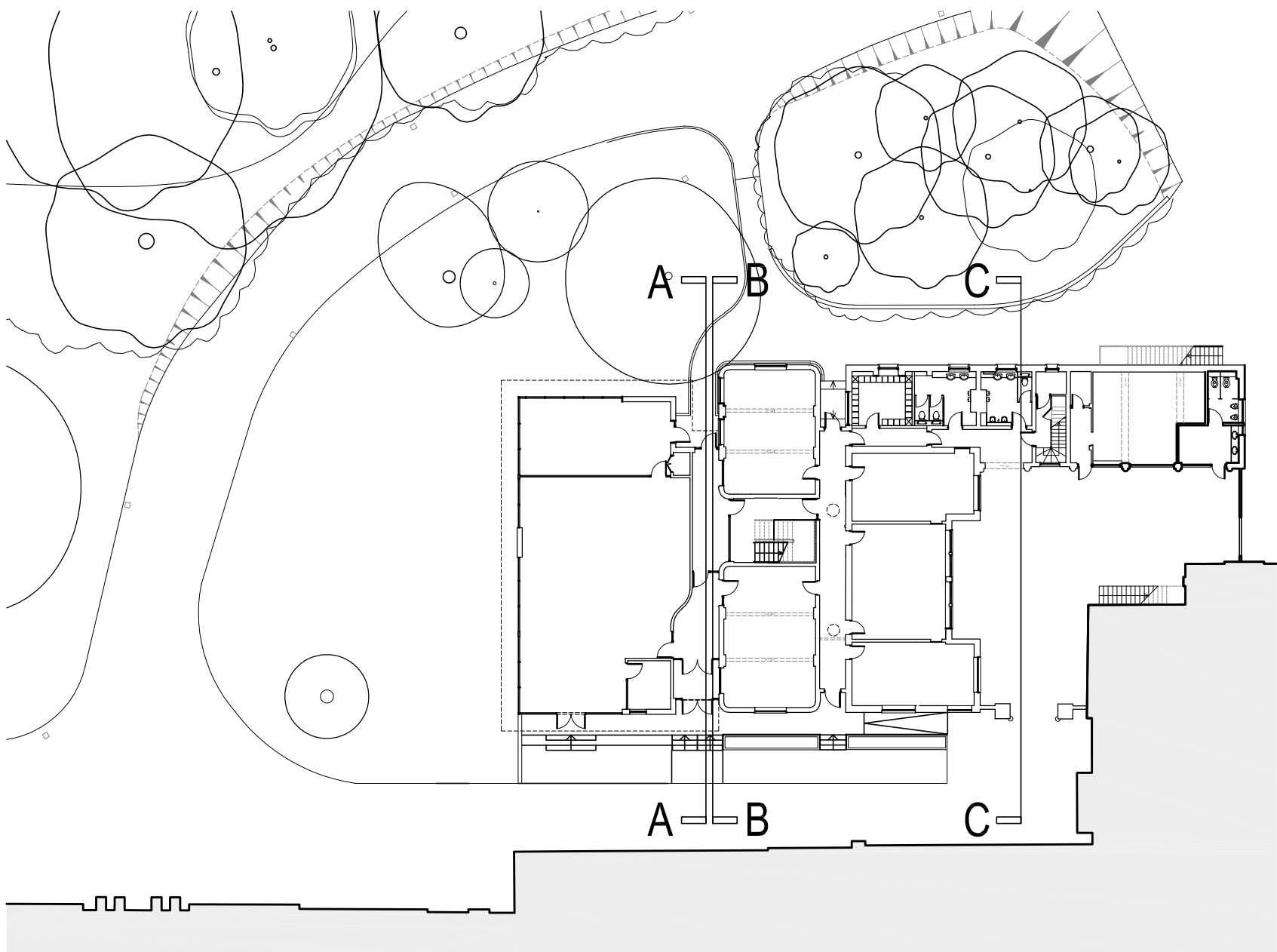


Sectional Elevation B-B

46



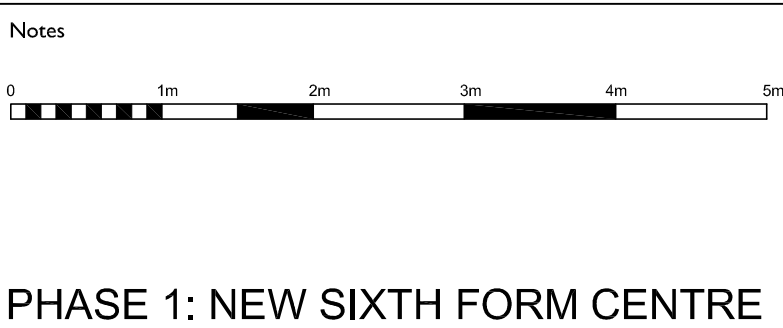
Elevation C-C



Key Plan
NTS

Note:
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Rev	Date	Description	Drawn	Checked
A	31.01.18	First Issue - PLANNING APPLICATION	AZ/PSH	IDH
B	27.04.18	Minor alterations to proposed extension, replacement windows to existing building changed	AZ	IDH

Status	Drawn	Checked
PLANNING	AZ/PSH	IDH
Scale	1:50 @ A1	Job
4586	Draw	Rev
AD 213		B

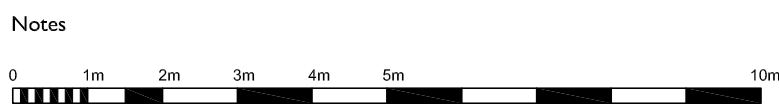
**Dunottar School
Phased Development Proposal**

**Phase I:
Sectional Elevations**

**MILLERBOURNE
ARCHITECTS**
332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk



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PHASE 1: NEW SIXTH FORM CENTRE

Rev	Date	Description	Drawn	Checked	Status
A	31.01.18	First Issue - PLANNING APPLICATION	EB	IDH	
B	27.04.18	Minor alterations to elevations of proposed extension, replacement windows to existing building changed	AZ	IDH	

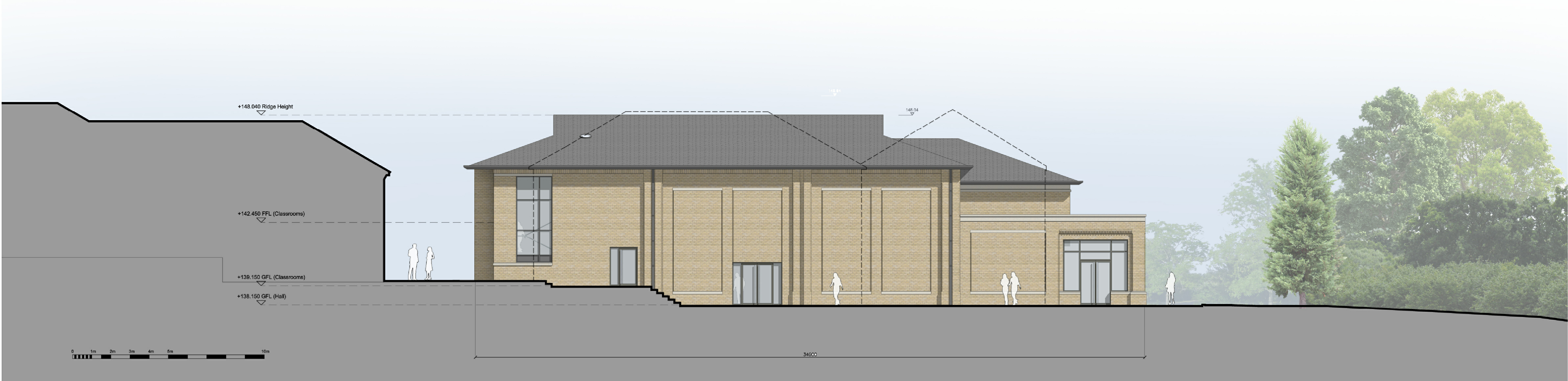
PLANNING			
Scale	1:50 @ A1	Job	4586
Date	AD 212	Rev	B

Dunottar School
Phased Development Proposal
Phase I:
Proposed Elevations - West

MILLERBOURNE
ARCHITECTS
332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk



East Elevation



West Elevation

Note:
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Any discrepancies between consultants' drawings to be reported to the Contract Administrator before any relevant work commences.

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Notes

PHASE 2: NEW ASSEMBLY AND EXAM HALL

Rev	Date	Description	Drawn	Checked	Status
A	18.01.18	First Issue	EB	IDH	PLANNING
B	31.01.18	General update - PLANNING APPLICATION	PSH	IDH	

Dunottar School
Phased Development Proposal
Phase 2:
Proposed East & West Elevations

Scale: 1:100 @ A1	Job: 4586	Dwg: AD 31 I	Rev: B
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ARCHITECTS

332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk



1. Gable end louvres for ventilation plant
2. Slate roof
3. PPC aluminium gutter, colour - mid-grey
4. PPC aluminium windows, doors and intermediate panels, colour - mid-grey
5. PPC ventilation louvres to be incorporated within window frame
6. PPC aluminium cladding panels, colour mid-grey
7. PPC aluminium RWP, colour mid-grey
8. Reconstituted stone feature, colour - bath stone
9. Reconstituted stone cill, colour - bath stone
10. Reconstituted stone feature and coping, colour - bath stone
11. Reconstituted stone feature panels, colour - bath stone
12. First quality multi facing bricks
13. Brick soldier coursing
14. Brick dentil feature coursing
15. Pitched rooflight over orangery extension
16. Sunpipes to practice rooms

West Elevation

Note:
Do not scale this drawing.
All levels and dimensions are to be checked on site.
This drawing is to be read in conjunction with all relevant consultants' requirements, drawings and specifications.
Any discrepancies between consultants' drawings to be reported to the Contract Administrator before any relevant work commences.

Notes



PHASE 2: NEW ASSEMBLY AND EXAM HALL

Rev	Date	Description	Drawn	Checked	Status
A	18.01.18	First Issue	EB	IDH	
B	31.01.18	General update - PLANNING APPLICATION	PSH	IDH	

PLANNING	Dunottar School Phased Development Proposal			
	Phase 2: Proposed West Elevation			
	Scale: 1:50 @ A1	Job: 4586	Dwg: AD 315	Rev: B

MILLERBOURNE
ARCHITECTS
332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk



North Elevation



1. Gable end louvres for ventilation plant
2. Slate roof
3. PPC aluminium gutter, colour - mid-grey
4. PPC aluminium windows, doors and intermediate panels, colour - mid-grey
5. PPC ventilation louvres to be incorporated within window frame
6. PPC aluminium cladding panels, colour mid-grey
7. PPC aluminium RWP, colour mid-grey
8. Reconstituted stone feature, colour - bath stone

9. Reconstituted stone cill, colour - bath stone
10. Reconstituted stone feature and coping, colour - bath stone
11. Reconstituted stone feature panels, colour - bath stone
12. First quality multi facing bricks
13. Brick soldier coursing
14. Brick dentil feature coursing
15. Pitched rooflight over orangery extension
16. Sunpipes to practice rooms

East Elevation



West Elevation



North Elevation

03



South Elevation

Note:
Do not scale this drawing.
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Any discrepancies between consultants' drawings to be reported to the Contract Administrator before any relevant work commences.

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Notes

0 1m 2m 3m 4m 5m 10m

PHASE 1: NEW SIXTH FORM CENTRE

Rev	Date	Description	Drawn	Checked	Status
A	31.01.18	First Issue - PLANNING APPLICATION	EB	IDH	
B	27.04.18	Minor alterations to elevations of proposed extension, replacement windows to existing building changed	AZ	IDH	

PLANNING

Scale: 1:100 @ A1

Dunottar School
Phased Development Proposal
Phase I:
Proposed Building North & South Elevations

Job: 4586	Date: AD 209	Rev: B
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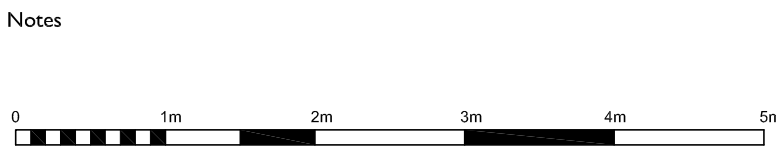
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ARCHITECTS
332 Kingsway
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BN3 4QW
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design@miller-bourne.co.uk



South Elevation

- 1. Gable end louvres for ventilation plant
- 2. Slate roof
- 3. PPC aluminium gutter, colour - mid-grey
- 4. PPC aluminium windows, doors and intermediate panels, colour - mid-grey
- 5. PPC ventilation louvres to be incorporated within window frame
- 6. PPC aluminium cladding panels, colour mid-grey
- 7. PPC aluminium RWP, colour mid-grey
- 8. Reconstituted stone feature, colour - bath stone
- 9. Reconstituted stone cill, colour - bath stone
- 10. Reconstituted stone feature and coping, colour - bath stone
- 11. Reconstituted stone feature panels, colour - bath stone
- 12. First quality multi facing bricks
- 13. Brick soldier coursing
- 14. Brick dentil feature coursing
- 15. Pitched rooflight over orangery extension
- 16. Sunpipes to practice rooms

Note:
Do not scale this drawing.
All levels and dimensions are to be checked on site.
This drawing is to be read in conjunction with all relevant consultants' requirements, drawings and specifications.
Any discrepancies between consultants' drawings to be reported to the Contract Administrator before any relevant work commences.



PHASE 2: NEW ASSEMBLY AND EXAM HALL

Rev	Date	Description	Drawn	Checked	Status
A	18.01.18	First Issue	EB	IDH	
B	31.01.18	General update - PLANNING APPLICATION	AZ	IDH	
C	27.04.18	Minor alterations to elevational treatment	AZ	IDH	

PLANNING	Dunottar School Phased Development Proposal			
	Phase 2: Proposed South Elevation			
	Scale 1:50 @ A1	Job 4586	Dwg AD 312	Rev C

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ARCHITECTS
332 Kingway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk



North Elevation



South Elevation

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Notes

0 1m 2m 3m 4m 5m 10m

PHASE 1: NEW SIXTH FORM CENTRE

Rev	Date	Description	Drawn	Checked	Status
A	31.01.18	First Issue - PLANNING APPLICATION	EB	IDH	
B	27.04.18	Minor alterations to elevations of proposed extension, replacement windows to existing building changed	AZ	IDH	

PLANNING

Scale: 1:50 @ A1

Dunottar School
Phased Development Proposal
Phase I:
Proposed Elevations - North & South

Job: 4586

Date: AD 21 I

Rev: B

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South Elevation



North Elevation

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Notes

0 1m 5 10
SCALE IN METRES: 1:100

PHASE 2: NEW ASSEMBLY AND EXAM HALL

Rev	Date	Description	Drawn	Checked	Status
A	18.01.18	First Issue	EB	IDH	PLANNING
B	31.01.18	General update - PLANNING APPLICATION	AZ	IDH	
C	27.04.18	Minor alterations to elevational treatment	AZ	IDH	

Dunottar School
Phased Development Proposal

Phase 2:
Proposed South & North Elevations

Scale
1:100 @ A1

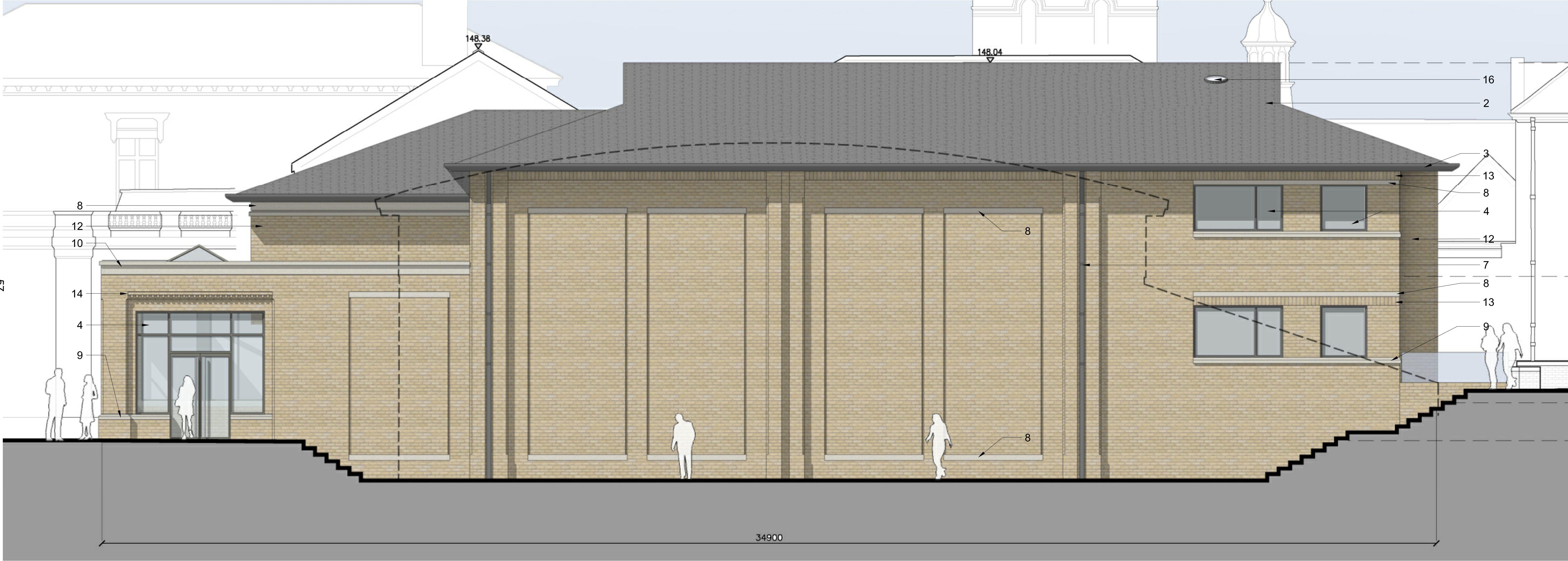
Job
4586

Dwg
AD 310

Rev
C

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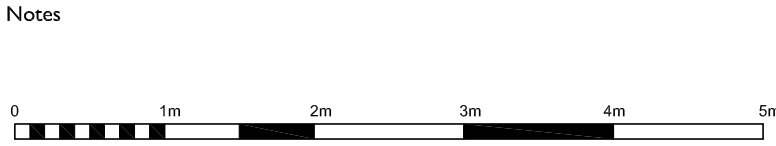
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11. Reconstituted stone feature panels, colour - bath stone
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13. Brick soldier coursing
14. Brick dentil feature coursing
15. Pitched rooflight over orangery extension
16. Sunpipes to practice rooms

East Elevation

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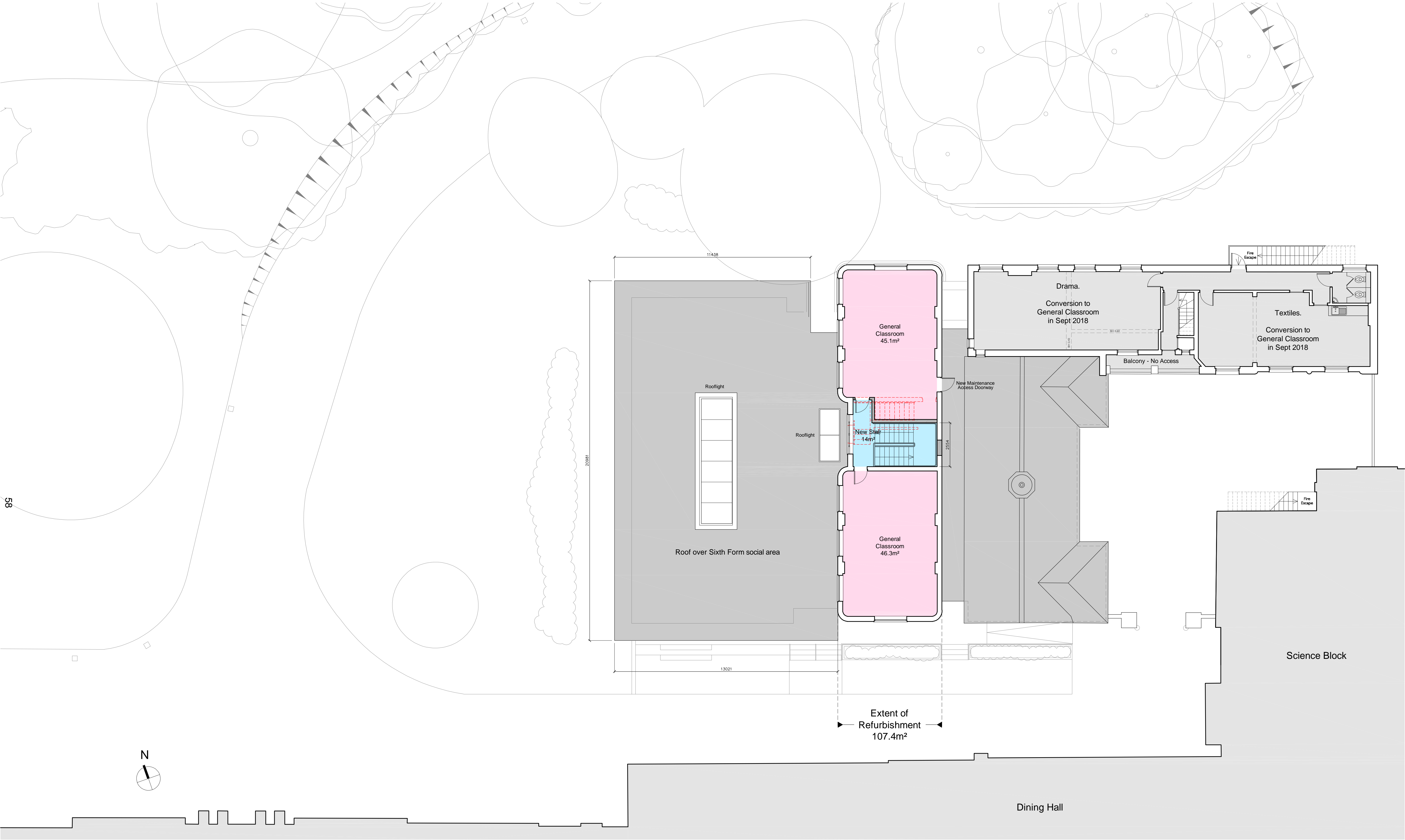


PHASE 2: NEW ASSEMBLY AND EXAM HALL

Rev	Date	Description	Drawn	Checked	Status
A	18.01.18	First Issue	EB	IDH	
B	31.01.18	General update - PLANNING APPLICATION	PSH	IDH	

PLANNING	Dunottar School Phased Development Proposal			
	Phase 2: Proposed East Elevation			
	Scale: 1:50 @ A1	Job: 4586	Dwg: AD 314	Rev: B

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BN3 4QW
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First Floor

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Notes
1:100
See drawing AD216 for fire place information.

0 1m 2m 3m 4m 5m 10m

Legend:
New Walls
Removed
General Classroom
Circulation

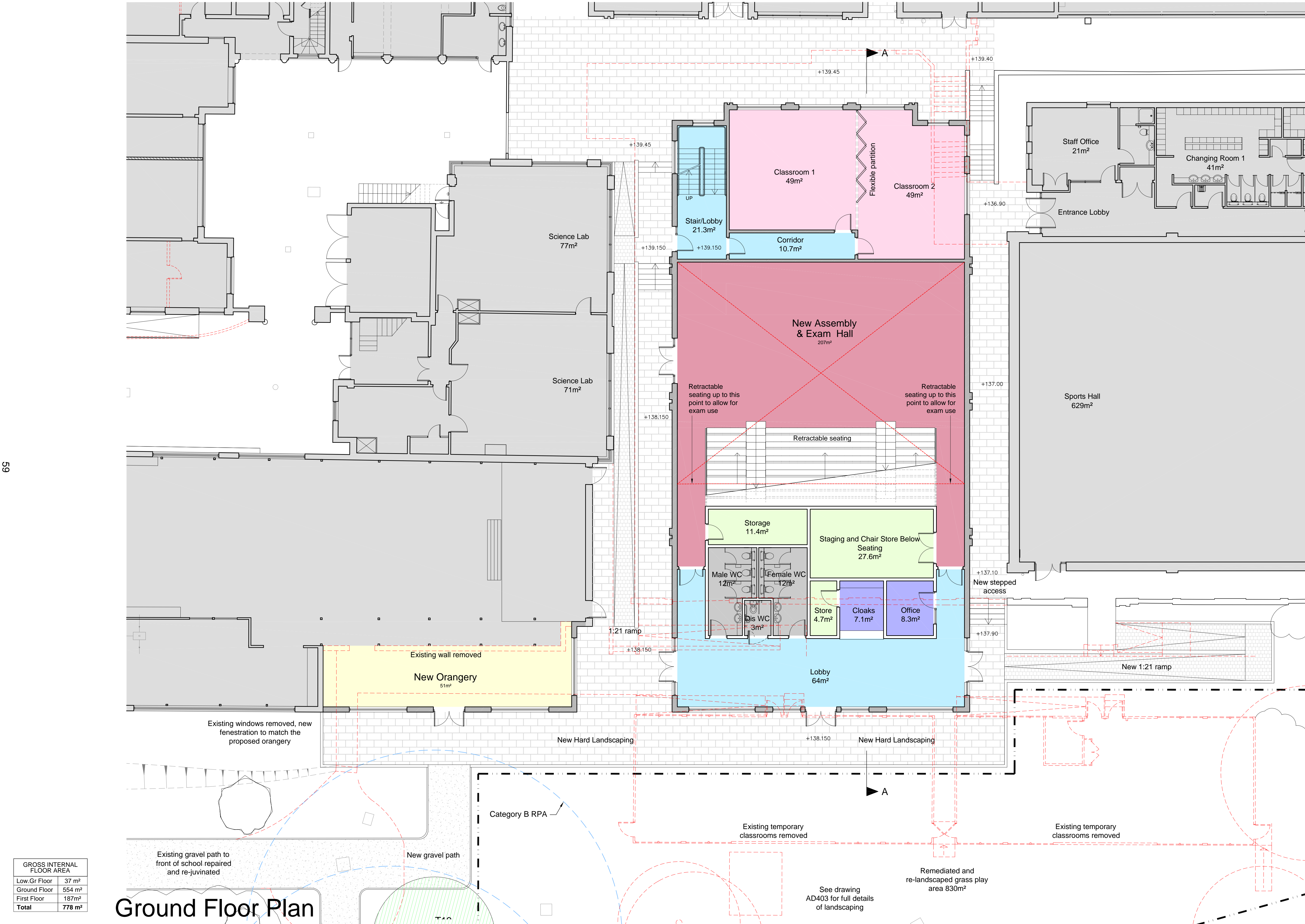
PHASE 1: NEW SIXTH FORM CENTRE

Rev	Date	Description	Drawn	Checked
A	31.01.18	First Issue - PLANNING APPLICATION	AZ	IDM
B	09.04.18	Textiles room extension no longer taking place - PLANNING APPLICATION	PSH	PSH

PLANNING

PLANNING	Dunottar School Phased Development Proposal Phase 1: Proposed First Floor Plan	Scale 1:100 @ A1	Job 4586	Dwg AD 208	Rev B
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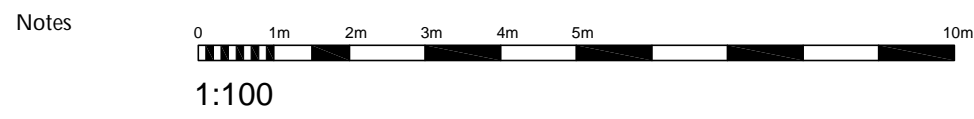
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ARCHITECTS**
332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk



GROSS INTERNAL FLOOR AREA	
Low Gr Floor	37 m²
Ground Floor	554 m²
First Floor	187 m²
Total	778 m²

Ground Floor Plan

Note:
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PHASE 2: NEW ASSEMBLY AND EXAM HALL

- | | |
|-------------------|------------------------------|
| New Walls | Staff & Administration Areas |
| Removed | Orangery |
| General Classroom | WC |
| Music/Drama | Storage |
| Circulation | |

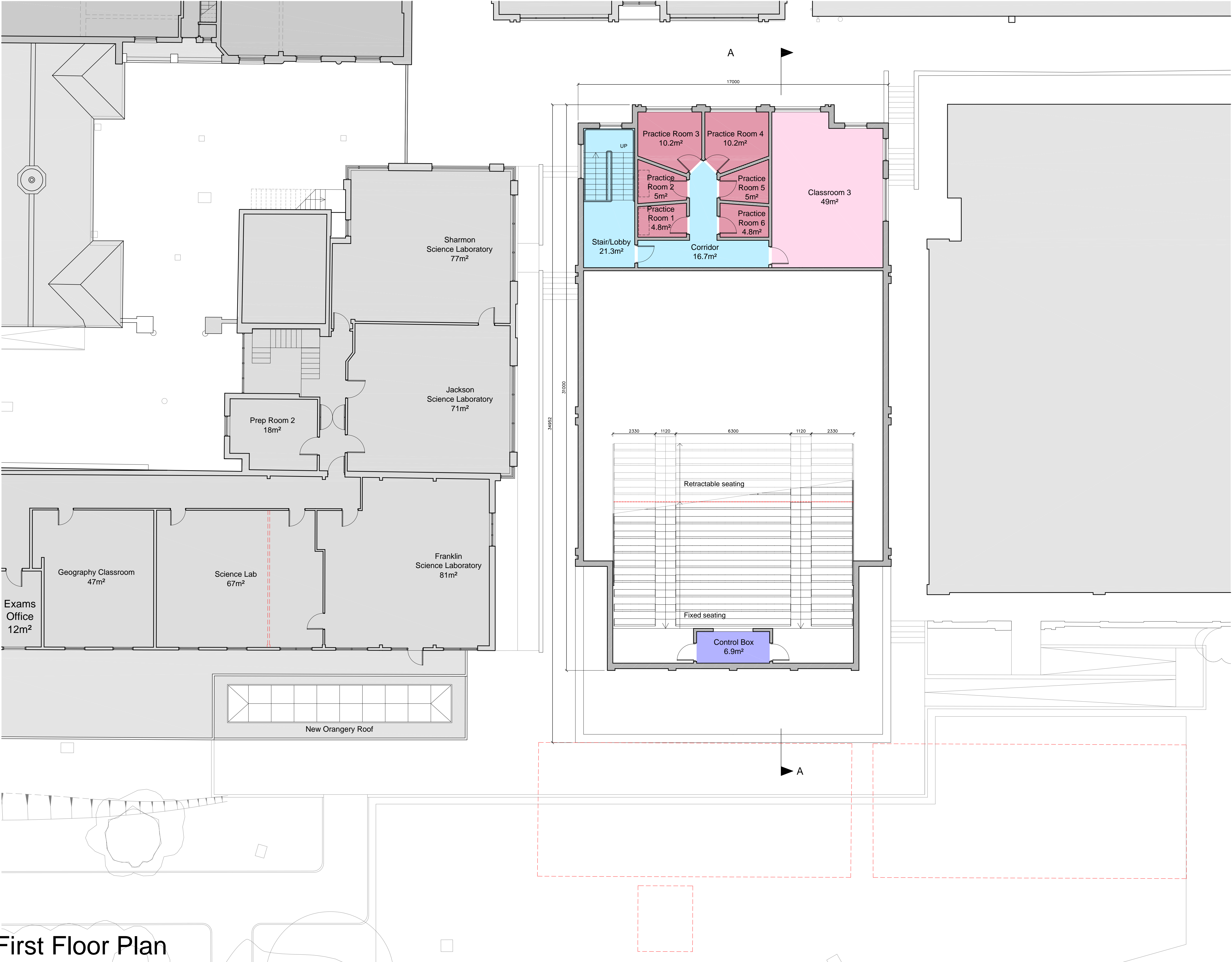
Rev	Date	Description
A	31.01.18	First Issue - PLANNING APPLICATION
-		

Drawn	Checked
AZ	IDH

Status	PLANNING
Scale	1:100 @ A1
Job	4586
Dwg	AD 308
Rev	A

Dunottar School
Phased Development Proposal
Phase 2:
Proposed Ground Floor Plan

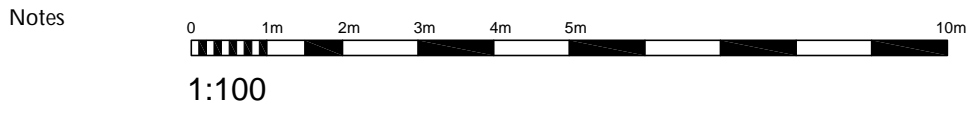
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332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
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GROSS INTERNAL FLOOR AREA	
Low Gr Floor	37 m ²
Ground Floor	554 m ²
First Floor	187 m ²
Total	778 m²

First Floor Plan

Note:
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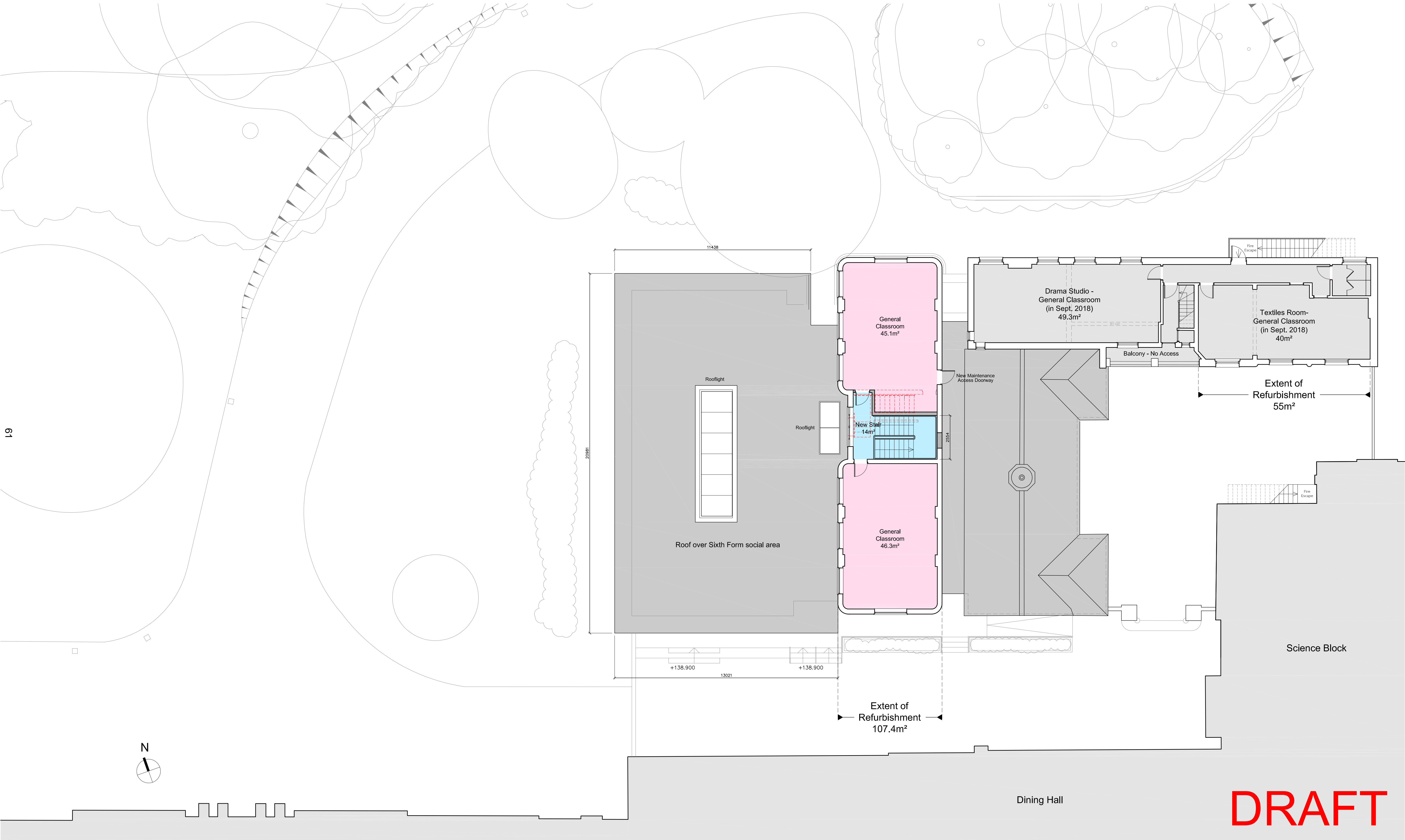
PHASE 2: NEW ASSEMBLY AND EXAM HALL

- New Walls
- Removed
- General Classroom
- Music/Drama
- Circulation
- Staff & Administration Areas
- Orangery
- WC
- Storage

Rev	Date	Description	Drawn	Checked
A	31.01.18	First Issue - PLANNING APPLICATION	AZ	IDH
-				

Status	Dunottar School Phased Development Proposal
PLANNING	Phase 2: Proposed First Floor Plan
Scale	1:100 @ A1
Job	4586
Dwg	AD 309
Rev	A

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DRAFT

First Floor

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Notes
1:100

0 1m 2m 3m 4m 5m 10m

VI Form Entrance Senior School Entrance

PHASE 1: NEW SIXTH FORM CENTRE

	New Walls		Staff & Administration Areas
	Removed		Photographic Studio
	General Classroom		WC
	VI Form Study Room		Storage
	VI Form Common Room		

Rev	Date	Description	Drawn	Checked
A	10/09/2018	First Issue	AZ	IDH

Status
PRELIMINARY

Dunottar School
Phased Development Proposal
Phase I:
Proposed First Floor Plan

Scale 1:100 @ A1	Job 4586	Dwg SK03	Rev A
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ARCHITECTS

332 Kingsway
Hove East Sussex
BN3 4QW
T: 01273 411399
design@miller-bourne.co.uk

Agenda Item 8

Planning Committee
6 June 2018

Agenda Item: 8
18/00222/OUT

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		6 th June 2018
	REPORT OF:		HEAD OF PLACES & PLANNING
	AUTHOR:		Billy Clements
	TELEPHONE:		01737 276087
	EMAIL:		billy.clements@reigate-banstead.gov.uk
AGENDA ITEM:	8	WARD:	Horley Central

APPLICATION NUMBER:	18/00222/OUT	VALID:	9 March 2018
APPLICANT:	Surrey County Council	AGENT:	WYG
LOCATION:	HORLEY LIBRARY, 102 VICTORIA ROAD, HORLEY		
DESCRIPTION:	Outline application with all matters except access reserved, for the demolition of the existing building and redevelopment of the site for residential purposes (maximum of 40 units), provision of associated parking and refuse facilities. Provision of replacement public car park with 12 spaces including creation of new access onto Kings Road.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of the existing Horley library and the redevelopment of the site (including the existing car parking and public car park) to provide 40 residential units and a replacement public car park with access onto Kings Road. The site is allocated for development, including the residential properties behind, under Policy Hr17 of the 2005 Borough local Plan which estimates 68 dwellings being developed. The policy requires relocation of the existing library but not retention or relocation of the existing parking.

In accordance with the above policy and policy Cf1 of the Borough Local Plan which seeks to resist the loss of community facilities unless they are no longer required and adequate replacement is made, a new library has opened in the Russell Square development to the south of the town which provides a modern and more appropriate facility to serve modern needs. Accordingly residential redevelopment of the site is felt to be acceptable in principle.

Although matters of detailed layout, scale and appearance are reserved for later consideration (and thus many of the submitted plans are purely illustrative), it is considered that an acceptable scheme could be achieved which is compatible with the character of the surrounding area. The density of the development (at c.140 dwellings per hectare) would be appropriate at this transition point to the town centre, particularly mindful of the densities permitted on nearby sites such as Lidl and Saxley Court. Within the

relatively varied character of this part of Horley, there would be ample scope through the reserved matters to achieve a high quality design which would contribute to the character and street scene on this key approach to Horley Town Centre.

The introduction of a residential use onto the site is not – in itself – felt to give rise to harm to neighbour amenity or be incompatible with adjoining residential users. Whilst detailed assessment of neighbour amenity impacts would however need to be undertaken as part of the assessment of any reserved matters (with particular regard to the relationships to the detached dwelling to the north east on Kings Road and the residential properties above the adjoining Lidl supermarket to the east), it is concluded that based on the likely scale, footprint and massing required for 40 units and the constraints of the site, an acceptable relationship with neighbours is achievable.

Concerns have been raised regarding the loss of car parking capacity in Horley. In terms of overall capacity of off-street car parking in Horley, there is ample alternative provision in the Town Centre (including Victoria Road car park opposite) such that the reduction in public spaces on this site is not considered to prejudice the overall vitality and viability of the town. Furthermore, there is no objection from the Highway Authority to the loss of public car parking on highway safety grounds and there is no requirement for re-provision within the adopted site-specific Policy Hr17. However, acknowledging the specific role which the current car park plays in terms of proximity to the adjoining health facilities, the retention of 12 spaces as proposed is considered reasonable and appropriate. It should be noted that whilst the current car park (24 spaces) is currently leased by the Borough Council; this lease expires later this year beyond which there would currently be little or no control over the use and operation of the car park. The Highway Authority has not identified any highway safety or capacity concerns associated with the proposed access points onto Kings Road.

The scheme would contribute to meeting local housing requirements including full policy compliant affordable housing provisions and would bring consequent social, economic and financial benefits all of which weigh in favour of the scheme.

RECOMMENDATION(S)

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

- (i) 12 units of affordable housing (7 shared ownership and 5 affordable rent)
- (ii) The Council's legal costs in preparing the agreement;

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

In the event that a satisfactorily completed obligation is not received by 31 August 2018 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to make adequate provision for affordable housing contrary to policy CS15 of the Reigate and Banstead Core Strategy 2014 and the Affordable Housing SPD 2014.

Consultations:

County Highway Authority: No objection subject to conditions. Response contains the following commentary:

"The proposed development includes 36 parking spaces, which is less than the parking standard of 45 spaces. The shortfall is unlikely to cause a highway safety problem. The development is on the edge of the town centre and is within reasonable walking distance of public transport bus and train services. The site is also within walking distance and cycling distance of employment, retail and education land uses. The proposed development is therefore likely to be attractive to no car households. However, if demand for parking exceeds supply of spaces, there are on street parking restrictions that would prevent inappropriate parking on the highway, thereby preventing a highway safety problem."

Tree Officer: No objection subject to conditions.

Contaminated Land Officer: Identifies potential for ground contamination to be present on and/or in close proximity to the site given historic use as car park and therefore recommends condition and informative.

Surrey Lead Local Flood Authority: No objection subject to conditions

UK Power Networks: No objections

Crawley CCG: No objections but may consider future CIL bid in relation to improvements at Clerklands Surgery (Vicarage Lane)

Horley Town Council: Objects due to a) lack of public parking, b) lack of disabled parking spaces, c) design is out of keeping with and would be a detriment to Horley Town Centre, d) overdevelopment and cramming of the site (DMP identified the site for 35 dwellings but proposal seeks 40); e) unsuitable access from Kings Road which is too narrow to accept increased traffic.

Representations:

Letters were sent to neighbouring properties on 14th March 2018; a site notice was posted 23rd March 2018 and the application was advertised in local press on 21st March 2018.

7 representations were received, raising the following main issues as set out below. This includes a representation from Birchwood Medical Practice raising concerns about loss of public car parking.

Issue	Response
Hazard to highway safety	See paragraphs 6.21-6.27
Inadequate parking (including impact on public car park)	See paragraphs 6.21-6.27 and conditions 9, 10 and 12
Inconvenience during construction	See paragraph 6.19 and condition 6
Increase in traffic and congestion	See paragraphs 6.21-6.27

Overdevelopment	See paragraphs 6.8-6.13
Overlooking and loss of privacy	See paragraphs 6.14-6.20
Overshadowing	See paragraphs 6.14-6.20
Noise & disturbance	See paragraphs 6.19
Drainage/sewage capacity	See paragraphs 6.32 and conditions 5 and 14
No need for development	See paragraph 6.33
Alternative location/proposal preferred	No alternatives specified in representations or otherwise identified – each case on its merits
Property devaluation	Not a material planning consideration
Loss of private view	Not a material planning consideration

One of the representations also raised support based on community/regeneration benefit.

1.0 Site and Character Appraisal

- 1.1 The application site is located to on the northern side of Victoria Road. The site is outside of, but immediately adjacent to, the designated boundary of Horley Town Centre. The site is allocated for residential development in the 2005 Borough Local Plan, subject to replacement of the community uses.
- 1.2 The site presently comprises the single storey library building fronting onto Victoria Road with a large surface car park to the rear, part of which is a public car park operated by the Borough Council. The library dates from circa.1960s and is of utilitarian appearance and does not contribute positively to the character of the area. It is noted that the library has been relocated to the recently completed Russell Square development to the south of the town.
- 1.3 The area surrounding the site is of mixed character both in terms of use and built form, typical of an edge of centre location. To the south east, the site is adjoined by the large footprint building containing the Lidl supermarket with residential and community uses above. To the North West – on the opposite side of Kings Road – are two, two storey buildings of traditional design (pitched roof, tile hanging) used as Doctors surgeries. On the opposite side of Victoria Road, the site faces the telephone exchange building and Saxley Court which is undergoing conversion and extension to provide a 4/5 storey flatted development.
- 1.4 As a whole, the application site extends to approximately 0.29ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice relating to the redevelopment of the site was sought earlier this year. Advice was given in respect of the need to consider the height and massing of the development – including in respect of the relationship to the adjoining flats – and the need to provide some replacement/retained public car parking.

2.2 Improvements secured during the course of the application: None

2.3 Further improvements to be secured through planning conditions or legal agreement: Final scale, layout, landscaping and appearance are reserved matters. Various conditions are recommended to control landscaping, materials and other works to ensure a high quality development. A legal agreement will be required to secure the on-site affordable housing provision. A condition requiring the provision of a 12 space car park for public use and the submission of strategy for how the future charging regime, management and enforcement of the car park.

3.0 Relevant Planning and Enforcement History

3.1 There is no relevant planning history

4.0 Proposal and Design Approach

4.1 The proposed development seeks outline planning permission for the demolition of the existing library and the erection of a new building comprising up to 40 apartments with associated parking, including the retention of a 12 space public car park.

4.2 The application seeks outline approval only with all matters reserved except for access. In this respect, vehicular access to the residential and public car park are shown to be taken from Kings Road.

4.3 The application is supported by a number of illustrative plans which demonstrate how the quantum of development proposed might be achieved, showing a L-shaped building with frontages onto both of varying height/scale, ranging up to four storeys at the corner.

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

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

Assessment	The majority of the town centre reflects Horley's traditional urban form. At the centre of town, Victoria Road and High Street are traditional town centre streets with a variety of 2-3 storey-terraced buildings directly addressing the pavement. Along Victoria Road as it reaches the edge of the town centre, the buildings are commonly set back from the street and are often larger and more imposing. The residential areas outside the town centre are generally low - medium density areas of
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	detached and semi-detached houses. These are commonly set back from the street with front gardens containing bushes and trees.
	No features worthy of retention are identified; however, the proposals make provision for retention of some public car parking.
Involvement	Pre-application advice was sought from the Council in 2017 and the proposals developed in response. No public consultation was undertaken.
Evaluation	The Design & Access Statement sets out the evolution of the design of the scheme, as a result of the pre-application discussions. This includes making provision for retained public car parking. Developed designs (although all of these matters are shown illustratively and reserved for future submissions) were informed by the desire to maximise development of a brownfield site whilst also the impact on first and second floor windows on the flats above Lidl.
Design	The redevelopment brief was to provide a mixture of private and affordable apartments, to contribute to the regeneration of Horley Town Centre and bring about environmental improvement to this part of town. The illustrative plans, which show an L-shaped building, were chosen to show maximum street frontage. The illustrative elevations show a mixture of 2, 3 and 4 storey elements to create variation and break down the larger mass. Height is proposed at the corner.

4.6 Further details of the development are as follows:

Site area	0.29ha
Existing use	Library (D1) and car parking (including public car park)
Proposed use	Residential (flats)
Net increase in dwellings	40
<i>Of which affordable</i>	12 (30%)
Proposed site density	137 dwellings per hectare (dph)
Density of the surrounding area	Varied 235dph – recently consented above Lidl 300dph – Saxley Court (as approved) 20dph – Kings Road (north end) 67dph – Regents Mews and 133-135 Victoria Rd
Proposed parking spaces	36 private + 12 public parking spaces
Parking standard	BLP 2005 – 45 (based on mix suggested in

	D&A statement)
Estimated CIL contribution	Nil (within Town Centre nil rated zone)

5.0 Policy Context

5.1 Designation

Urban Area (adj. to Town Centre)
Flood Zone 1
Allocated Housing Site

5.2 Reigate and Banstead Core Strategy

CS1 (Presumption in favour of sustainable development)
CS4 (Valued townscapes and historic environment)
CS5 (Valued people/economic development),
CS10 (Sustainable development),
CS11 (Sustainable construction),
CS12 (Infrastructure delivery)
CS13 (Housing delivery)
CS14 (Housing needs of the community)
CS15 (Affordable housing)
CS17 (Travel options and accessibility)

5.3 Reigate & Banstead Borough Local Plan 2005

Housing	Ho9, Ho13, Ho16
Community Facilities	Cf1
Movement	Mo4, Mo5, Mo6, Mo7, Mo8
Utilities	Ut4
Horley Masterplan	Hr17

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Developer Contributions SPD Affordable Housing SPD Local Distinctiveness Design Guide Surrey Design
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 (as amended) Conservation of Habitats and Species Regulations 2010

6.0 Assessment

- 6.1 The application site comprises the existing Horley Library and associated car parking (including public car parking). The site is adjacent to Horley Town Centre boundary (as per the 2005 Borough Local Plan) and is an allocated housing site with Policy Hr17 of the adopted Borough Local Plan 2005, estimating its potential for 68 new dwellings, including land to the rear whilst requiring replacement of the library.
- 6.2 The main issues to consider are therefore:
- Loss of community use
 - design and impact on the character of the area
 - effects on the amenity of neighbouring properties
 - access, parking and highway implications
 - affordable housing and infrastructure contributions
 - other matters

Principle of development and loss of community use

- 6.4 The site comprises the existing Horley Library site (a D1 use) and is therefore in active community use. In this respect, the provisions of Policy Cf1 (and similar provisions of Core Strategy Policy CS12) apply.
- 6.5 Both of these policies generally seek to resist the loss of community facilities; however, both also include scope for exceptions where the existing use is surplus to requirements or equivalent/better provision is to be made. In this case, the latter circumstance is considered to apply as a new library is being provided within the Russell Square development at the southern end of Victoria Road. This facility, whilst smaller in size than the existing, provides a quality, modern facility, suitable for modern-day needs in a highly accessible and prominent location within the town. A condition preventing development – including demolition – on this site until the new library has been provided and is operational is recommended in order to safeguard this position.
- 6.6 On this basis, the principle of the loss of the community use on this site is not felt to be objectionable and being a brownfield and highly accessible urban site, adjacent to the Town Centre, residential development is also considered acceptable. This is also consistent with the provisions of the existing allocation on the site (Policy Hr17 in the Borough Local Plan) and those in the emerging Development Management Plan.

Design and impact on the character of the area

- 6.7 The application is made in outline, with all matters reserved except access at this stage.
- 6.8 The application was however supported by a Design & Access Statement and illustrative plans demonstrating how the 40 residential units and associated car parking and replacement public car parking could be achieved. The illustrative

layout plans indicate an L-shaped building, providing frontages onto both Kings Road and Victoria Road and ranging from 2 storeys to 4 storeys, with height at the corner. The private residential parking is indicated as being provided in a parking court in behind the block.

- 6.9 Whilst the detailed layout, scale and appearance are matters reserved for a future submission, it is considered that an acceptable scheme could be achieved which is compatible with the character of the surrounding area. At the maximum 40 units, the scheme would achieve a density of c.140 dwellings per hectare which is less than recent approvals at the adjoining Lidl (235dph) and opposite at Saxley Court (300dph), and would therefore be appropriate at this transition point to the town centre.
- 6.10 The illustrative layout also gives confidence that an appropriate scheme could be achieved. For example, in principle, an L-shaped perimeter building is considered to be an appropriate urban design response, providing strength to the corner and offering the potential for active and visually interesting elevations onto both Kings Road and Victoria Road to create a more consistent street frontage. The plans show that it would be possible to respect the existing building line created by the Health Centre and Lidl, providing some space along both street frontages for landscaping to soften the urban realm on the approach to the town centre. Such an approach would also help to largely conceal the residential parking from public view.
- 6.11 The illustrative elevations and Design & Access Statement suggest a building ranging from 2 storeys to 4 storeys, with the tallest element indicated as being on the corner of Kings Road and Victoria Road. Whilst some sensitivity would be needed at reserved matters scheme in respect of the height along Kings Road to respect the tighter, more domestic scale of this street, a building up to four storeys would fit comfortably in townscape terms along the wider main thoroughfare of Victoria Road, particularly when considered alongside emerging schemes (such as that above Lidl - 3 storeys/12m, and Saxley Court - up to 5 storeys/14.7m).
- 6.12 The surrounding area incorporates a relative variety of architecture and building forms, ranging from buildings with more traditional pitched roofs and brick-led elevations, to more contemporary flat roof buildings (such as Saxley Court) incorporating render and more extensive glazing. Within this context, there is ample scope to achieve a high quality design which would contribute to the character and street scene on this key approach to Horley Town Centre. Whilst there is no objection in principle to a building of the broad form and massing shown on the illustrative CGIs in the Design & Access Statement, greater attention would be expected to the design of the elevations to better articulate the massing of the building.
- 6.13 Taking the above into account, it is therefore considered that a scheme of up to 40 units could be achieved on the site in a manner respecting the character and townscape and general scale of development in this part of Horley. On this basis, the proposal complies with policy Ho9, Ho13 and Ho16 of the Borough Local Plan 2005.

Effects on the amenity of neighbouring properties

- 6.14 As the application is made in outline with layout, scale and appearance reserved, the submitted plans do not enable precise assessment of the impact on neighbouring properties – this would take place at reserved matters stage.
- 6.15 The sensitivities in relation to neighbour amenity are considered to particularly relate to the detached dwelling to the north east on Kings Road and the residential properties above the adjoining Lidl supermarket to the east.
- 6.16 In relation to the neighbour to the north-east, the illustrative layout plans propose that the retained public car park would be sited adjacent to the boundary with this neighbour, with the building itself being some 14m+ from the boundary. The illustrative plans also indicate that this element of the building would be two storeys which, taken together with the separation, gives confidence that an acceptable relationship could be achieved with this neighbour in terms of overbearing and overshadowing. Matters of privacy and overlooking would need to be considered further at reserved matters stage with the benefit of full plans, including the position of windows and balconies.
- 6.17 In terms of the properties above Lidl, these have side (west) facing first floor windows which look towards the application site and the current library building. Whilst the illustrative plans show the building dropping to two storeys adjacent to the boundary with Lidl in an attempt to address this relationship (which would likely satisfy the 25 degree overshadowing rule), with the flank wall at such close proximity, both overbearing and loss of outlook would require careful consideration. This could be resolved at detailed design/reserved matters stage by increasing the separation to this boundary which is considered achievable within the constraints and parameters of the site. The additional second floor flats above Lidl (granted under 17/00693/F but not yet implemented) are not considered to be unduly prejudiced in terms of their amenity given the conclusions above and given they would be a storey higher than the existing flats.
- 6.18 The application was supported by a daylight, sunlight and overshadowing assessment which concludes that there will not be a significant impact on neighbouring properties. However, given much of the detail of scale, massing and layout is not confirmed at this stage, limited weight is ascribed to this conclusion and a full assessment would be required as part of future reserved matters submissions.
- 6.19 The introduction of a residential use on this urban site within an edge of town centre location is not considered to give rise to a level of noise and disturbance which would be harmful to the amenity of neighbours. Whilst it is acknowledged that disruption may occur during construction, such impacts would be temporary and would not constitute a sustainable reason for refusal. Other legislative regimes, including statutory nuisance legislation, exist to protect neighbours and surrounding residents should significant unacceptable events and disturbance occur. The County Highway Authority has recommended a Construction Transport Management Plan be required to ensure that activities do not have a prejudicial effect on highway safety or operation.

- 6.20 Based on the above, whilst any scheme would likely give rise to a change for neighbouring properties, it is concluded that based on the likely scale, footprint and massing required for 40 units, an acceptable relationship with neighbours is achievable – compliant with policies Ho9 and Ho13 – within the parameters and constraints of the site. Detailed assessment will be required at reserved matters stage once the final scale, layout and positioning of windows and balconies is known.

Accessibility, parking and highway implications

- 6.21 Vehicular access to the site is proposed to be via Kings Road for both the residential element of the scheme and the replacement public car parking, with separate accesses for each.
- 6.22 Concerns have been raised in representations regarding the ability of Kings Road to accommodate the movements which might be associated with both uses. However, the overall car parking capacity suggested on the illustrative plans (12 public parking spaces and 36 residential car parking spaces) would be similar to – if not less than – the existing car parking capacity to the rear of the site. The applicants Transport Statement estimates (using TRICS data) that the current use generate 129 two way vehicle movements per day, with 8 in the AM peak and 12 in the PM peak. This could be seen as an underestimate given the car park ticket sales data shows that 24,490 tickets were sold for the car park between May 2017 and March 2018, equivalent to a crude average of 72 per day (i.e. 144 two-way movements).
- 6.23 In contrast, a residential use of 40 units generates 100 two way movements per day, including 8 in the AM peak and 10 in the PM peak. Even allowing for the residual movements which might result from the retained smaller 12 space public car park, it is concluded that there is unlikely to be a material increase in movements such that there would be a severe or otherwise unacceptable impact on Kings Road (or adjoining roads) from a congestion or highway operation perspective. No objection has been raised by the County Highway Authority in this respect.
- 6.24 Concerns have been raised regarding the loss of car parking capacity in Horley. In terms of the overall capacity and availability of off-street car parking in Horley, there is ample alternative capacity within the Town Centre (including Victoria Road car park opposite the site and Consort Way/High Street car park) such that – in general terms - the loss of this car park is unlikely to result in harmful displacement on street parking by town centre users/visitors or prejudice the vitality and viability of the Town Centre. However, it is acknowledged that the current car park on site – whilst in part serving the library and the wider town – does provide a specific utility given its proximity to the adjoining health facilities on Kings Road (which are likely to be visited by those less able to walk long distances). Mindful of the discussion above, retention of the 12 spaces is therefore considered to be reasonable and acceptable to serve this purpose. It should also be noted that such re-provision is not required by Policy Hr17. Whilst the current car park (24 spaces) is currently leased by the Borough Council; this lease expires later this year beyond which there would currently be little or no Council control over the use and operation of the car park.

- 6.25 The provision of the 12 space public car park will be secured through condition: this will also require the submission, approval and implementation of a strategy detailing the future management and enforcement of the car park. The condition will also set out that the charging regime should reflect prevailing local authority parking charges in the Town Centre and be for short term only.
- 6.26 In terms of residential car parking, the illustrative layout demonstrates how 36 spaces could be provided on-site for the proposed flats, equivalent to a ratio of 0.9 per unit. The Transport Assessment submitted by the applicant includes analysis of Census car ownership data which shows that 83% of households living in flats or apartments in Horely Central ward own 1 car or less (34% own no cars). Mindful of this data, the highly accessible location right on the edge of Horley Town Centre and the County Highway responses which raises no objection to this level of parking from a highway safety perspective, it is considered that an acceptable level of parking could be achieved on the site through the subsequent reserved matters. In coming to this view, the Highway Authority acknowledges the sustainable and accessible location of the site, presence of on-street parking restrictions in the locality and the existence of other public car parks very nearby which both town centre users and residents of the development would have access to.
- 6.27 Subject to the conditions proposed by the County Highway Authority and the additional conditions to secure the public car parking and appropriate cycle provision to encourage sustainable travel, the proposal is considered to comply with policies Ho9, Mo4, Mo5 and Mo7 of the Borough Local Plan and policy CS17 of the Core Strategy.

Community Infrastructure Levy (CIL) and requested contributions

- 6.28 As the proposals involve the creation of new dwellings, the development would technically be CIL liable. However, the site falls within the Redhill and Horley town centre charging zone (Zone 1) which is subject to a nil charge for residential development. As such, no contributions would be due through this mechanism based on the Council's current charging schedule.
- 6.29 The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which states that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on. In this case, no requirements have been identified.

Affordable housing

- 6.30 Core Strategy Policy CS15 and the Council's Affordable Housing SPD sets out that, on schemes of 15 or more net units such as this, the Council will expect 30% of units on-site to be provided as affordable housing.

- 6.31 The application was accompanied by an Affordable Housing Statement which sets out a commitment to provide 12 affordable housing units, thus meeting the policy requirement of Policy CS15. These units will be required to be mixed tenure (60:40 split as per the Council's Affordable Housing SPD). This will be secured through a legal agreement.

Other matters

- 6.32 The site is within Flood Zone 1 and therefore at low risk of fluvial flooding; however, there is some identified risk of surface water flooding on the car park element of the site. The application was accompanied by an initial surface water drainage strategy which proposes a system of geocellular storage to attenuate surface water run-off and then to enable discharge to the existing sewers and outfalls at a restricted discharge rate. This initial drainage scheme has been reviewed by Surrey County Council as the LLFA who have confirmed no objection subject to conditions.
- 6.33 The proposal would make a positive contribution towards meeting the identified housing needs and requirements of the borough, with consequent local financial, economic and social benefits. There is no requirement for the applicant to demonstrate a specific need for this development, in this location. As above, the site has long been allocated in the adopted 2005 Borough Local Plan (under Hr17) for potential housing development.

CONDITIONS

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

Reason:

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

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

Plan Type	Reference	Version	Date Received
Location Plan	UNNUMBERED		12.02.2018
Existing Plans	A102973[ST3] 08		09.03.2018
Existing Plans	CM1573 D300		12.02.2018
Other Plan	A102973[ST2] 09		20.04.2018

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. Approval of details of the appearance, landscaping, layout and scale of the development (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced. Plans and particulars of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority before the expiration of three years from the

date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:

To comply with Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

4. The submitted reserved matters shall provide for no more than 40 dwellings at a maximum of four storeys and a maximum overall height of 13.1 metres above ground level.

Reason:

To define the permission and to ensure that the site is not overdeveloped so as to safeguard the character and appearance of the scheme and the wider area with regard to policy Ho9 of the Reigate and Banstead Borough Local Plan 2005.

5. No development shall commence until the detailed design of the surface water drainage scheme has been submitted to an approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national non-statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The submitted details shall include:

- a) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+CC%) allowance for climate change storm events, during all stages of the development (pre, post and during). Associated discharge rates and storage volumes shall be provided using a discharge rate of 4 litres/second.
- b) Detailed drawings to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, long and cross sections of each drainage element including details of any flow restrictions and how the elements will be protected from blockage or root damage
- c) Details of how the runoff (including any pollutants) from the development will be managed during construction
- d) Details of management and maintenance regimes and responsibilities for the drainage system
- e) A plan showing exceedance flows and how property on and off site will be protected
- f) Evidence to show a Thames Water sewer connection exists and is in good condition within Kings Road, and confirmation from Thames Water that capacity exists within their system and that a connection is acceptable.

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

6. 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) On-site turning for construction vehicles
- (e) Construction vehicle routing to and from the site
- (f) Measures to encourage use of non-car modes of transport to the site during construction
- (g) Provision of boundary hoarding behind any visibility zones
- (h) Programme of works (including measures for traffic management)
- (i) Measures to prevent the deposit of materials on the highway

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

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

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

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

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

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

8. No development above ground floor slab level of any part of the development hereby approved shall take place until written details of the materials to be used in the construction of the external surfaces of the building, including but not limited to external walls, fenestration, balconies and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

9. No part of the development hereby approved shall be first occupied unless and until space has been laid out within the site for a public car park in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

The scheme shall provide for a public car park capable of accommodating a minimum of 12 car parking spaces and the associated turning space so that vehicles may enter and leave the site in forward gear.

The public car park and turning areas shall thereafter be retained exclusively for their designated purpose and for no other use.

Reason:

In order that the development should provide adequate parking so as to not prejudice highway safety, cause inconvenience to other highway users or undermine the vitality of the town centre with regard to policy Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and policy CS7 of the Reigate and Banstead Core Strategy 2014.

10. No part of the development hereby approved shall be first occupied unless and until a Public Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority.

Such a strategy shall provide for the use of the car park by the general public for short stays only (up to 3 hours) at charges consistent with the prevailing local authority rates and shall include details of how the public car park will be managed and effectively enforced, including roles and responsibilities.

The approved strategy shall be implemented prior to the first occupation of any part of the new development and thereafter maintained on an on-going basis.

Reason:

In order that the development should provide adequate parking so as to not prejudice highway safety, cause inconvenience to other highway users or undermine the vitality of the town centre with regard to policy Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and policy CS7 of the Reigate and Banstead Core Strategy 2014.

11. Notwithstanding the approved plans, the development hereby approved shall not be first occupied unless and until the existing access from the site to Victoria Road has been permanently close and any kerbs, verge and/or footway fully reinstated.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

12. The residential units hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted

and approved in writing by the Local Planning Authority for vehicles associated with the residential use to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the residential parking/turning areas shall be retained and maintained for their designated purposes.

Reason:

To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

13. The residential units hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority for the secure parking of bicycles within the development site. Thereafter the cycle parking shall be retained and maintained for their designated purposes.

Reason:

To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

14. The development hereby approved shall not be first occupied unless and until a verification report demonstrating that the sustainable urban drainage system has been constructed as per the agreed scheme has been submitted to and approved in writing by the Local Planning Authority. The validation report should be carried out by a qualified drainage engineer.

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the requirements of non-statutory technical standards.

15. If, prior to or during development, ground contamination is suspected, identified or otherwise manifests itself, the Local Planning Authority shall be notified at the earliest practicable opportunity and no further development (unless otherwise agreed by the Local Planning Authority) shall be carried out until an appropriate remediation strategy has been submitted to and approved in writing by the Local Planning Authority.

Remediation shall thereafter be implemented in accordance with such details as may be approved and the development shall not be first occupied unless and until a remediation validation report demonstrating that the agreed strategy has been complied with has been submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that any contamination risks which might arise on the site are fully assessed and appropriately remediated to ensure that the development will not give rise to risk of harm to human health or pollution of controlled waters with regard to policy CS10 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

16. No plant or machinery, including fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within or on the building without the prior approval in writing of the Local Planning Authority. Any approved plant or machinery shall be installed and thereafter maintained in accordance with the approved details and any manufacturer's recommendations.

Reason:

To ensure that a satisfactory external appearance is achieved of the development and to safeguard the amenities of neighbouring occupiers with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is advised that prior to the occupation of the development, adequate provision should be made for waste storage and collection. You are advised to contact the Council's Recycling and Cleansing team to discuss the required number and specification of wheeled bins on rc@reigate-banstead.gov.uk or on the Council's website at http://www.reigate-banstead.gov.uk/info/20051/commercial_waste.
3. Your attention is drawn to the benefits of using the Secured by Design award scheme.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme. The applicant is also advised that consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned vehicle 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 and 149).
7. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
8. In seeking to address the discharge of the unexpected contamination condition above, the applicant's attention is drawn to the fact that the application site is stated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land.

Visual and olfactory evidence of contamination which may be unexpectedly encountered on site can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/objects, metallic objects, staining and discolouration of soils, oily sheen on ground water and fragments of asbestos containing materials (ACMs) (note: this list is intended to be used as a guide and is not exhaustive)

Groundworkers should be made aware of the potential for contamination and the evidence above. Should no contamination be encountered, a statement submitted to the Local Planning Authority to that effect following development would be sufficient to discharge the condition.

9. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in

respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

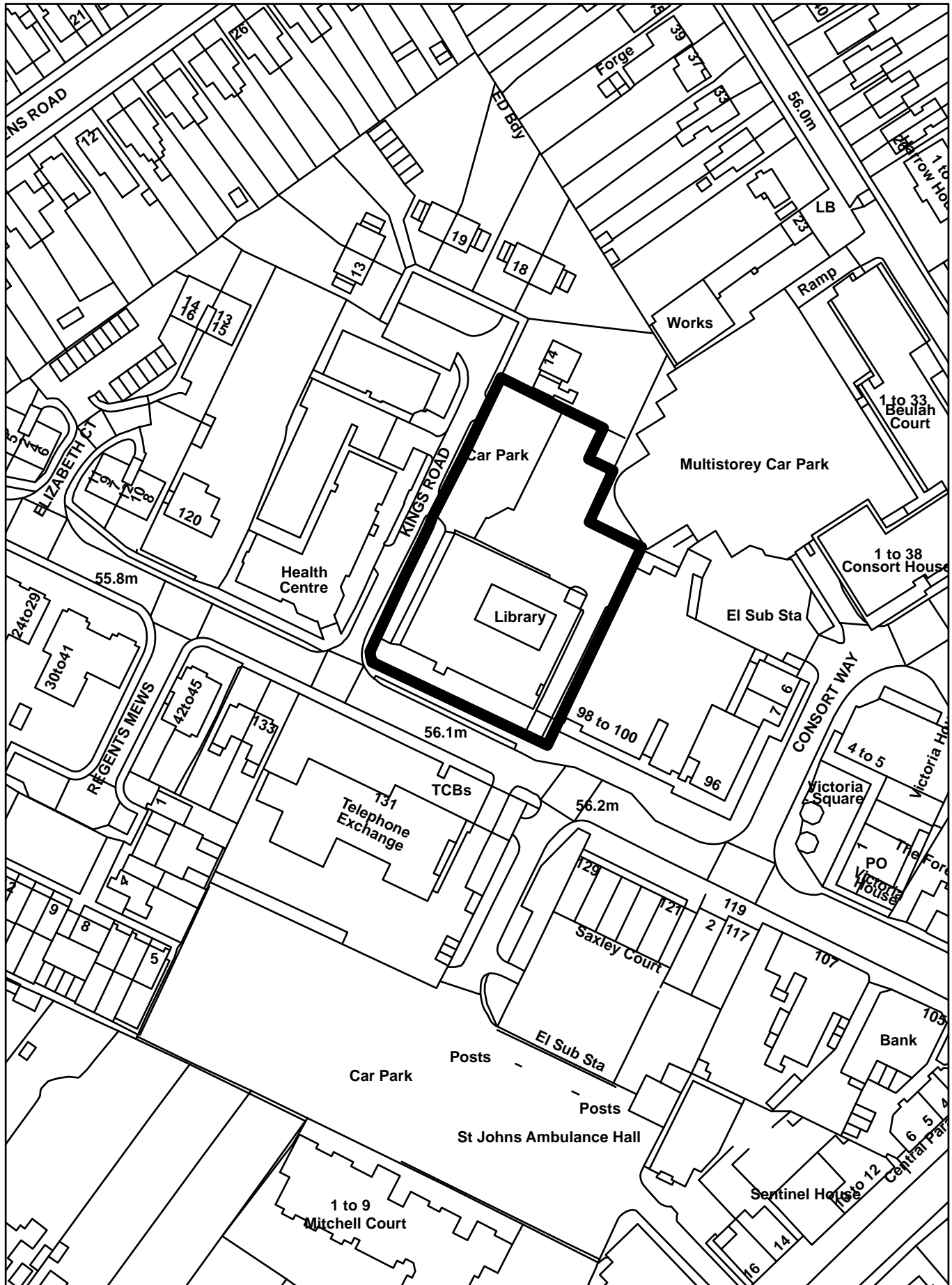
10. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement street trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS10, CS11, CS12, CS13, CS14, CS15, CS17, Cf1, Ho9, Ho13, Mo4, Mo5, Mo6, Mo7, Mo8, Ut4 and Hr17 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.



Horley Library, Horley Illustrative ground floor

03

* Indicative location and spread of existing trees.

Tenure

- Private
- Affordable

Quantum

	1 bed	2 bed	
Ground	6	2	
First	11	3	
Second	9	3	
Third	4	2	
Total	30 75 %	10 25 %	40 [12 affordable required @ 30 %]

Parking provisions

Residents - 0.90 space per dwelling

Total provided - 36 spaces



A102973[ST3]03

File: A102973[ST3]drf01_v1

03 November 2017

Scale 1:500 @A3

creative minds safe hands

WYG
5th Floor, Longcross Court, 47 Newport Road CF24 0AD
Tel: +44 (0)29 2082 9200 Fax: +44 (0)29 2039 5965
Email: info@wyg.com www.wyg.com

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**Horley Library,
Horley**
Proposed Access

09

* Indicative location and spread of existing trees.

Key

- Application boundary
- Proposed vehicular access to residential car park
- Proposed vehicular access to public car park
- Proposed pedestrian access



A102973[ST2]09

File: A102973[ST3]drf01_v1

20 April 2018

Scale 1:500 @A3

creative minds safe hands

WYG
5th Floor, Longcross Court, 47 Newport Road CF24 0AD
Tel: +44 (0)29 2082 9200 Fax: +44 (0)29 2039 5965
Email: info@wyg.com www.wyg.com

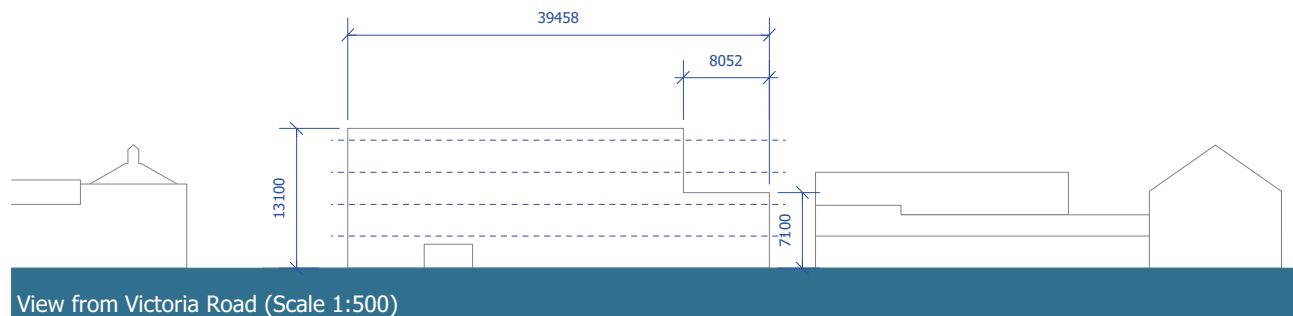
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**Horley Library,
Horley**
Illustrative elevation

07

* Indicative location and spread of existing trees.



A102973[ST3]07

03 November 2017

File: A102973[ST3]drf01_v1

Scale 1:500 @A3

creative minds safe hands

WYG
5th Floor, Longcross Court, 47 Newport Road CF24 0AD
Tel: +44 (0)29 2082 9200 Fax: +44 (0)29 2039 5965
Email: info@wyg.com www.wyg.com


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Agenda Item 9

Planning Committee
6th June 2018

Agenda Item: 9
18/00038/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	6 th JUNE 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	HOLLIE MARSHALL
	TELEPHONE:	01737 276010
	EMAIL:	Hollie.marshall@reigate-banstead.gov.uk
AGENDA ITEM:	9	WARD: Horley Central

APPLICATION NUMBER:	18/00038/F	VALID:	28th February 2018
APPLICANT:	Mr Robert Matthews	AGENT:	The Property Consultancy Service
LOCATION:	JESSOPS LODGE 50 MASSETTS ROAD HORLEY SURREY RH6 7DS		
DESCRIPTION:	Combined Development (CD) of 50 Massetts Road to include the demolition of the existing coach house, the building of two new mews cottages, the conversion of the main house ground floor into 2 flats & associated landscaping. As amended on 30/		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of the existing rear coach house, the building of two new mews cottages in its place and the conversion of the main house ground floor into 2 flats & associated landscaping (no change to its upper floors). The proposed replacement mews cottages would be sited in a similar position to the rear of the main building as the existing coach house. The mews houses would be a pair of semi-detached dwellings of a traditional design. The conversion of the ground floor of the main building from one to two flats would not involve any external alterations. A total of seven parking spaces are proposed to serve the four residential units.

The site is located within the Massetts Road Conservation Area.

Planning permission for an extension to the coach house and conversion to one residential unit was granted recently in February 2018. This consent has not been implemented although is extant. The appearance of the building would be similar to that recently consented, and subject to the amendments sought following concern raised by the Conservation Officer, no objection is raised from the conservation viewpoint subject to recommended conditions.

The proposed mews dwellings would be set away from both side boundaries and sufficient space would remain between the properties either side as to not result in a physically harmful relationship.

There would be some impact upon outlook from the first floor rear facing windows of the existing first floor flat of the main building; however, the principle of sub division, along with similar extensions has already previously been accepted. As such, such a relationship is considered acceptable and there remains no compelling reason for the LPA to reach a differing view in this case.

RECOMMENDATION(S)

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

Consultations:

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

Sutton and East Surrey Water Company - no comments received

Harley Chamber of Commerce – no comments received

Harley Town Council – objects to the redevelopment of the coach house on the grounds of overdevelopment in a conservation area. However has no objection to the conversion to flats in the main building subject to the Conservation Officer's conditions

Representations:

Letters were sent to neighbouring properties on 13th March 2018 and again on 1st May 2018 upon receipt of amended plans. A site notice was posted 16th March 2018 and advertised in local press on 22nd March 2018.

0 responses have been received.

1.0 Site and Character Appraisal

- 1.1 The site is located on the north side of Massetts Road, within Massetts Road Conservation Area. The site comprises a large detached house which has been converted into two flats, with a detached coach outbuilding in the rear garden.
- 1.2 The site is relatively flat and bounded by fences and there are several protected trees on the site.
- 1.3 The coach house is presently in ancillary use to the main building and appears to be in use as storage and not living accommodation. The coach house is very closely located to the rear elevation of the main building and has undergone adaptation and alteration including minor extensions and fenestration changes. The building complements the main dwelling, which in turn contributes positively to the character of the conservation area.
- 1.4 An application has recently been approved for two new detached dwellings in the rear garden. These dwellings would be sited at the rear most part of the plot and front a new access from Pine Gardens. At the time of the visit this permission had not been implemented.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice therefore the opportunity to secure improvements did not arise
- 2.2 Improvements secured during the course of the application: During the course of the application amended plans were sought to address concerns raised by the Conservation Officer in regards to the replacement coach house building.
- 2.3 Further improvements could be secured: A condition regarding the use of materials would be attached to a grant of planning permission.

3.0 Relevant Planning and Enforcement History

3.1	17/02910/S73	Construction of two detached 4-bed houses. Variation of condition 1 of permission 17/01969/F. Amendments - Plot 1: room in the roof added. Plot 2: footprint amended and room in the roof added	Approved with conditions 6 th February 2018
3.2	17/02372/F	Two storey extension & the conversion of the Coach House into residential dwelling.	Approved with conditions 15 th January 2018
3.3	17/01969/F	Construction of two detached 4-bed houses	Approved with conditions 3 rd November 2017
3.4	17/00793/F	Construction of two detached 4 bed houses	Refused 8 th June 2017
3.5	14/01442/F	Two storey extension and conversion of the coach house to a dwelling - approved with conditions	Approved with conditions 9 th January 2015
3.6	08/01027/F	Two-storey extension, installation of four roof dormers and conversion of coach house to dwelling	Approved with conditions 5 th December 2008
3.7	03/02440/F	Proposed use of land and coach house to the rear of 50 Massetts Road for car valeting.	Refused 3 rd June 2004
3.8	03/01489/F	Renewal of previously approved permission 98P/1093 for erection of 3 dormer windows and two storey	Approved with conditions 1 st September

extension to coach house (rear of
outbuilding).

2003

- 3.9 98/10930/F Erection of 3 dormer windows and two storey extension to Coach House Approved with conditions 18th December 1998

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing coach house, the building of two new mews cottages, the conversion of the main house ground floor into 2 flats & associated landscaping
- 4.2 The proposed replacement mews houses would be sited in a similar position to the rear of the main building as the existing coach house. The mews houses would be a pair of semi-detached dwellings of a traditional design with a gable roof that would include one front facing dormer window. The building would be one and a half storeys in height and would include accommodation in the roof space. An area of private outside amenity space would be provided to the rear of the building and four parking spaces would be provided at the rear of the site along with an area of communal outside space.
- 4.3 The conversion of the ground floor of the main building from one to two flats would not involve any external alterations. A private amenity space would be provided to flat two at the rear of the building. Three parking spaces would be created in the front garden area, one allocated to each of the ground floor flats and one visitor parking space.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	The statement does not include an assessment of local character
	Site features meriting retention are listed as the detailing of the main dwelling to the matched in the replacement mews houses.
Involvement	Community views were sought by [insert]

Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from The statement does not explain why the proposal was chosen

4.5 Further details of the development are as follows:

Site area	1,765.00 sq. m
Existing use	Residential and ancillary outbuilding
Proposed use	Residential
Existing parking spaces	5
Proposed parking spaces	7
Parking standard	6.5 (maximum)
Net increase in dwellings	3

5.0 Policy Context

5.1 Designation

Urban area
Tree Preservation Order RE710
Massetts Road Conservation Area

5.2 Reigate and Banstead Core Strategy

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

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Conservation Areas	Pc12, Pc13
Housing	Ho9, Ho13, Ho14, Ho16,
Movement	Mo5, Mo7

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance Surrey Design

Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development
Householder Extensions and
Alterations
Affordable Housing

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms. Recently planning permission was approved for the extension to and conversion of the coach house to provide one residential unit. This consent has not been implemented although is extant.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Amenity for future occupants
- Access and parking
- Infrastructure contributions
- Affordable Housing

Design appraisal

6.3 This proposal seeks to demolish the coach house and replace the building with two mews houses. The proposed replacement mews houses would be of a similar scale to the recently consented extension to the coach house. The building is located at the rear of the main dwelling and therefore mostly concealed from the street scene and public views within the conservation area.

6.4 The appearance of the building would be similar to that recently consented, and subject to the amendments sought following concern raised by the Conservation Officer, no objection is raised from the conservation viewpoint. Finish materials, rooflights, use of sliding sash windows, external joinery being painted timber with, window arches being gauged or segmental brick would all be secured by planning condition to preserve the character and appearance of the Massetts Road Conservation Area and in the interests of the visual amenity of the area.

6.5 The site layout would include a parking area towards the rear of the site to provide four parking spaces to serve the mews houses. This would adjoin a

small area of communal amenity space. This parking arrangement is not uncommon in the locality and areas of landscaping around the parking area would soften the appearance within the site. Three parking spaces are proposed to the front of the property. Landscaping along the front and western boundary would provide some screening and given the parking to the front of most properties in the locality this element would not be out of character with the surrounding area.

- 6.6 The spacing from significant trees ensures their retention, which shall be controlled further by conditions, as will the implementation of additional planting to enhance the site's appearance.
- 6.7 The conversion of the ground floor of the main building from one to two flats would involve internal alterations only and therefore would have a neutral impact upon the character of the area.

Neighbour amenity

- 6.8 The proposed mews dwellings would be set away from both side boundaries and sufficient space would remain between the properties either side as to not result in a physically harmful relationship.
- 6.9 The bulk and mass of the building would be increased over that which presently exists by virtue of a dormer to the roof and an increase in the width of the building. The height of the building would also be increased from 5.6m to 6.1m. The occupation as two self contained units would bring about a greater presence both physically and from the use. The relationship between the current residential premises and the building is already close knit and with an extra degree of activity it is considered that the relationship would change beyond the physical awareness, with presence needed to access, park, amenity space and result in other day to day domestic activities which all would be perceptible from the main building. The proposal also seeks to split off a proportion of the rear garden to provide amenity space for the new coach house residences.
- 6.10 The south elevation of the existing coach house is in close proximity with the gap between the buildings being narrow and overlooked by habitable windows from the rear elevation of the main dwelling. The presence of the current gable would be increased and the building would be occupied and enlarged, which would be perceptible from the main building.
- 6.11 There would be some impact upon outlook from the first floor rear facing windows of the existing first floor flat; however, the principle of sub division, along with similar extensions and amenity spaces has already previously been accepted and the existing relationship does have a similar impact upon the amenities of this property. As such, such a relationship is considered acceptable and there remains no compelling reason for the LPA to reach a differing view in this case.

Amenity for future occupants

- 6.12 Three of the four units would exceed the nationally described space standards in terms of gross internal floor area, and unit 1 of the mews properties would be only marginally less (-1m). Flat 2 and both mews houses would have a small area of private outside amenity space and a small area of communal outdoor space would be retained at the very rear of the site beyond the proposed parking area to serve the mews properties. When judged overall from a living standard perspective the proposal is considered acceptable.

Access and parking

- 6.13 The application proposes to utilise the existing access to Massetts Road and create 3 parking spaces to the front of the main building and 4 parking spaces towards the rear of the site.
- 6.14 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions.

Impact on trees

- 6.15 The application has been supported by arboricultural information in the form of a Tree Protection Plan. The information submitted is sufficient enough to allow for an informed and balanced decision to be reached in respect of the arboricultural matters and the potential impact on the trees from the proposed development.
- 6.16 The application site is subject to a Tree Preservation Order and is within a conservation area. In this instance the Tree Officer recommends that we impose a tree protection condition in order to avoid unnecessary damage or disturbance to the trees and vegetation on site from construction processes and activities. There will also be a required for site supervision and monitoring by a suitably qualified arboriculturist.

Community Infrastructure Levy

- 6.17 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 a grant of planning permission. However, an informal assessment would indicate a contribution of around £5,600 being required.

Affordable Housing

- 6.18 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.
- 6.19 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.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date Received
Elevation Plan	PL 201 B	REV 1	30.04.2018
Elevation Plan	PL 201 E	REV 1	30.04.2018
Elevation Plan	PL 201 F	REV 1	30.04.2018
Floor Plan	PL 301 B	REV 1	30.04.2018
Location Plan	UNNUMBERED		08.01.2018
Floor Plan	PL 300 B		08.01.2018
Floor Plan	PL 300A/301A		08.01.2018
Elevation Plan	PL 201 C		08.01.2018
Elevation Plan	PL 201 A		08.01.2018
Elevation Plan	PL 200 F		08.01.2018
Elevation Plan	PL 200 E		08.01.2018
Elevation Plan	PL 200 C		08.01.2018
Elevation Plan	PL 200 B		08.01.2018
Elevation Plan	PL 200 A		08.01.2018
Landscaping Plan	PL 103		08.01.2018
Landscaping Plan	PL 102		08.01.2018
Site Layout Plan	PL 100		08.01.2018
Site Layout Plan	PL 101		08.01.2018

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 drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority;
 - a) All brickwork shall be handmade sandfaced dark red brick to match existing.
 - b) All rooflights shall be conservation rooflights with a single vertical glazing bar.
 - c) All windows shall be of white painted timber vertically sliding sashes on the Edwardian building, that fronts Massetts Road, with glazing bars of traditional profile set back behind the reveal at one brick depth. Details of the Mews Cottage windows shall be submitted to and approved in writing by the LPA before works commence, and shall be of white painted timber vertically sliding sashes or side hung casements with casements in each opening to ensure equal sightlines, with glazing bars of traditional profile set back behind the reveal at one brick depth and glass panes with a vertical emphasis.
 - d) All external joinery shall be of painted timber and all bargeboards shall be of painted timber with architrave mouldings.
 - e) All window arches shall be of gauged or segmental brick.
 - f) All tiles shall be of handmade or handcrafted clay plain tiles of dark brown colour to match existing with clay ridge tiles.
 - g) The existing hedge adjacent to the highway boundary shall be retained on an ongoing basis and managed to maintain a height of at least 1.3 metres hereafter or as otherwise agreed in writing by the local planning authority. Any losses through death or disease shall be remedied by replacement privet planting, to current landscape standards, within 1 year to maintain this feature.
 - h) All new hedges shall be of privet.
 - i) All drives, hardstandings and parking areas shall of gravel or fixed gravel.

Reason: to preserve the character and appearance of the Massetts Road Conservation Area and in the interests of the visual amenity of the area, to accord with policy Pc13 of the Reigate and Banstead Local Plan and Cs4 of the Reigate and Banstead Core Strategy

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

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

5. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) measures to prevent the deposit of materials on the highwayhas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to meet the objectives of the NPPF (2012) and to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan (2005).

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

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction - Recommendations' and policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan.

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

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

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

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4, Pc12, Ho9 of the Reigate and Banstead Borough Local Plan 2005.

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

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

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order, with or without modification) no extensions shall be erected (other than those expressly authorised by this permission), without the prior written approval of the Local Planning Authority.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9, Ho13, and Ho16.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9

11. The rooflight windows in the western elevation of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

INFORMATIVES

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

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

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

5. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority Local Highways Service Group (0300 200 1003) before any works are carried out on any footway, footpath, carriageway, or verge to form or modify a vehicle crossover or to install dropped kerbs. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
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. 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.

REASON FOR PERMISSION

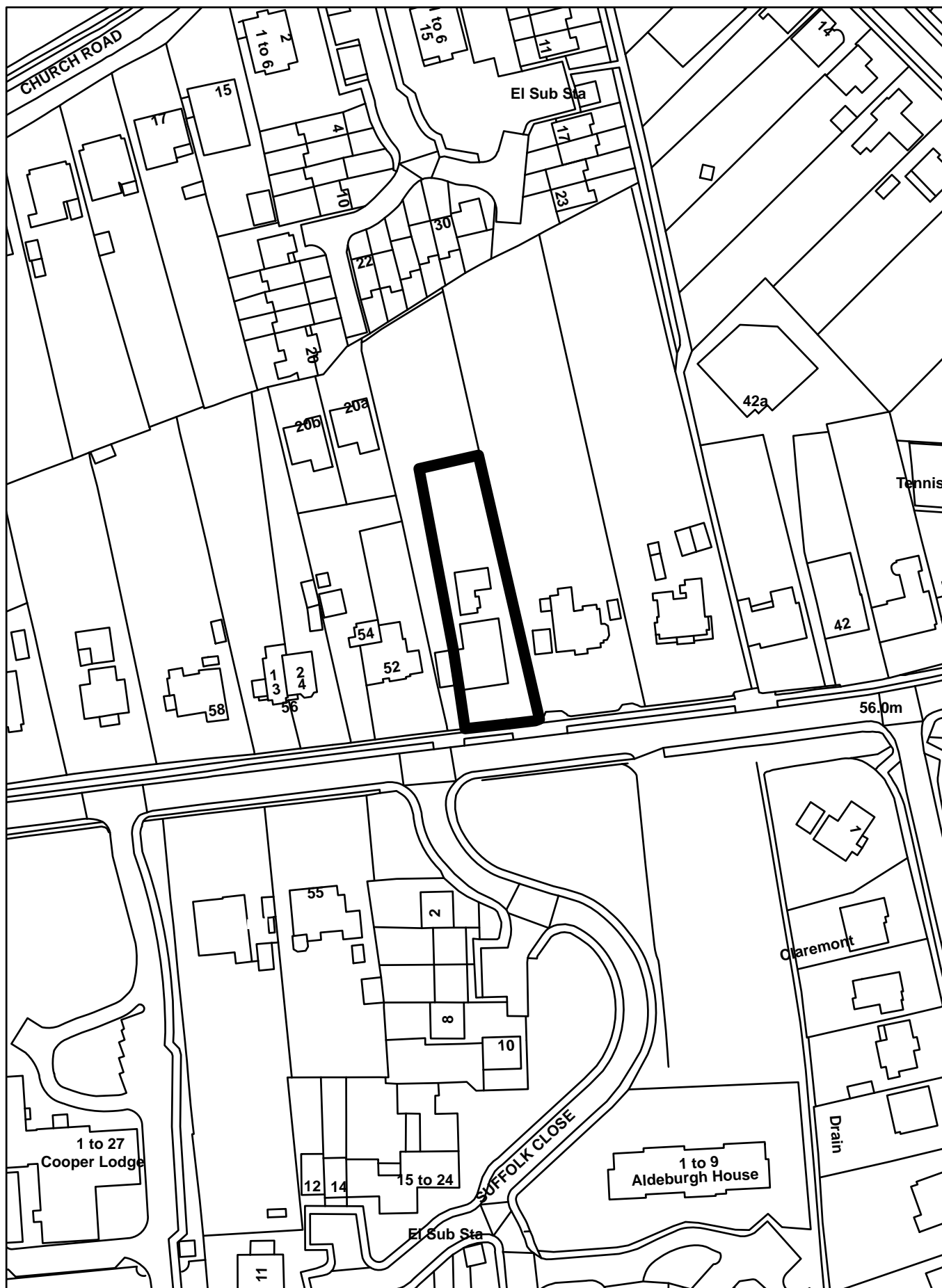
The development hereby permitted has been assessed against development plan policies Pc4, Pc12, Pc13, Ho9, Ho13, Ho14, Ho16, Mo5 and Mo7 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

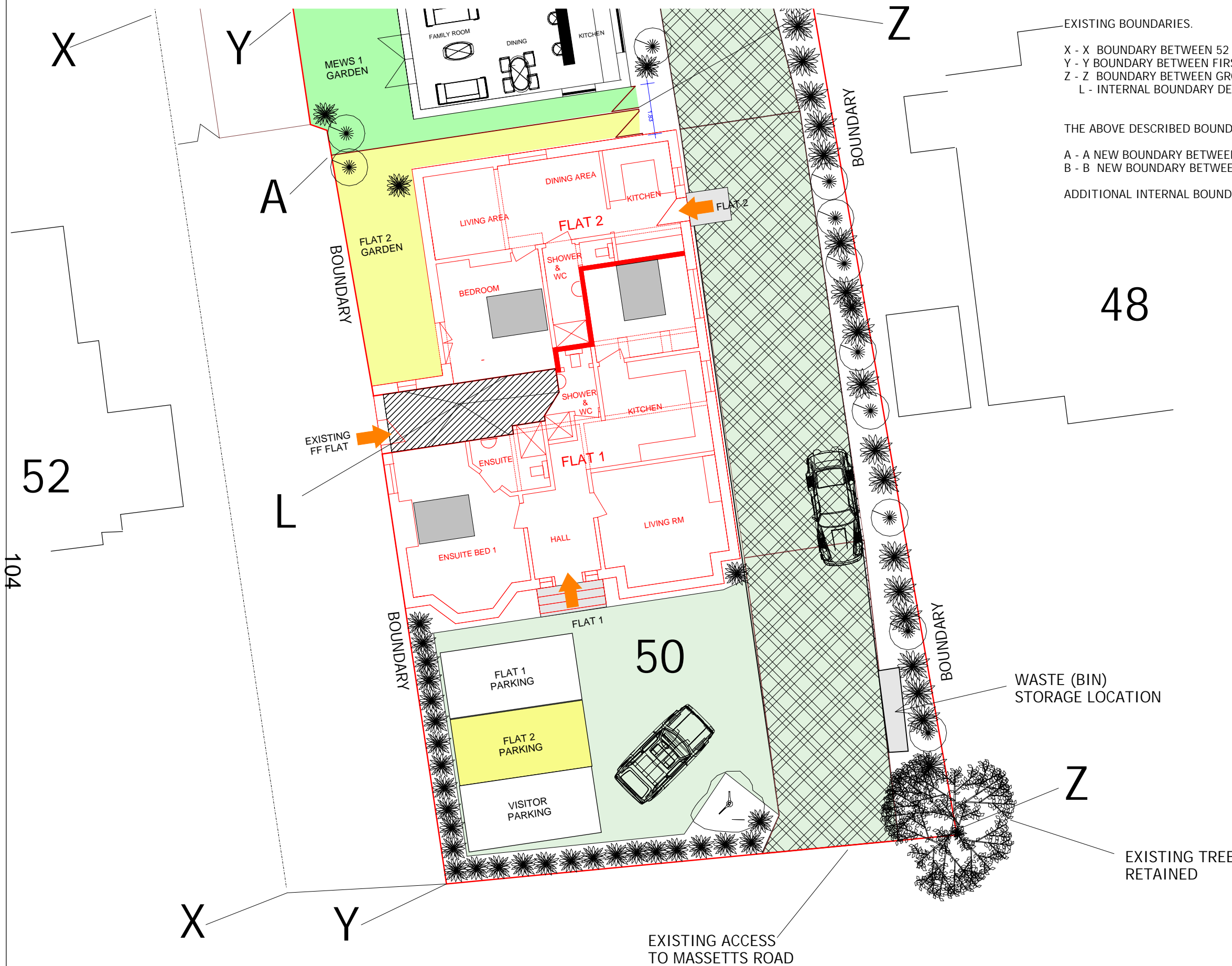
Proactive and Positive Statements

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.

18/00038/F - Jessops Lodge, 50 Massetts Road, Horley





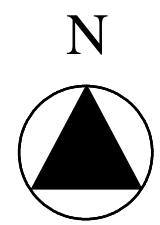
EXISTING BOUNDARIES.

- X - X BOUNDARY BETWEEN 52 MASSETTS ROAD AND FIRST FLOOR FLAT 50 MASSETTS ROAD.
- Y - Y BOUNDARY BETWEEN FIRST FLOOR FLAT 50 MASSETTS ROAD & GROUND FLOOR 50 MASSETTS ROAD
- Z - Z BOUNDARY BETWEEN GROUND FLOOR 50 MASSETTS ROAD & 48 MASSETTS ROAD
- L - INTERNAL BOUNDARY DEFINING ACCESS SPACE TO FIRST FLOOR 50 MASSETTS ROAD

THE ABOVE DESCRIBED BOUNDARIES WILL REMAIN AND THE FOLLOWING ARE TO BE ADDED

- A - A NEW BOUNDARY BETWEEN THE NEW GROUND FLOOR FLAT 2 & THE NEW MEWS 1
- B - B NEW BOUNDARY BETWEEN MEWS 2 AND COMMUNAL SPACE/PARKING

ADDITIONAL INTERNAL BOUNDARIES WILL BE DEFINED BETWEEN FLAT 1 & 2 AND MEWS 1 & 2



KEY:

- EXISTING PARKING ARE RESURFACED
- NEW VEHICULAR ACCESS SURFACE
- NEW VEHICULAR TURNING SURFACE

Architect: The Property Consultancy Service		
Derbyshire DE73 7GB		
Owner:	R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A2
Project:	50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 03/01/2018
Proposed Landscaping Plan 1 OF 2		Plan-No.: PL 102

COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR
Proposed Landscaping Plan 1 of 2 - 50 Massetts Road



EXISTING BOUNDARIES.

- X - X BOUNDARY BETWEEN 52 MASSETTS ROAD AND FIRST FLOOR FLAT 50 MASSETTS ROAD.
- Y - Y BOUNDARY BETWEEN FIRST FLOOR FLAT 50 MASSETTS ROAD & GROUND FLOOR 50 MASSETTS ROAD
- Z - Z BOUNDARY BETWEEN GROUND FLOOR 50 MASSETTS ROAD & 48 MASSETTS ROAD
- L - INTERNAL BOUNDARY DEFINING ACCESS SPACE TO FIRST FLOOR 50 MASSETTS ROAD

THE ABOVE DESCRIBED BOUNDARIES WILL REMAIN AND THE FOLLOWING ARE TO BE ADDED

- A - A NEW BOUNDARY BETWEEN THE NEW GROUND FLOOR FLAT 2 & THE NEW MEWS 1
- B - B NEW BOUNDARY BETWEEN MEWS 2 AND COMMUNAL SPACE/PARKING

ADDITIONAL INTERNAL BOUNDARIES WILL BE DEFINED BETWEEN FLAT 1 & 2 AND MEWS 1 & 2

NO TREES ARE AFFECTED BY THE PROPOSED REAR EXTENSION & PARKING

EXISTING BOUNDARY SHRUBS AND TREES TO BE RETAINED.

VEHICULAR ACCESS MINIMUM 3 METRES WIDE @ ENTRANCE

EXISTING TREE RETAINED

KEY:

- NEW VEHICULAR ACCESS SURFACE
- NEW VEHICULAR TURNING SURFACE

Architect: The Property Consultancy Service	
Derbyshire DE73 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A2
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 03/01/2018
Proposed Landscaping Plan 2 OF 2	Plan-No: PL 103

COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR
Proposed Landscaping Plan 2 of 2 - 50 Massetts Road

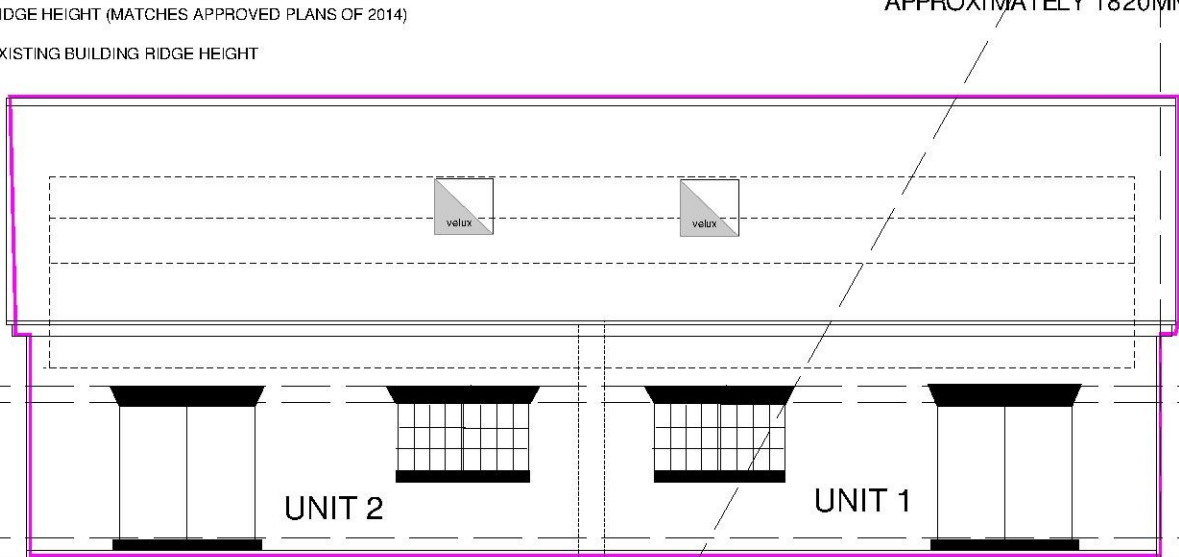
MAIN HOUSE - Existing External Features all remain as they are,
no changes required:

- a. Rendered Plinth to circa 900mm height.
- b. Face brickwork inclusive corbelling and arched heads.
- c. Decorative tile hanging to first floor elevations.
- d. Plain clay tile hanging to projecting bays to front.
- e. Timber feature barge boards, fascias and gallows brackets.
- f. Traditional sliding sash windows and frames, inconsistent overall sizes.
- g. Corbelled chimneys.
- h. Decorative timber gables to front elevation.

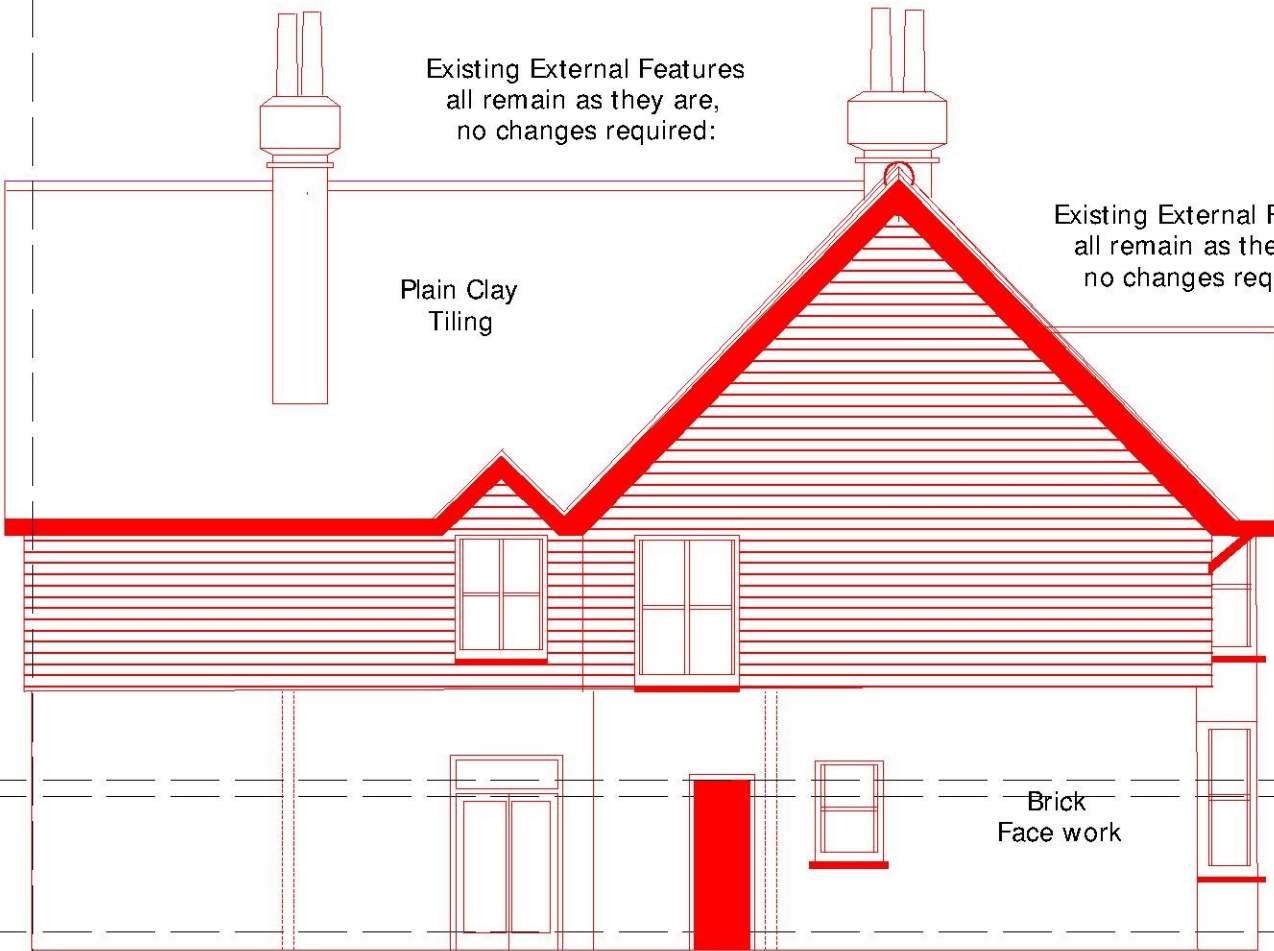
COACH HOUSE -
NEW BUILD - MATERIALS GENERALLY :-

- 1. FACE BRICKWORK IN SECOND HAND STOCK BRICK
- 2. CONSERVATION TYPE SASH WINDOW & EXTERNAL DOORS
- 3. BRICK GAUGED ARCHES AND FEATURE BANDS
- 4. STONE SILLS TO WINDOWS
- 5. PAINTED FASCIA AND BARGE BOARDS, OGEE R/W GOODS
- 6. PLAIN CLAY ROOF TILING WITH BONNETS AND VALLEY TILES
- 7. MATERIALS GENERALLY TO MATCH EXISTING MAIN HOUSE
- 8. CONSERVATION ROOF LIGHTS

GAP BETWEEN BUILDINGS
REMAINS AS EXISTING
APPROXIMATELY 1820MM



MEWS COTTAGES



MAIN HOUSE

PROPOSED WEST ELEVATION (LHS)

COMBINED DEVELOPMENT OF 50 MASSETTS
ROAD & COACH HOUSE TO REAR
Proposed West Elevations - 50 Massetts Road

Architect: The Property Consultancy Service	
Derbyshire DE73 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A3
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 28/04/2018
Proposed West Elevation	Plan-No.: PL 201 F REV 1

MAIN HOUSE

MEWS COTTAGES



PROPOSED NORTH ELEVATION (REAR)

MAIN HOUSE - Existing External Features all remain as they are, no changes required:

- Rendered Plinth to circa 900mm height.
- Face brickwork inclusive corbelling and arched heads.
- Decorative tile hanging to first floor elevations.
- Plain clay tile hanging to projecting bays to front.
- Timber feature barge boards, fascias and gallows brackets.
- Traditional sliding sash windows and frames, inconsistent overall sizes.
- Corbelled chimneys.
- Decorative timber gables to front elevation.

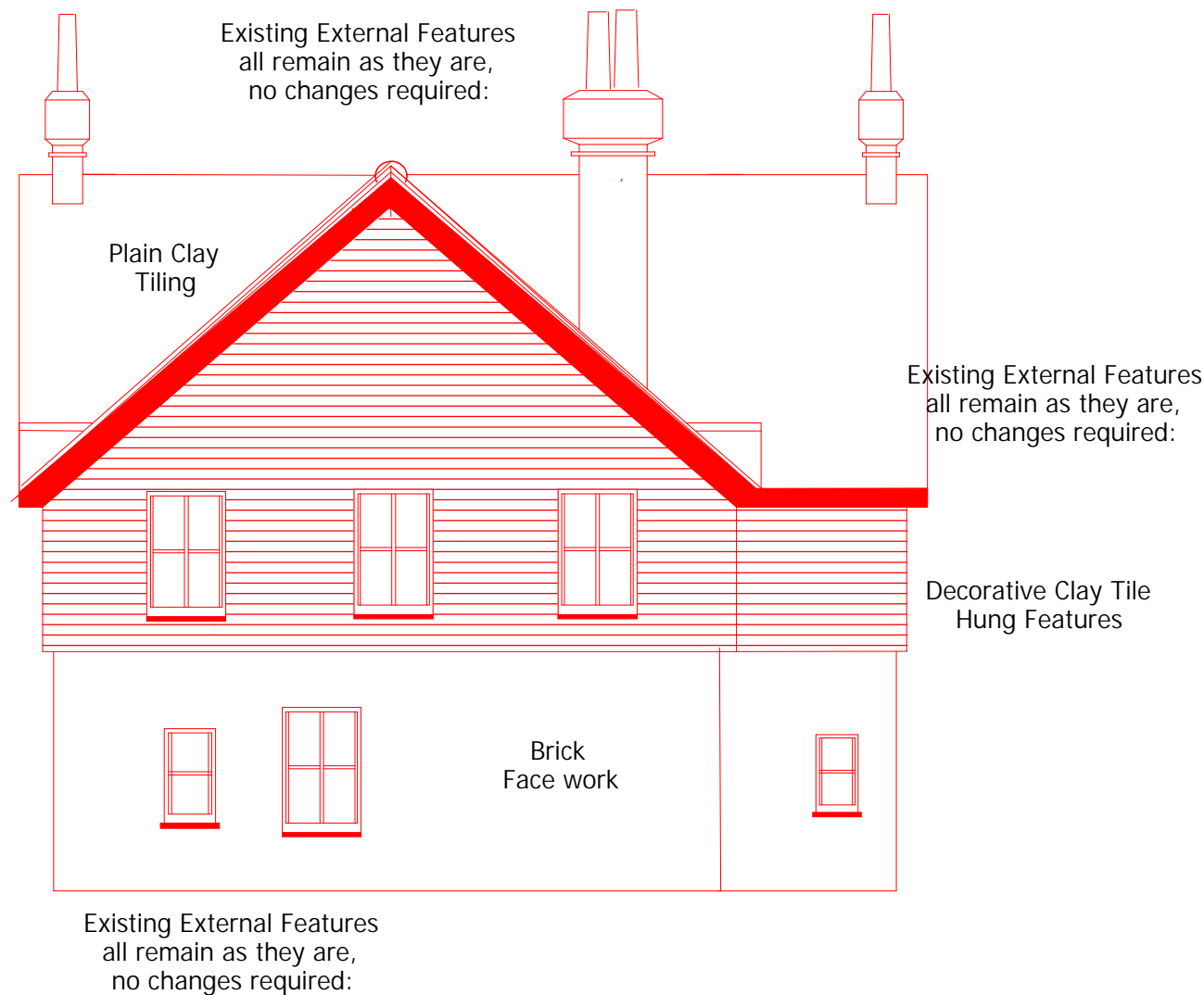
COACH HOUSE -
NEW BUILD - MATERIALS GENERALLY :-

- FACE BRICKWORK IN SECOND HAND STOCK BRICK
- CONSERVATION TYPE SASH WINDOW & EXTERNAL DOORS
- BRICK GAUGED ARCHES AND FEATURE BANDS
- STONE SILLS TO WINDOWS
- PAINTED FASCIA AND BARGE BOARDS, OGEE R/W GOODS
- PLAIN CLAY ROOF TILING WITH BONNETS AND VALLEY TILES
- MATERIALS GENERALLY TO MATCH EXISTING MAIN HOUSE
- CONSERVATION ROOF LIGHTS

COMBINED DEVELOPMENT OF 50 MASSETTS
ROAD & COACH HOUSE TO REAR

Proposed North Elevation - 50 Massetts Road

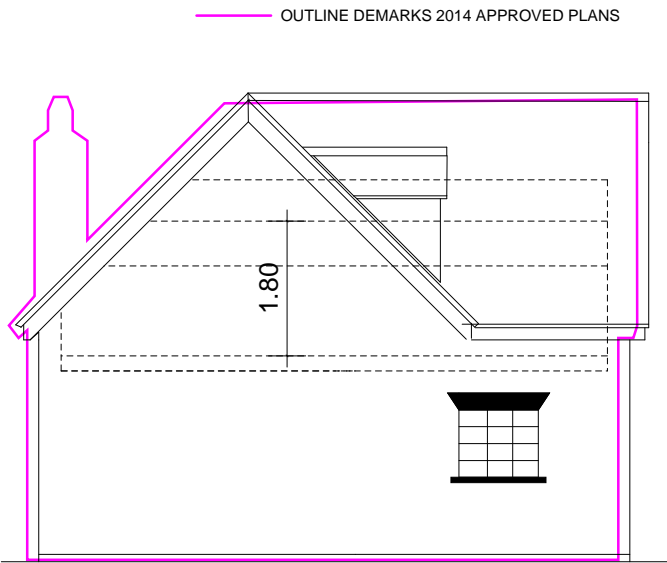
Architect: The Property Consultancy Service	
Derbyshire DE7/3 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A3
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 28/04/2018
Proposed North Elevation	Plan-No.: PL 201 B Rev 1



PROPOSED NORTH ELEVATION (REAR OF MAIN HOUSE)

- MAIN HOUSE - Existing External Features all remain as they are, no changes required:
- a. Rendered Plinth to circa 900mm height.
 - b. Face brickwork inclusive corbelling and arched heads.
 - c. Decorative tile hanging to first floor elevations.
 - d. Plain clay tile hanging to projecting bays to front.
 - e. Timber feature barge boards, fascias and gallows brackets.
 - f. Traditional sliding sash windows and frames, inconsistent overall sizes.
 - g. Corbelled chimneys.
 - h. Decorative timber gables to front elevation.

- COACH HOUSE -
NEW BUILD - MATERIALS GENERALLY :-
- 1. FACE BRICKWORK IN SECOND HAND STOCK BRICK
 - 2. CONSERVATION TYPE SASH WINDOW & EXTERNAL DOORS
 - 3. BRICK SOLDIER ARCHES AND FEATURE BANDS
 - 4. STONE SILLS TO WINDOWS
 - 5. PAINTED FASCIA AND BARGE BOARDS, OGEE R/W GOODS
 - 6. PLAIN CLAY ROOF TILING WITH BONNETS AND VALLEY TILES
 - 7. MATERIALS GENERALLY TO MATCH EXISTING MAIN HOUSE

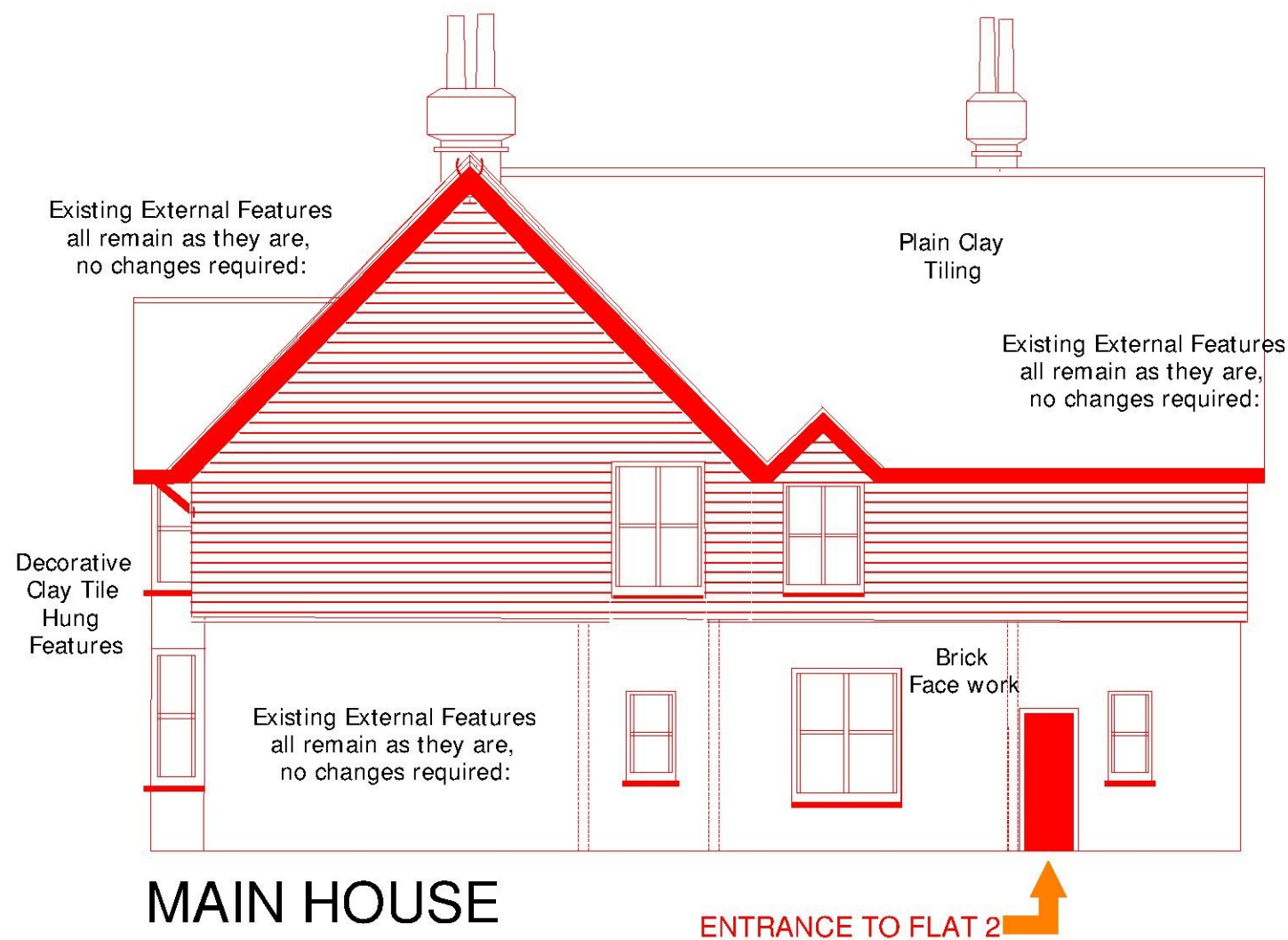


PROPOSED SOUTH ELEVATION (COACH HOUSE)

COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR

Proposed Other Elevations - 50 Massetts Road

Architect: The Property Consultancy Service	
Derbyshire DE73 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A3
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 03/01/2018
Proposed Other Elevation	Plan-No.: PL 201 C



MAIN HOUSE

ENTRANCE TO FLAT 2

PROPOSED EAST ELEVATION (RHS)

MAIN HOUSE - Existing External Features all remain as they are, no changes required:

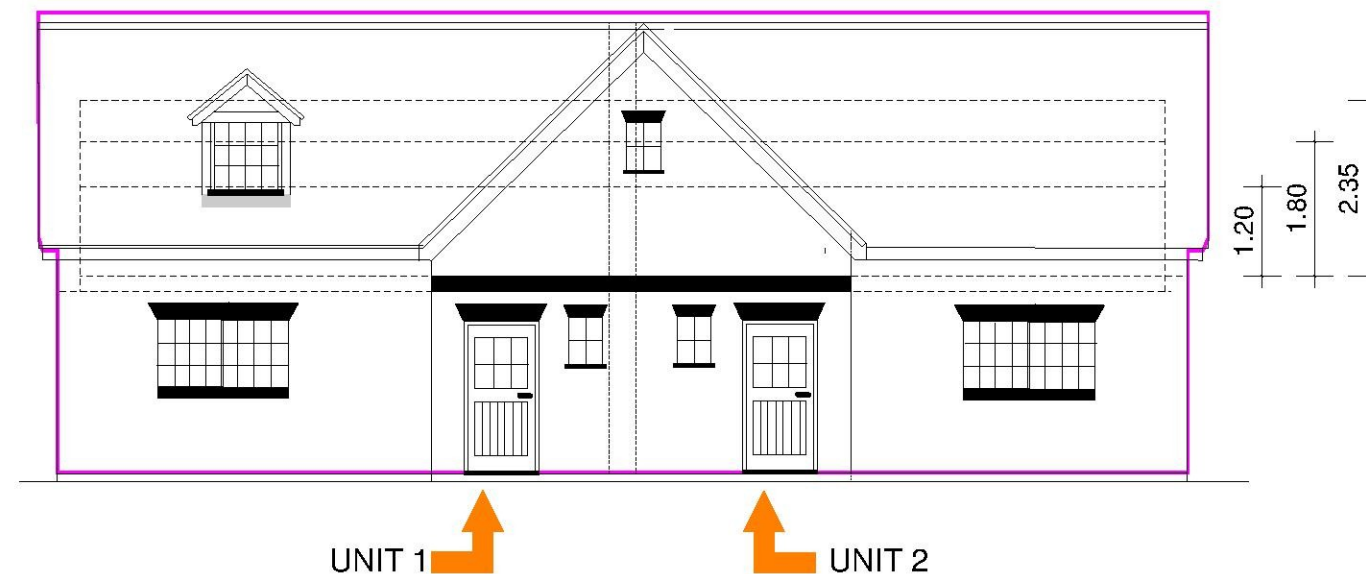
- Rendered Plinth to circa 900mm height.
- Face brickwork inclusive corbelling and arched heads.
- Decorative tile hanging to first floor elevations.
- Plain clay tile hanging to projecting bays to front.
- Timber feature barge boards, fascias and gallows brackets.
- Traditional sliding sash windows and frames, inconsistent overall sizes.
- Corbelled chimneys.
- Decorative timber gables to front elevation.

COACH HOUSE -

NEW BUILD - MATERIALS GENERALLY :-

- FACE BRICKWORK IN SECOND HAND STOCK BRICK
- CONSERVATION TYPE SASH WINDOW & EXTERNAL DOORS
- BRICK SOLDIER ARCHES AND FEATURE BANDS
- STONE SILLS TO WINDOWS
- PAINTED FASCIA AND BARGE BOARDS, OGEE R/W GOODS
- PLAIN CLAY ROOF TILING WITH BONNETS AND VALLEY TILES
- MATERIALS GENERALLY TO MATCH EXISTING MAIN HOUSE

MEWS COTTAGES



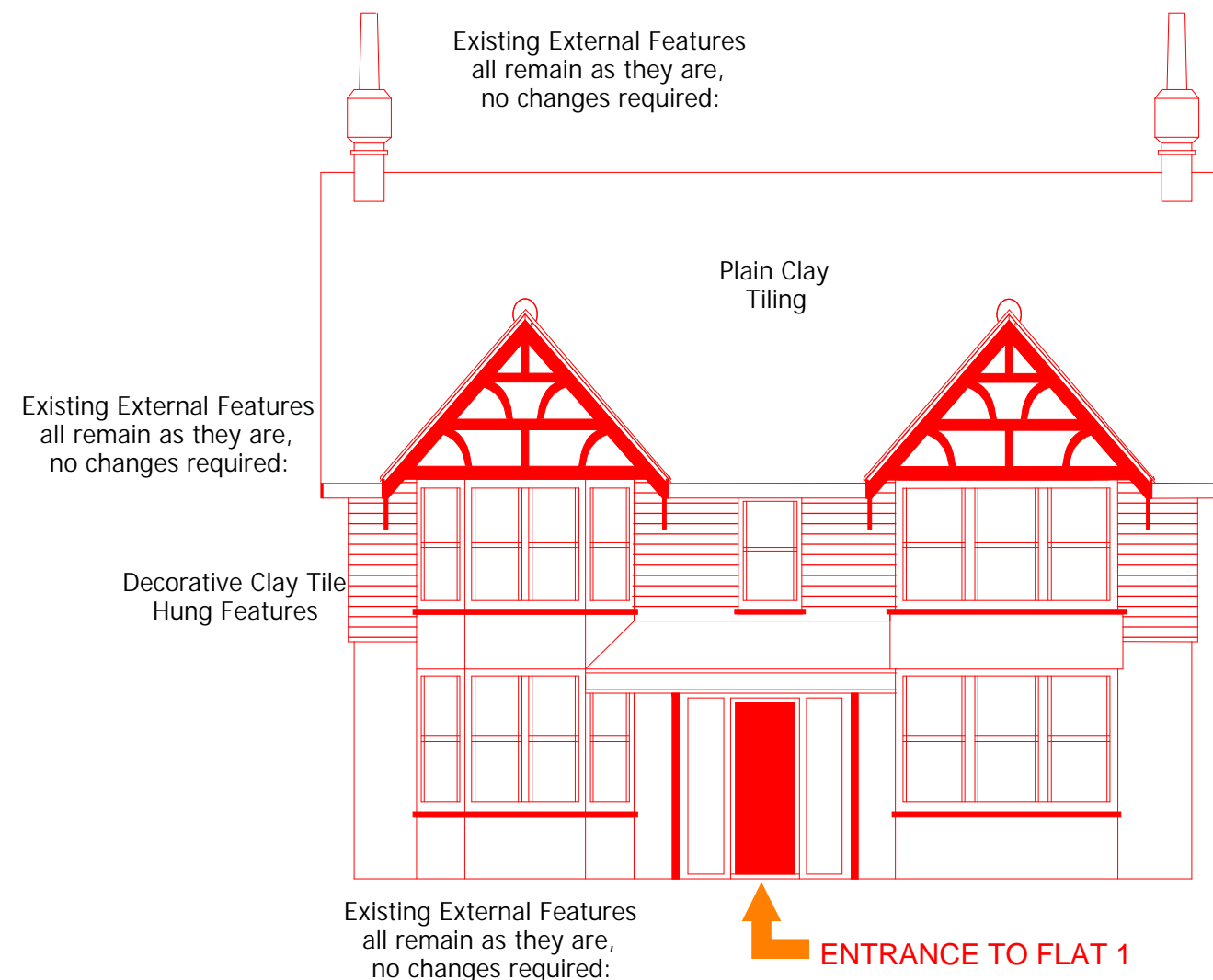
UNIT 1

UNIT 2

COMBINED DEVELOPMENT OF 50 MASSETTS
ROAD & COACH HOUSE TO REAR

Proposed East Elevation - 50 Massetts Road

Architect: The Property Consultancy Service	
Derbyshire DE73 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A3
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 28/04/2018
Proposed East Elevation	Plan-No.: PL 201 E REV 1



PROPOSED SOUTH ELEVATION (FRONT MAIN HOUSE)

Existing External Features as follows:

- a. Rendered Plinth to circa 900mm height.
- b. Face brickwork inclusive corbelling and arched heads.
- c. Decorative tile hanging to first floor elevations.
- d. Plain clay tile hanging to projecting bays to front.
- e. Timber feature barge boards, fascias and gallows brackets.
- f. Traditional sliding sash windows and frames, inconsistent overall sizes.
- g. Corbelled chimneys.
- h. Decorative timber gables to front elevation.

MAIN HOUSE - Existing External Features all remain as they are, no changes required:

- a. Rendered Plinth to circa 900mm height.
- b. Face brickwork inclusive corbelling and arched heads.
- c. Decorative tile hanging to first floor elevations.
- d. Plain clay tile hanging to projecting bays to front.
- e. Timber feature barge boards, fascias and gallows brackets.
- f. Traditional sliding sash windows and frames, inconsistent overall sizes.
- g. Corbelled chimneys.
- h. Decorative timber gables to front elevation.

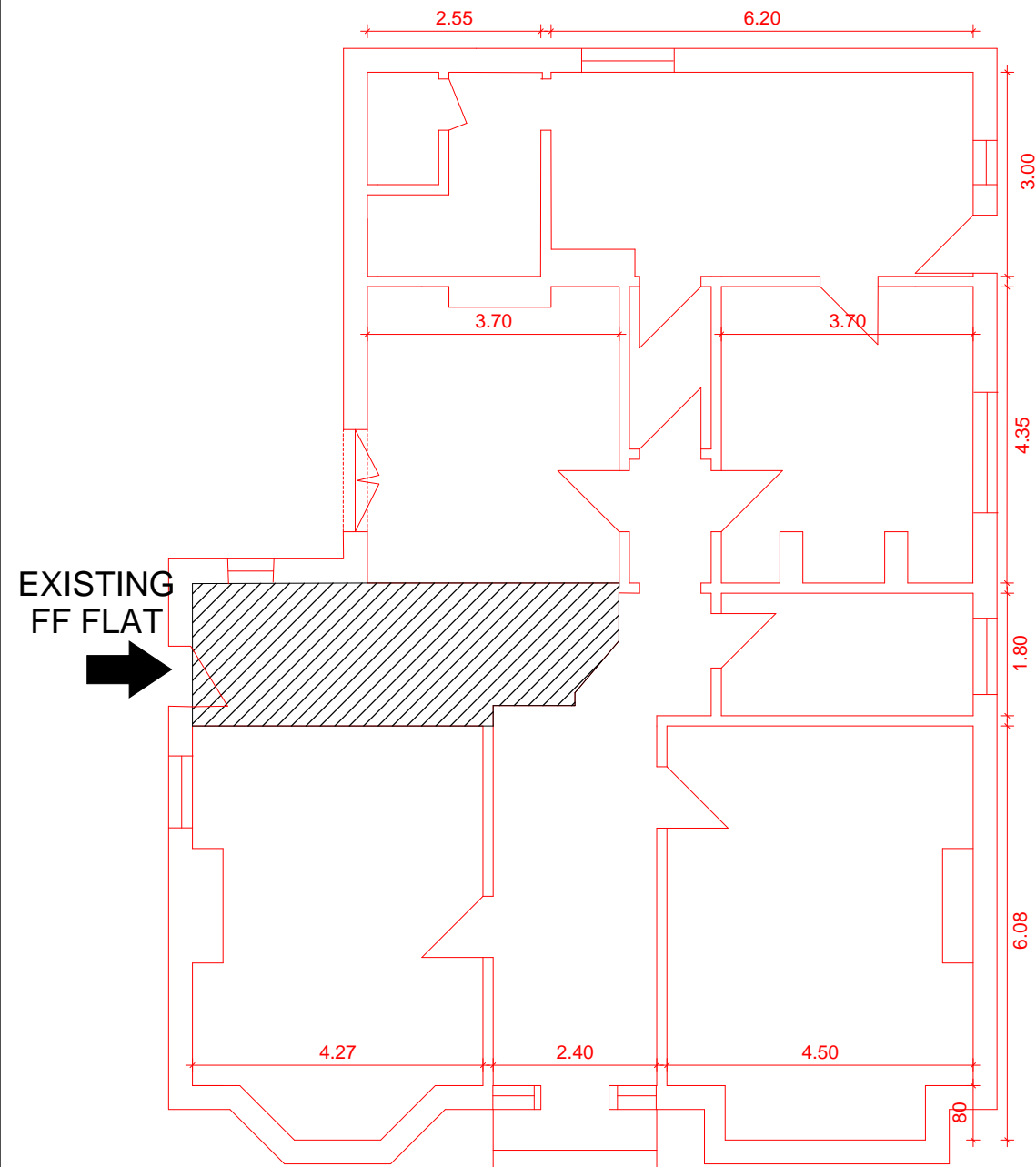
COACH HOUSE -
NEW BUILD - MATERIALS GENERALLY :-

- 1. FACE BRICKWORK IN SECOND HAND STOCK BRICK
- 2. CONSERVATION TYPE SASH WINDOW & EXTERNAL DOORS
- 3. BRICK SOLDIER ARCHES AND FEATURE BANDS
- 4. STONE SILLS TO WINDOWS
- 5. PAINTED FASCIA AND BARGE BOARDS, OGEE R/W GOODS
- 6. PLAIN CLAY ROOF TILING WITH BONNETS AND VALLEY TILES
- 7. MATERIALS GENERALLY TO MATCH EXISTING MAIN HOUSE

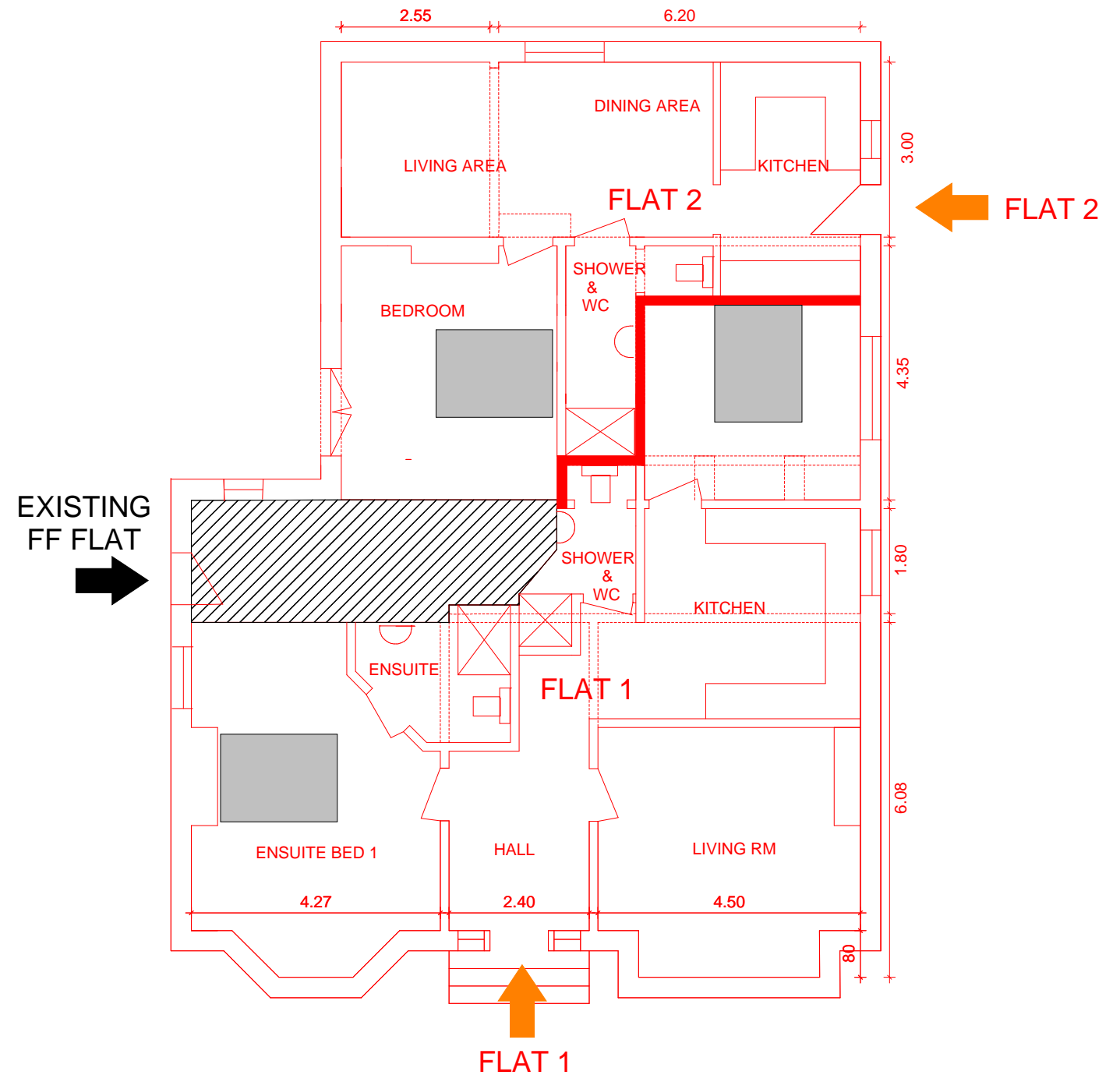
COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR

Proposed South Elevations - 50 Massetts Road

Architect: The Property Consultancy Service	
Derbyshire DE73 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A3
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 03/01/2018
Proposed South Elevation	Plan-No.: PL 201 A



EXISTING MAIN HOUSE GROUND FLOOR
1nr - 2 BED FLAT



PROPOSED MAIN HOUSE GROUND FLOOR
1nr - 1 BED & 1 nr 2 BED FLATS

MATERIALS GENERALLY :-

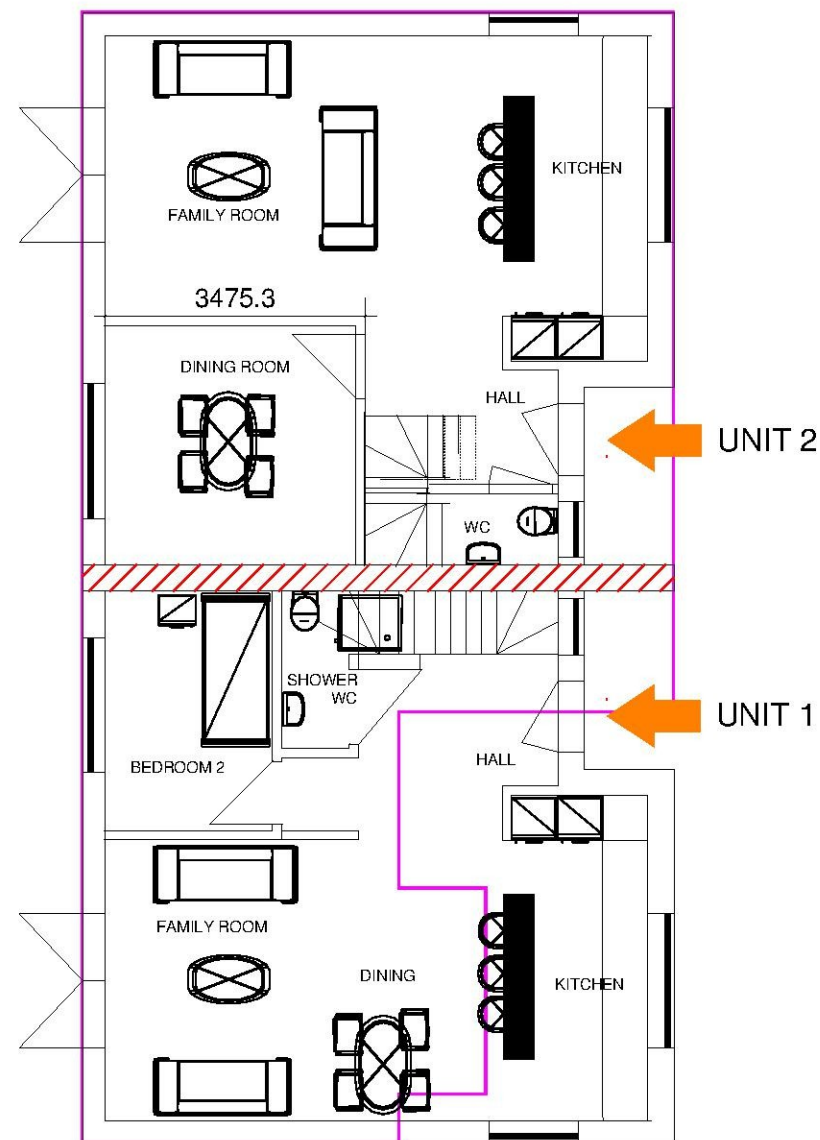
1. FACE BRICKWORK IN SECOND HAND STOCK BRICK
2. CONSERVATION TYPE SASH WINDOW & EXTERNAL DOORS
3. BRICK SOLDIER ARCHES AND FEATURE BANDS
4. STONE SILLS TO WINDOWS
5. PAINTED FASCIA AND BARGE BOARDS, OGEE R/W GOODS
6. PLAIN CLAY ROOF TILING WITH BONNETS AND VALLEY TILES

COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR

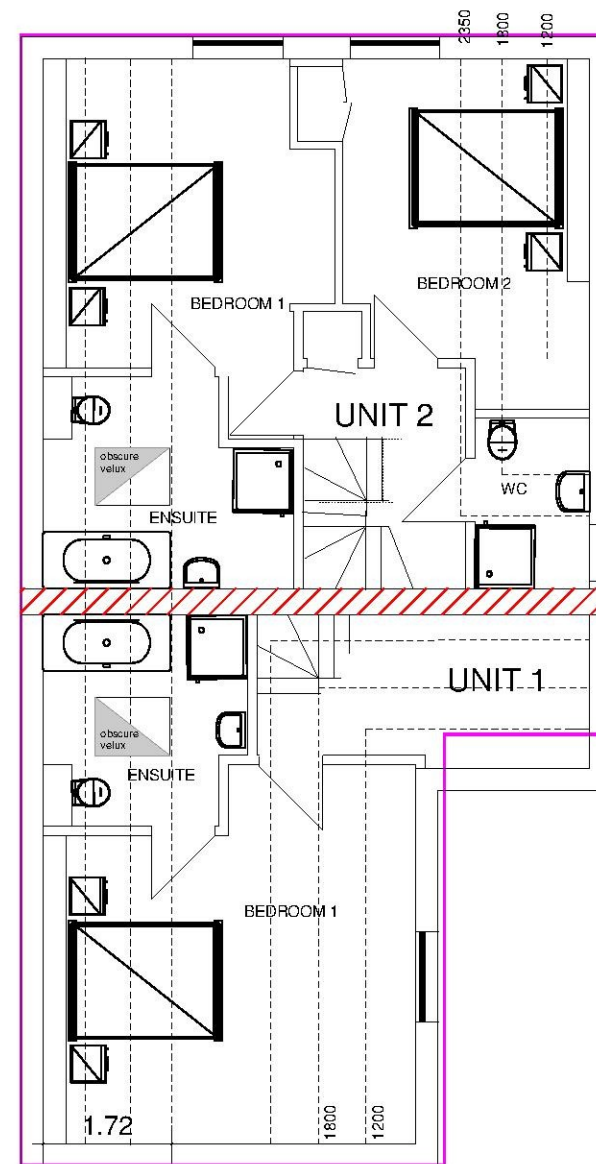
Proposed MAIN HOUSE FLOOR PLANS - 50 Massetts Road



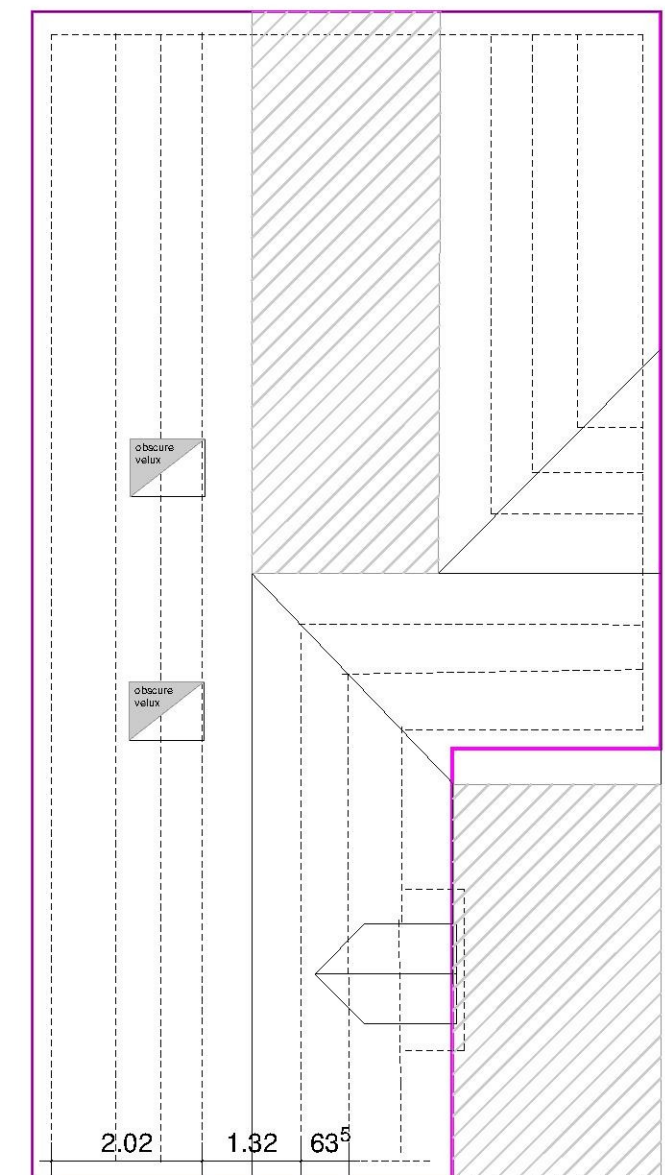
Architect: The Property Consultancy Service	
Derbyshire DE73 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A3
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 03/01/2018
Proposed MAIN HOUSE FLOOR PLANS	Plan-No.: PL 300A/301A



GROUND FLOOR



FIRST FLOOR



ROOF PLAN

OUTLINE DEMARKS 2014 APPROVED PLANS

MATERIALS GENERALLY :-

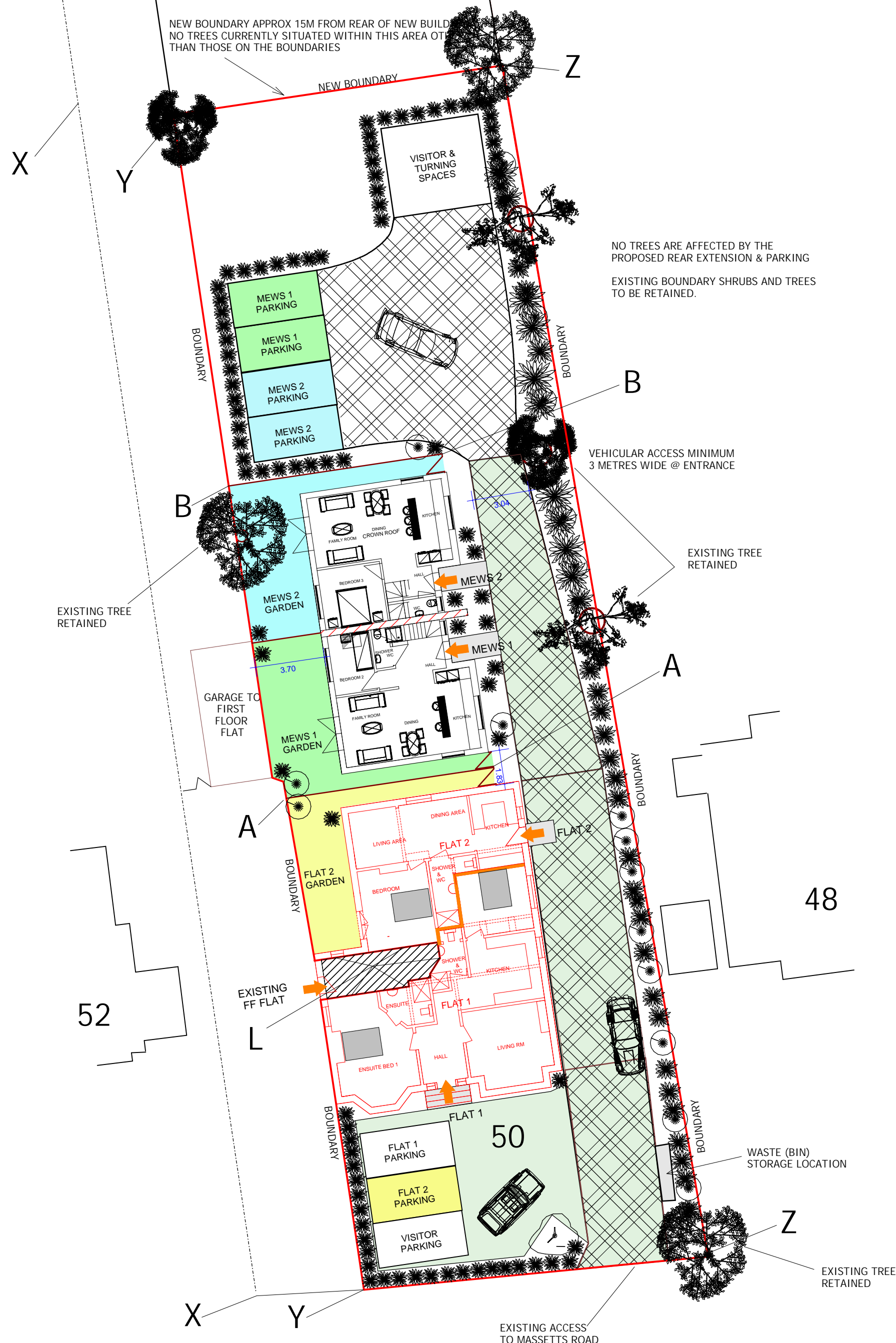
1. FACE BRICKWORK IN SECOND HAND STOCK BRICK
2. CONSERVATION TYPE SASH WINDOW & EXTERNAL DOORS
3. BRICK GAUGED ARCHES AND FEATURE BANDS
4. STONE SILLS TO WINDOWS
5. PAINTED FASCIA AND BARGE BOARDS, OGEE R/W GOODS
6. PLAIN CLAY ROOF TILING WITH BONNETS AND VALLEY TILES



COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR




Proposed MEWS COTTAGES FLOOR PLANS - 50 Massetts Road

Architect: The Property Consultancy Service	
Derbyshire DE73 7GB	
Owner: R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR	Scale: 1 : 100 @ A3
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	Date: 28/04/2018
Proposed MEWS COTTAGES FLOOR PLANS	Plan-No.: PL 301 B REV 1



ADDITIONAL INTERNAL BOUNDARIES WILL BE DEFINED BETWEEN FLAT 1 & 2 AND MEWS 1 & 2

KEY:

	NEW VEHICULAR ACCESS SURFACE
	NEW VEHICULAR TURNING SURFACE
	EXISTING PARKING AREA RESURFACED

Architect:	The Property Consultancy Service		
	Derbyshire DE73 7GB		
Owner:	R Matthews COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR		Scale:
			1 : 200 @ A2
Project:	50 Massetts Road, HORLEY Surrey, RH6 7DS		Date:
			03/01/2018
Proposed Site Plan			Plan No.:
			PL 101

COMBINED DEVELOPMENT OF 50 MASSETTS ROAD & COACH HOUSE TO REAR Proposed Site Plan - 50 Massetts Road

114

52

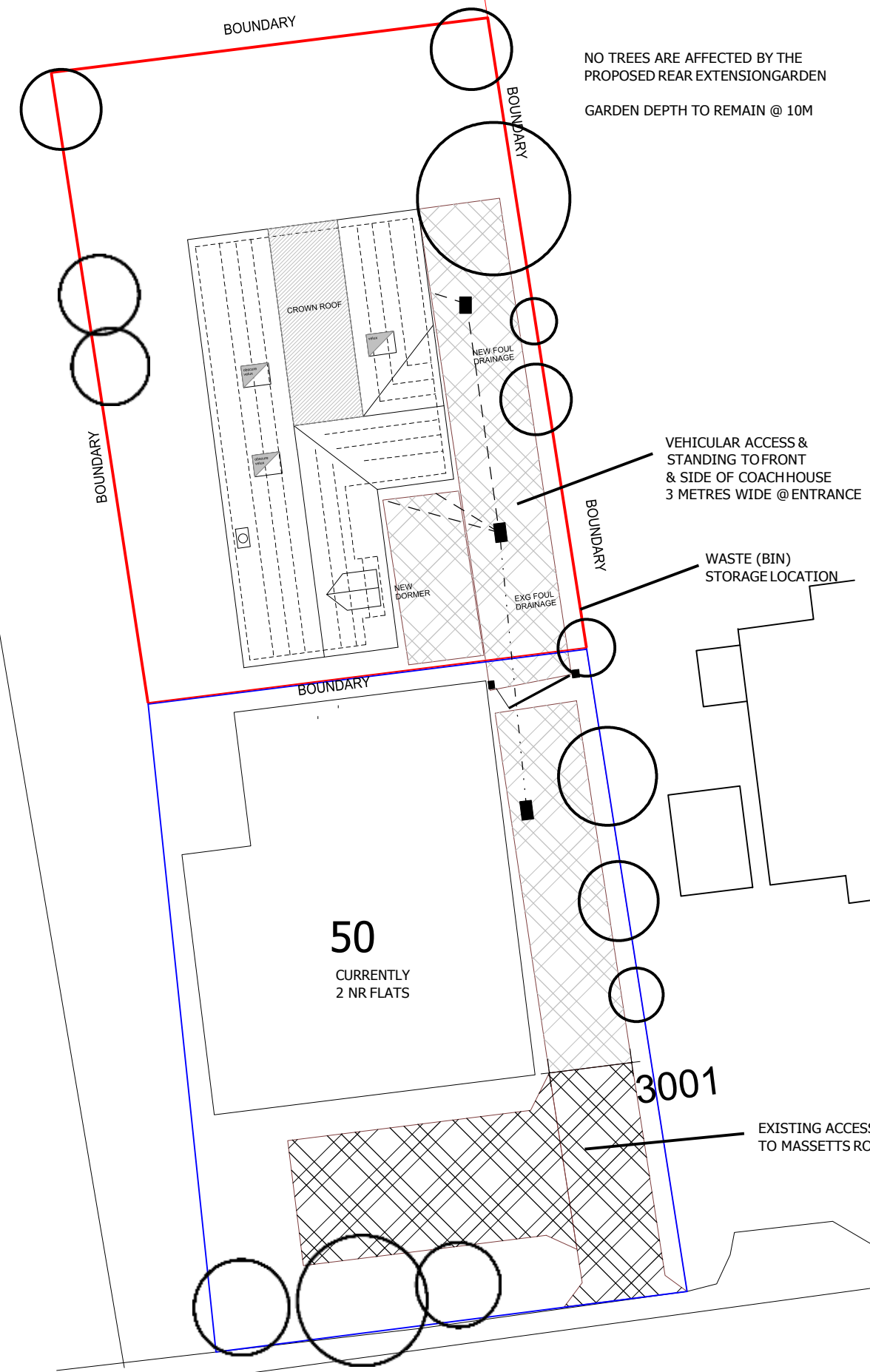
48

50
CURRENTLY
2 NR FLATS

3001

N

Proposed Site Plan - 50 Massetts Road THE COACH HOUSE




APPROVED LAYOUT 17/02372/F

Architect: The Property Consultancy Service	
Wolsey Cottage, Netherhall Lane, Hartshorne, Derbyshire DE11 7AA	
Owner: R Matthews	Scale: 1 : 200
THE COACH HOUSE	Date: 03/07/2014
Project: 50 Massetts Road, HORLEY Surrey, RH6 7DS	
Proposed Site Plan	Plan-No.: PLN 01P Rev

Agenda Item 10

Planning Committee
6th June 2018

Agenda Item: 10
18/00478/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		6 th June 2018
	REPORT OF:		HEAD OF PLACES & PLANNING
	AUTHOR:		Rosie Baker
	TELEPHONE:		01737 276173
	EMAIL:		rosie.baker@reigate-banstead.gov.uk
AGENDA ITEM:	10	WARD:	Banstead Village

APPLICATION NUMBER:		18/00478/F	VALID:	13/03/2018
APPLICANT:		Romans International Ltd	AGENT:	Hillman Design Ltd
LOCATION:		ROMANS GARAGE, BRIGHTON ROAD, BANSTEAD, SURREY SM7 1AT		
DESCRIPTION:		Extension and remodelling of existing car showroom.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.				

SUMMARY

The application is to extend the existing car showroom (proposing 186sqm net of floorspace) to allow seven additional cars to be stored inside as opposed to on the external display court. It will also allow a reorganisation of existing floorspace to allow for an improved internal layout and provision of ancillary facilities. In addition the proposal introduces a revised elevational design.

The planning history is a material consideration in the determination of this application. Planning permission was granted by the Planning Committee in December last year for a similar, albeit larger extension to the car showroom totalling 352.5sqm of floorspace. In addition historic permission, 12/00101/S73, remains extant for an extension to the car showroom which totalled 550sqm of floorspace; only approx 186 sqm of floorspace was implemented.

The proposed extension to the side is relatively small, limited to approx 5.5m in width and will retain the existing building line and set back to Brighton Road. To the rear, behind the existing valeting building, the extension is generally on the same footprint as the approved and part implemented permission and of very similar design. Overall the proposal has a reduced footprint and height than previously approved extensions. (0.8m lower than the existing ridge and previously approved extensions.)

The application proposes a revised design approach which would present a simple modern appearance to the showroom, not hugely different to the appearance of the proposed extension granted under 17/01883/F, albeit in a different colour. The design approach and elevational form is considered complimentary to the use of the

site and in keeping with the mixed character of the surrounding area, which includes a number of large commercial buildings, such as the flat roofed neighbouring BP garage on the corner of Diceland Road and the Ford garage both of which are taller in height. The proposed development would be acceptable in terms of its design and impact upon the streetscene and character and appearance of the wider area, and complies with policies Em1, Em3 of the borough local plan.

The development will not intensify the use of the premises, with no change to the vehicular access arrangements, total number of cars displayed, staff parking and delivery arrangements. Visitor parking would be moved from the rear of the site to the front.

The proposal will not result in any material adverse impact on neighbouring property occupiers. Given that the site is already in use as a car showroom with associated valeting operations to the rear and the proposal makes no operational change to the use of the site.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway with respect of access, net additional traffic generation and parking. The County Highway Authority therefore has no highway requirements subject to a condition relating to a construction transport management plan.

Environmental Health (Contaminated Land): There is some potential for contamination to be present associated with both historical and current garage use, as such conditions to deal with contaminated land and an informative to provide additional guidance is recommended.

Surrey County Council SUDS: Application beneath threshold for Lead Local Flood Authority to review.

UK Power Networks: No comment

Banstead Village Residents Association: No comment

Representations:

Letters were sent to neighbouring properties on 5th April 2018 and a site notice was posted on 12th April 2018.

No representations have been received.

1.0 Site and Character Appraisal

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

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not enter into pre-application discussions regarding this application. (Pre-application advice was given prior to the previous application.)

- 2.2 Improvements secured during the course of the application: Additional information was provided regarding the proposed materials. The applicant was offered the opportunity to make design amendments following initial member feedback but choose to pursue the submitted design.
- 2.3 Further improvements could be secured through the use of conditions to secure an appropriate quality of development.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--|--|--|
| 3.1 | 17/01883/F | Extension to existing car showroom, and reduction in size of existing vehicle preparation building. As amended on 1/10/2017, on 08/11/2017 and on 07/12/2017 | Approved with conditions
21.12.2017 |
| 3.2 | 12/00101/DET03, 05, 06 | Discharge of condition submissions relating to materials, construction method statement and landscaping | Approved |
| 3.3 | 12/00101/S73 | Demolition of existing public house and erection of extension to adjoining car showroom. Variation of condition 2 of 10/01393/F. Amendment to elevations | Approved with conditions
16.03.2012 |
| 3.4 | 11/00389/CU | Erection of temporary screening and use of front part of site for the sale of cars for a temporary period of two years. | Approved with conditions
16.05.2011 |
| 3.5 | 10/01393/F | Demolition of existing public house and erection of extension to adjoining car showroom | Approved with conditions
24.11.2010 |
| 3.6 | 09/01881/F | Demolition of existing public house and erection of extension to adjoining car showroom | Refused
September 2010 |
| 3.7 | The planning history is a material consideration in the determination of this application. In particular application 12/00101/S73 which granted consent for a large extension and was part implemented when the cleaning building to the rear was erected and; the recent permission 17/01883/F again for a significant extension. | | |
| 3.8 | Note: A Grampian condition was attached to planning permission 10/01393/F requiring the use of 29 Diceland Road for vehicle valeting to cease prior to | | |

the use of the proposed valeting area commencing. The site of 29 Diceland Road has subsequently been redeveloped for housing (13/01889/OUT) and so this condition has been complied with.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the erection of a single storey part side / part rear extension to the existing car showroom. It follows the grant of planning permission (ref 17/01883/F) for a larger extension which the applicant has decided not to implement, citing reasons of the cost of construction and the disruption to the ongoing business which could potentially put the business in jeopardy.
- 4.2 It is proposed to retain the existing valeting / car preparation building as existing and erect a single storey extension sited to the north and north-east of the existing car showroom building. The extension would be significantly reduced in size compared to the previous approved permission, (previously 352.5sqm floorspace now proposed at 186sqm). The side extension to the car showroom would measure approx. 20.5 x 5.5m. To the rear the extension would continue approx 18.5m x 4.5m, albeit with a staggered footprint to accommodate the retention of protected trees and enable a meeting room and staff / office accommodation to be sited to the rear of the cleaning bay. The built elements to the rear are single storey following the principles established under the previous approval and on a very similar siting.
- 4.3 In addition the application includes works to remodel the elevations of existing showroom, comprising the removal of the glazed sections with shallow pitched roofs and the front gable, and works to square up the external envelope to create a more modern, contemporary design. The showroom would have a height of 4.4m, lower than existing.
- 4.4 The applicant states within the design and access statement that the proposal will not result in an intensification of the site, with no change in the way the site is currently used. As with the previous approved scheme, the reason for the extension being to keep more cars on the site undercover (7 more) as opposed to being outside. The business is the sale of very expensive and exotic cars, most of which are currently displayed in the open air, which leaves them vulnerable to damage from the traffic film generated by the A217 and vandalism, the proposal will help address this.
- 4.5 The applicant has provided the following information regarding parking to clarify the parking arrangements

	Existing spaces	Proposed spaces	
Staff	10	10	No change to staff parking arrangements. The numbers of staff employed at the site will remain unchanged (19).
Customers:	4	4	Due to the high end nature of the cars for sale the majority of customers visiting the site are by

			pre-arrangement, having viewed the cars on-line, and it is rare that a customer will drop by to browse the stock. As such it is not envisioned that there will be any change to the way customers visit the site. Customer parking is currently provided to the rear of the site, under the proposal <u>the same number of visitor spaces will be retained, but moved to the front of the site</u> so visitors do not need to access the rear.
Display cars	Total 49 38 outside 11 Inside	Total 49 31 outside 18 Inside	No change to total number of display vehicles. Difference being that 17 more are accommodated inside as opposed to on the forecourt.
Delivery of Vehicles			Due to the high end nature of the cars, they are individually delivery to and taken away from the site via an enclosed trailer towed by a 4 x 4 vehicle. This is currently accommodated within the site and does not interfere with the surrounding streets.
Operations within the site			Onsite operations are restricted to the sale of the cars, their cleaning and preparation (scratch repair, glass polishing etc). No servicing takes place on site, so there is no parking or vehicle movements generated by this.

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

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

Assessment	The statement does not include an assessment of local character
	Protected trees are to be retained to the rear of the site.
Involvement	No community consultation took place.
Evaluation	The other development options considered were a larger extension as permitted by 17/01883/F which it is not considered economic to implement.
Design	The applicant's reasons for choosing the proposal from the available options were; it enables more cars to be kept undercover, provides a modern, sleek, uncluttered, simple building more in keeping with current design

	trends and, which does not compete with the highly stylised cars that are on display, whilst still respecting the design rationale of the existing building with regard to ridge and eaves heights. The siting of the proposal to the rear is similar to previous permitted extensions although the scale of the proposal as a whole is significantly reduced.
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4.5 Further details of the development are as follows:

Site area	0.25 ha
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5.0 Policy Context

5.1 Designation

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

5.2 Reigate and Banstead Core Strategy

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

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Employment	Em1, Em3
Movement	Mo5, Mo6, Mo7

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

6.0 Assessment

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such commercial development is acceptable in land use terms.
- 6.2 Permission was granted in 2010 under planning reference 10/01393/F for the demolition of the Olive Tree public house and the erection of an extension to Romans International the adjoining car showroom, proposing 550 sqm of floorspace.
- 6.3 The 2010 planning permission was varied in 2012 (12/00101/S73) in order to make amendments to the design of the valeting section of the building which is located towards the rear of the site. The changes included the insertion of roof lights and the increase in the roof pitch by 200mm to accommodate the clearance for the roller shutter door gear and structural frame. The s73 application was subsequently approved subject to condition. Pre-commencement conditions were discharged and the planning consent implemented in part with the valeting building constructed. This amounted to approx 186 sqm of the consented 550 sqm of floorspace.
- 6.4 Subsequently planning permission was granted in December 2017 (17/01883/F) for an extension to the existing car showroom, and reduction in size of existing vehicle preparation building. This application proposed 352.5sqm of floorspace.
- 6.5 The extant consents are a material consideration in the determination of this planning application and confirm the principle of an extension to the car dealership on this site.
- 6.6 The main issues to consider are:
- Design appraisal
 - Neighbour amenity
 - Highway matters
 - Community Infrastructure Levy

Design appraisal

- 6.7 The application is to extend the existing car showroom (proposing 186sqm net of floorspace, previously 352.5sqm net of floorspace was proposed) to allow seven additional cars to be stored inside as opposed to on the external display court. It will also allow a reorganisation of existing floorspace to allow for an improved layout and provision of ancillary facilities. In addition the proposal introduces a revised elevational design.
- 6.8 The extension retains the existing building line facing Brighton Road and is significantly smaller in scale than the previous extant permissions. To the rear the proposal is generally on the same footprint as the 2017 permission, being

of single storey with a flat roof. The side extension is relatively small and discrete in comparison to the extant schemes.

- 6.9 The revised elevational design to both the existing showroom and proposed extension would provide a simple modern appearance to the showroom, not hugely different to the appearance of the proposed extension granted under 17/01883/F, albeit in a different colour. As opposed to incorporating the lower glazed pitch roof of the existing showroom, the proposal will have a more modern simplified flat front glazed façade. The ridge height would be 4.4m approximately 0.8m lower than the existing ridge (and that of the previous extant permissions). The loss of the existing gable to the front elevation is considered acceptable, it not being a feature of high architectural value. However it has a positive role in breaking up the length of the elevation and in this respect its loss is regrettable, (with the full extended length of the now flat roofed elevation now exposed). Notwithstanding this I consider the proposed design acceptable, placing weight on the commercial nature of this part of Brighton Road, the presence of the flat roofed petrol station next door and the Ford building to the north, which would support my view that the proposal would have an acceptable impact on the character and appearance of the streetscene. In addition the provision of para 60 of the NPPF require that planning decisions *"should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to confirm to certain development forms or styles."*
- 6.10 The applicant has confirmed that the cladding material will be powder coated aluminium cladding panels in RAL 7016 colour. This is an Anthracite grey colour that along with areas of glazing gives the appearance a modern feel. The applicant states that the choice of dark grey is practical too, as unlike the current light grey cladding, the dust and traffic road film from the A217 will not make the building constantly look dirty. There is no objection to the colour proposed, which is not considered harmful to local distinctiveness.
- 6.11 The design approach and elevational form is considered complimentary to the use of the site and be in keeping with the mixed character of the surrounding area, which includes a number of large commercial buildings of substantive scale. Noting it is significantly lower in height than both the Ford garage immediately to the north and the BP garage to the south on the corner of Diceland Road. The proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policies Em1, Em3 of the borough local plan.
- 6.12 The site has protected oak trees to the rear, which the submitted Arboricultural Report accommodates for satisfactorily. The proposal will result in the removal of one sycamore located along the side boundary proximate to the rear of 69 Dicelands Road. This tree is not protected and its removal is not considered to have a detrimental impact on landscape character. The tree officer has confirmed the submitted tree information is satisfactory and the proposed extension, controlled by appropriate tree control conditions, would

be acceptable in this regard and comply with policy Pc4. (The impact with respect to trees is the same as per the consented permission 17/01883/F.)

Neighbour amenity

- 6.13 The site is currently in use as a car sales showroom and valeting facility. The application proposes no change to existing operations on the site and is not considered to result in material change to the existing noise environment post construction. A construction method statement is conditioned to mitigate noise and inconvenience during construction.
- 6.14 The application is sited adjacent to the existing Ford garage to the north with residential development in Garratts Lane, Gerrards Mead and Diceland Road to the north-east, east and south. The extension will in part replace a portacabin currently located to the rear of the cleaning bay. The existing cleaning bay will in part screen the extension from residential development to the east and given its limited scale and siting, together with the maintenance of the existing separation distances to 3 Gerrards Mead and 49 Garratts Lane (the closest properties) the proposal is not considered to give rise to harm to residential amenity. To the south the proposal will bring single storey development closer to 59 – 69 Diceland Road. However a separation gap to the boundary is retained of approx 2m adjacent to 69 Diceland Road (in the ownership of the garage owner) increasing to 5.2m adjacent to 67 – 65 Diceland Road. This separation gap, together with the retention of protected trees along this boundary which will provide long term screening, and the single storey built form with reduced roof height (3.45m) and flat roof profile mean that the development is considered to have an acceptable impact on the amenities of these properties with respect to dominance, outlook, and daylight. There is one window serving a corridor and an external door in this part of the elevation facing Diceland Road, such that the application will not cause harmful overlooking or loss of privacy.

Highway matters

- 6.15 The application is to extend the existing car showroom to allow the cars that are currently left out in the open to be stored and displayed inside. No change is proposed to the existing access arrangements, staff parking or delivery arrangements. Provision for visitor parking would remain as existing but be relocated to the front of the site. Whilst there is some rearrangement in the provision of parking for vehicles for display, with a reduction in the number of external spaces and an increase in the number of internal spaces by 7 the application will not result in an intensification of the site and the parking provision is considered acceptable.
- 6.16 The Highway Authority has assessed the application and raised no objection to the proposed development subject to a condition securing a method of construction statement. In light of the A217 location and access I agree that this request is appropriate.

Community Infrastructure Levy (CIL)

- 6.17 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 not be CIL liable.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date Received
Location Plan	ROM/N/001		28.02.2018
Site Layout Plan	ROM/2/100		28.02.2018
Other Plan	ROM/P/1000		28.02.2018
Elevation Plan	ROM/2/111		28.02.2018
Floor Plan	ROM/2/110		28.02.2018
Elevation Plan	ROM/2/102		28.02.2018
Floor Plan	ROM/N/101		28.02.2018

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

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

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Em3.

4. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by ACS Trees dated 7th November 2017.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policy Pc4 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

Informative:

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

5. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

6. No new development shall be occupied until space has been laid out in accordance with the approved plans for cars to be parked. The parking area shall be retained exclusively for its designated purpose.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users with regard to Reigate and Banstead Borough Local Plan 2005 policy Mo7.

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

Reason:

In order to maintain the amenities of the area and, in particular, the amenities enjoyed by the residential properties in the vicinity with regard to Reigate and Banstead Borough Local Plan 2005 policy Em3.

8. No external mechanical ventilation or plant shall be constructed, unless otherwise agreed in writing by the Local Planning Authority. Such a

submission shall include full details of acoustic housing and noise abatement, and the equipment shall be installed in accordance with the approved details.

Reason:

To ensure that the proposed development does not prejudice the amenities of the properties in the surrounding area or the appearance of the building, with regard to Reigate and Banstead Borough Local Plan 2005 policy Em3.

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

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

10. Prior to the commencement of development and 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.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

11. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional

requirements that it may specify. If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

- 12a 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.
- 12b. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason:

To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

13. 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.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or

pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10 and the provisions of the NPPF

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsters 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.

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

work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

7. 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. 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

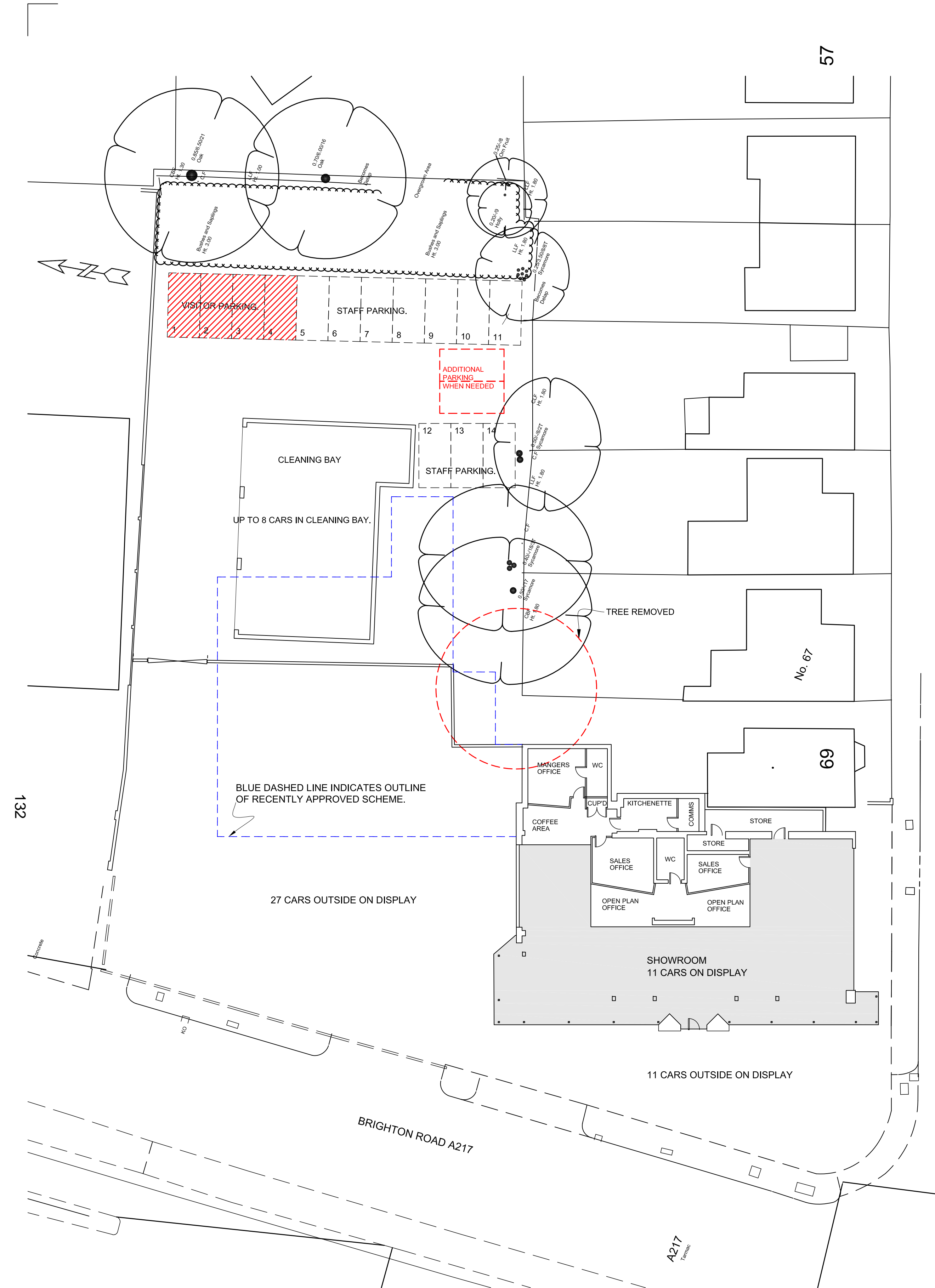
The development hereby permitted has been assessed against development plan policies Pc4, Em1, Em3, Mo5, Mo6 and Mo7, CS1, CS4, CS10, CS11 and CS17 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

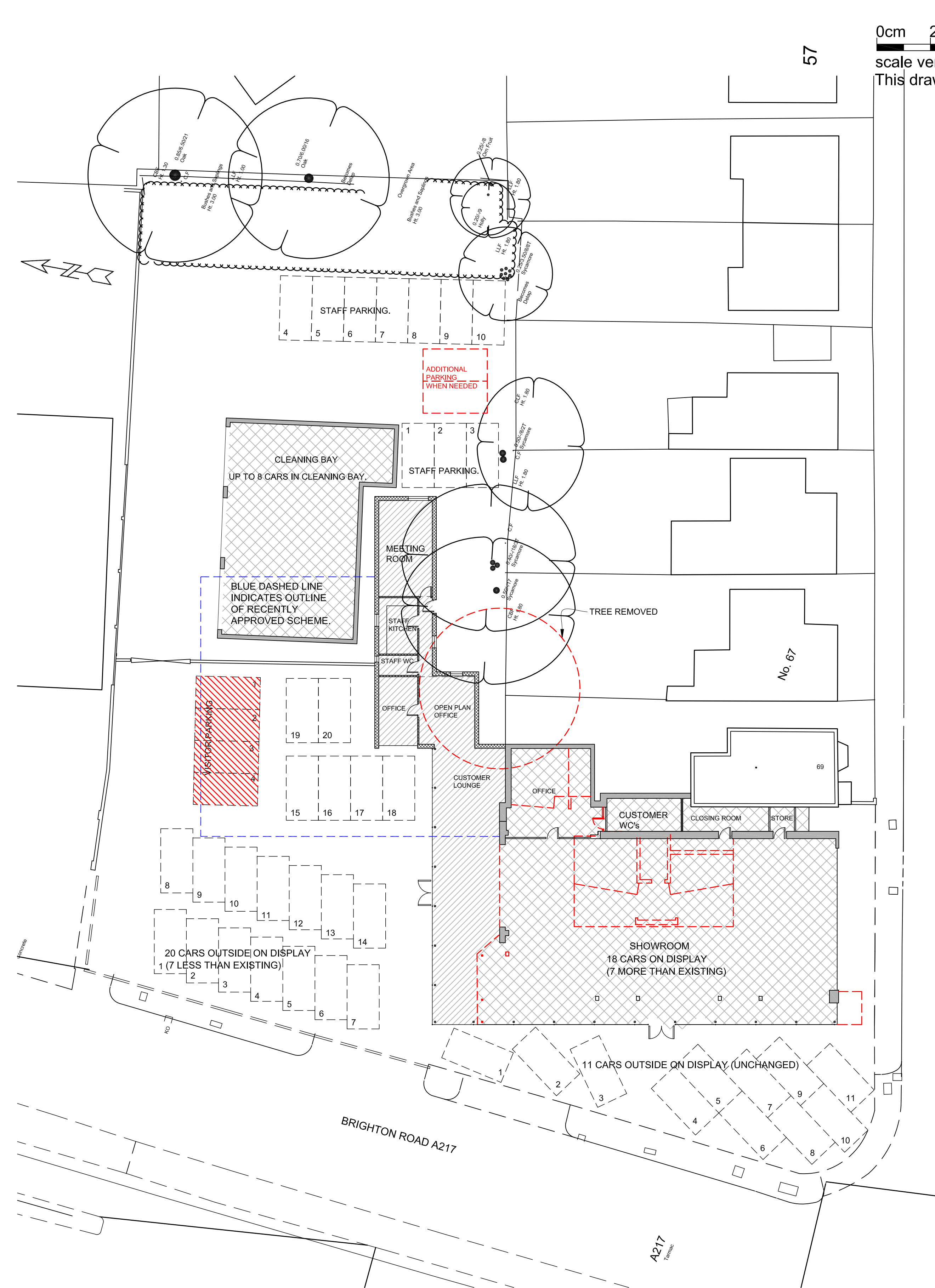
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

18/00478/F - Romans Garage, Brighton Road, Banstead





EXISTING SITE PLAN 1:200



PROPOSED SITE PLAN 1:200

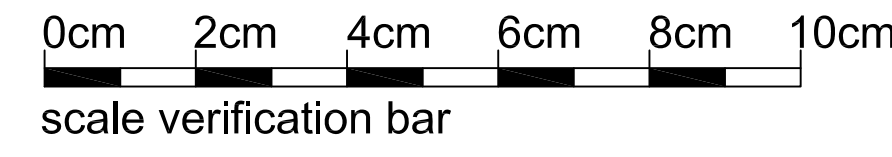
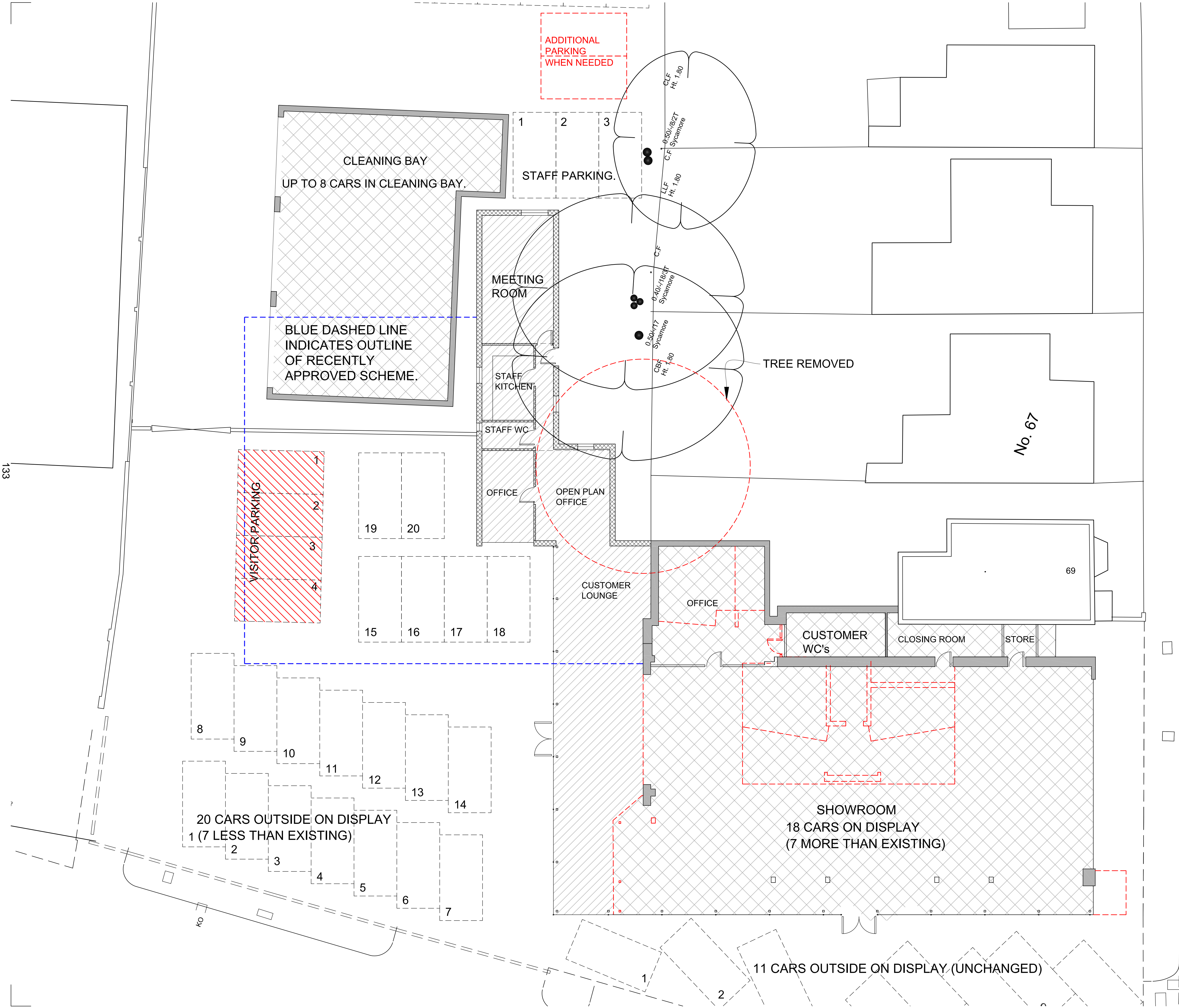
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scale verification bar
This drawing prints at A1.

Hillmandesign Ltd
Chartered Architects

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

PROJECT
ROMANS INTERNATIONAL
BRIGHTON ROAD, BANSTEAD,
SURREY SM7 1AT
DRAWING
EXISTING & PROPOSED SITE PLAN

SCALE
1:200
DRAWING NO
ROM/2/100
DATE
FEB 18
REVISION

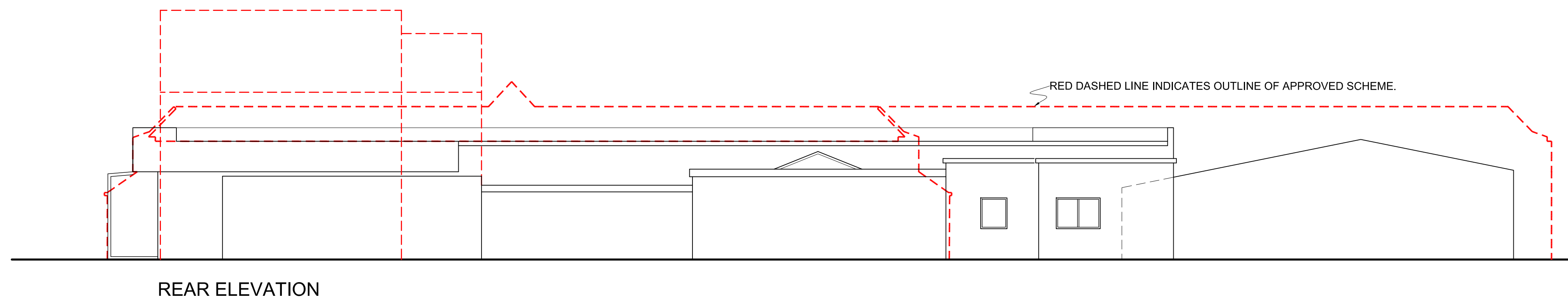
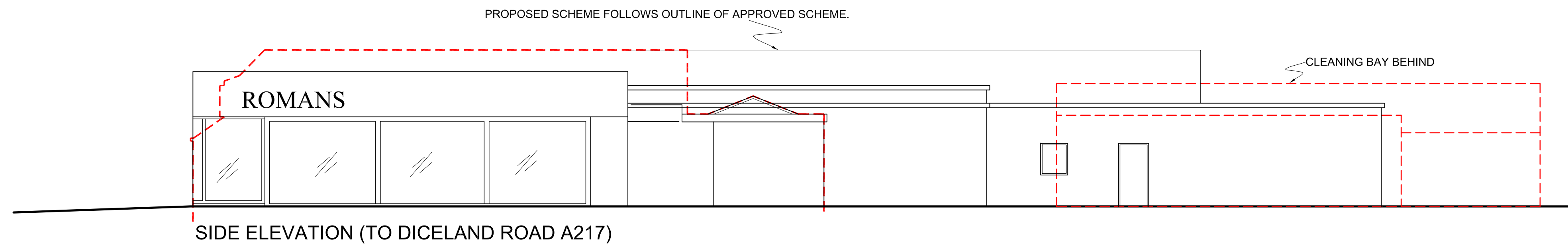
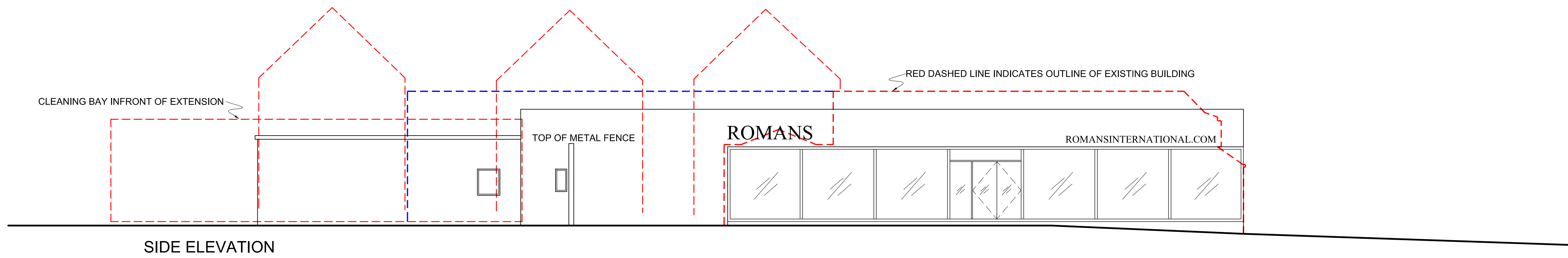
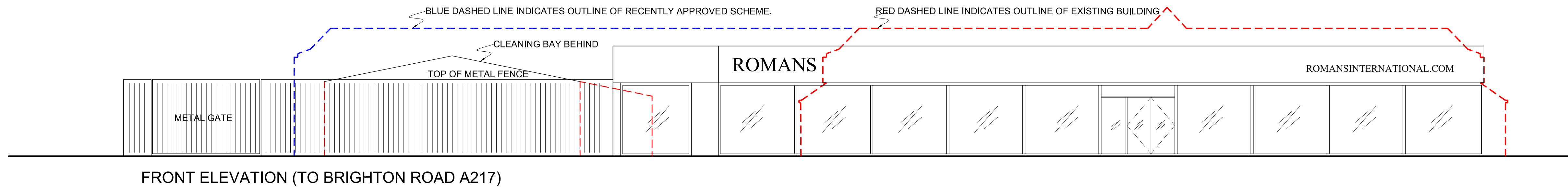


Hillmandesign Ltd
Chartered Architects

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

PROJECT
ROMANS INTERNATIONAL
BRIGHTON ROAD, BANSTEAD,
SURREY SM7 1AT
DRAWING
PROPOSED FLOOR PLANS

SCALE
1:100
DRAWING NO
ROM/2/110
DATE
FEB 18
REVISION



Hillmandesign Ltd
Chartered Architects

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

PROJECT

ROMANS INTERNATIONAL
BRIGHTON ROAD, BANSTEAD,
SURREY SM7 1AT

DRAWING

PROPOSED ELEVATIONS

SCALE DATE

1:100 FEB 18

DRAWING NO REVISION

ROM/2/111



Elevation to Brighton Road. Looking South



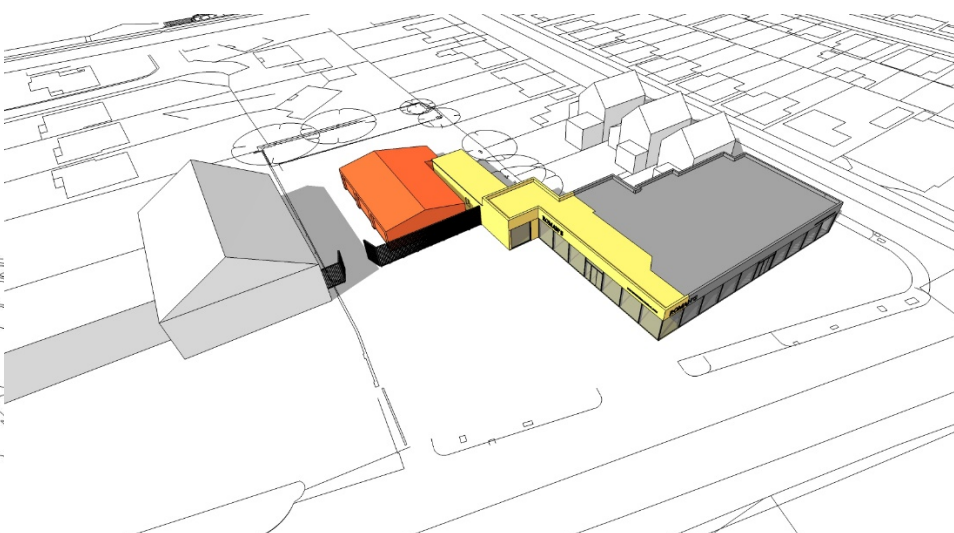
Elevation to Brighton Road. Looking straight on



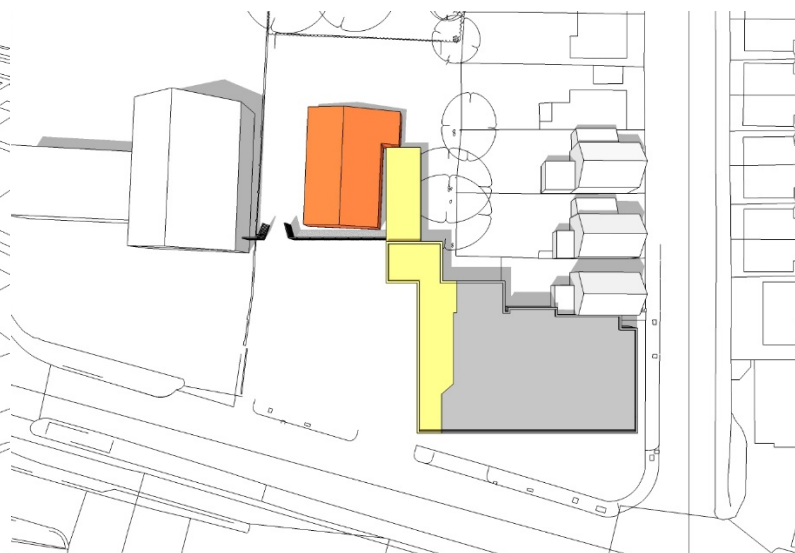
Elevation to Brighton Road. Looking North



Aerial view Looking North West



Aerial view Looking South East



Aerial view Looking on Plan


**Romans International, Brighton Road,
Banstead, Surrey, SM7 1AT**

ROM P 1000

Agenda Item 11

Planning Committee
06 June 2018

Agenda Item: 11
18/00823/HHOLD

 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:		PLANNING COMMITTEE
	DATE:		06 June 2018
	REPORT OF:		HEAD OF PLACES AND PLANNING
	AUTHOR:		Matthew Holdsworth
	TELEPHONE:		01737 276752
EMAIL:		Matthew.Holdsworth@reigate-banstead.gov.uk	
AGENDA ITEM:	11	WARD:	Kingswood with Burgh Heath

APPLICATION NUMBER:		18/00823/HHOLD	VALID:	18 April 2018
APPLICANT:	Mr & Mrs Parnall		AGENT:	
LOCATION:	LANGDALE HOUSE, KINGSWOOD WARREN PARK, WOODLAND WAY, KINGSWOOD			
DESCRIPTION:	Addition of a log cabin garden room and garden shed, both to the side of the house.			
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.				

This application is referred to Committee in accordance with the Constitution as the applicant is a Councillor

SUMMARY

The proposed development seeks permission for two outbuildings ancillary to the main dwelling house to the side of the property.

The outbuildings would be similar in design to other sheds and domestic garden rooms typically found within residential curtilages. They are of a relatively small scale and bulk and would not be readily visible from the urban open land to the front of the site. They would likely ordinarily be 'permitted development' but for a condition imposed on the original development removing such rights.

The site is covered by the urban open land designation in the 2005 Borough Local Plan. However, in recognition of the sub-division of the former Kingswood BBC site, this designation is being reviewed under the emerging DMP with only the public, open parts being retained as urban open land. Given the relatively discreet nature of the proposal within privately owned gardens, the proposals are not considered to contravene the objectives of the urban open land designation and accord with Policy Pc6 as a result.

Consequently, the relationship with the neighbouring properties is such that no adverse harm would occur as a result of the proposed development and the

character of the local area and the Residential Area of Special Character would be respected. The proposal is therefore considered acceptable.

RECOMMENDATION

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

Consultations:

Kingswood Residents' Association: No comments received

Representations:

Letters were sent to neighbouring properties on 27 April 2018. No representations have been received.

1.0 Site and Character Appraisal

- 1.1 The application site comprises a detached property within a spacious plot constructed around six years ago. The property is set within a plot commensurate with other plots in the locality. The site is within the Warren and the Glade Residential Area of Special Character (RASC).
- 1.2 The surrounding area is characterised by large detached properties of varying styles, generally set within spacious grounds with a variety of boundary treatments to the side. Kingswood Warren mansion is to the north-west (front) of the application site and is a large locally listed 19th century mansion set within a historic garden and designated Urban Open Land.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The opportunity did not arise because the applicant did not approach the Local Planning Authority before submitting the application.
- 2.2 Further improvements could be secured: Materials as specified within the application.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|------------|--|---|
| 3.1 | 09/00777/F | Change of use of Kingswood Warren from offices to residential through the conversion of the existing mansion into 8 apartments (1, 2 & 3 bed) and the erection of 14 new dwellings, following the demolition of all other buildings. Provision of associated parking, landscaping, footpaths, refuse areas, cycleways and open spaces; together with use of the existing access and retention of TPO woodland. | Refused – allowed on appeal
14 June 2010 |
| 3.2 | 10/00179/F | Change of use of Kingswood Warren from offices to residential | Approved with conditions |

through the conversion of the existing mansion into 8 apartments (1, 2 & 3 bed) and the erection of 14 new dwellings, following the demolition of all other buildings. Provision of associated parking, landscaping, footpaths, refuse areas, cycleways and open spaces; together with use of the existing access and retention of TPO woodland.

07 May 2010

- | | | | |
|-----|------------|---|--|
| 3.3 | 10/01835/F | <p>Change of use of Kingswood Warren from offices to residential through conversion of the mansion into 8 dwellings and the erection of 14 new dwellings. Application for variation of condition 2 of planning permission 09/00777/F. Amendments to the design of plot number 18, parking and internal road layout and house types on plots 6 and 7 and removal of their garages.</p> | <p>Approved with conditions
23 February 2011</p> |
|-----|------------|---|--|

4.0 Proposal and Design Approach

- 4.1 This is a full application for the erection of a log cabin garden room to the side of the house. This would measure 5.9m by 5.9m and would have an eaves height of 2.34m and a ridge height of 3.75m. It would have wooden walls and rubber roof tiles.
- 4.2 It is also proposed to construct a garden shed measuring 4.726m in length and 3m in depth. It would have an eaves height of 2m and a maximum height of 2.5m. It would have wooden walls with bitumen shingles on the roof.
- 4.3 The two outbuildings would be situated to the side of the property, between the existing attached garage and the boundary with Mayfield House. Both outbuildings would be situated approximately 2.75m away from the boundary.
- 4.4 It is noted that these outbuildings would normally be permitted development under Class E of Part II of the GPDO (England) 2015. However, condition 23 of 10/01835/F, amongst other aspects, removed permitted development rights for outbuildings, hence the requirement for planning permission.

5.0 Policy Context

5.1 Designation

Urban Area
Urban Open Land
Residential Area of Special Character

5.2 Reigate and Banstead Core Strategy

CS4 (Valued Townscapes and Historic Environment)

5.2 Reigate & Banstead Borough Local Plan 2005

Urban Open Land	Pc6
Housing	Ho9, Ho13, Ho15, Ho16

5.3 Other Material Considerations

National Planning Policy Framework

Supplementary Planning Guidance	Householder Extensions and Alterations
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Other	Human Rights Act 1998
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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:

- Urban Open Land
- Impact of local character
- Neighbour amenity

Urban Open Land

6.3 The property formed part of the BBC Kingswood Warren which was developed following appeal allowed in 2010. The main Kingswood Warren site is designated as Urban Open Land within the 2005 Borough Local Plan in recognition of its expanse of open green areas, however the development of individual dwelling houses has altered this character such as the urban open land designation primarily relates only to the 'open' parts with the remainder, in private ownership, proposed for de-designation in the emerging DMP. The designation would not ordinarily apply to private dwellings and, in any case, the proposal conforms to the spirit of Policy Pc6 which does allow for ancillary accommodation to be constructed. In this regard the impact on the designation is considered acceptable.

Impact on local character

6.4 The proposal would be for two traditionally designed outbuildings to the side of the property. The scale of these buildings is relatively small and would not

cause a loss of visual amenity to the area. The views from the urban open land to the front of the property would be limited as Langdale House has a relatively substantial boundary to the front of the property that would minimise the impact of the buildings on the street scene.

- 6.5 It is considered that the proposal would retain a reasonable separation to the boundary with Mayfield House and the spacious and verdant surroundings within the RASC would be maintained by this development.
- 6.6 There would be additional hard landscaping surrounding the outbuildings in order to allow access to the buildings and round the side of the dwelling. This landscaping would follow the existing landscaping on site and is not considered to cause material harm to the design and character of the area.

Neighbour amenity

- 6.7 The proposed outbuildings would be constructed in proximity to the boundary with Mayfield House. However, there is a 1.8m close boarded fence along the boundary as well as semi-mature planting which would largely obscure the new outbuildings from Mayfield House. There would be no material loss of light from these buildings to that property.
- 6.8 Due to the distances involved, and the location of the outbuildings, it is not considered that the amenity of any other properties would be materially affected by the proposal.

CONDITIONS

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

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

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

Plan Type	Reference	Version	Date Received
Combined Plan	18.008.01	A	16/04/2018
Combined Plan	L_33071		18/04/2018

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

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

3. The development shall be carried out using the external facing materials specified in the application and no others without the prior written consent of the Local Planning Authority.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Borough Local Plan 2005, policies Ho9, Ho13 and Ho16.

INFORMATIVES

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

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

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

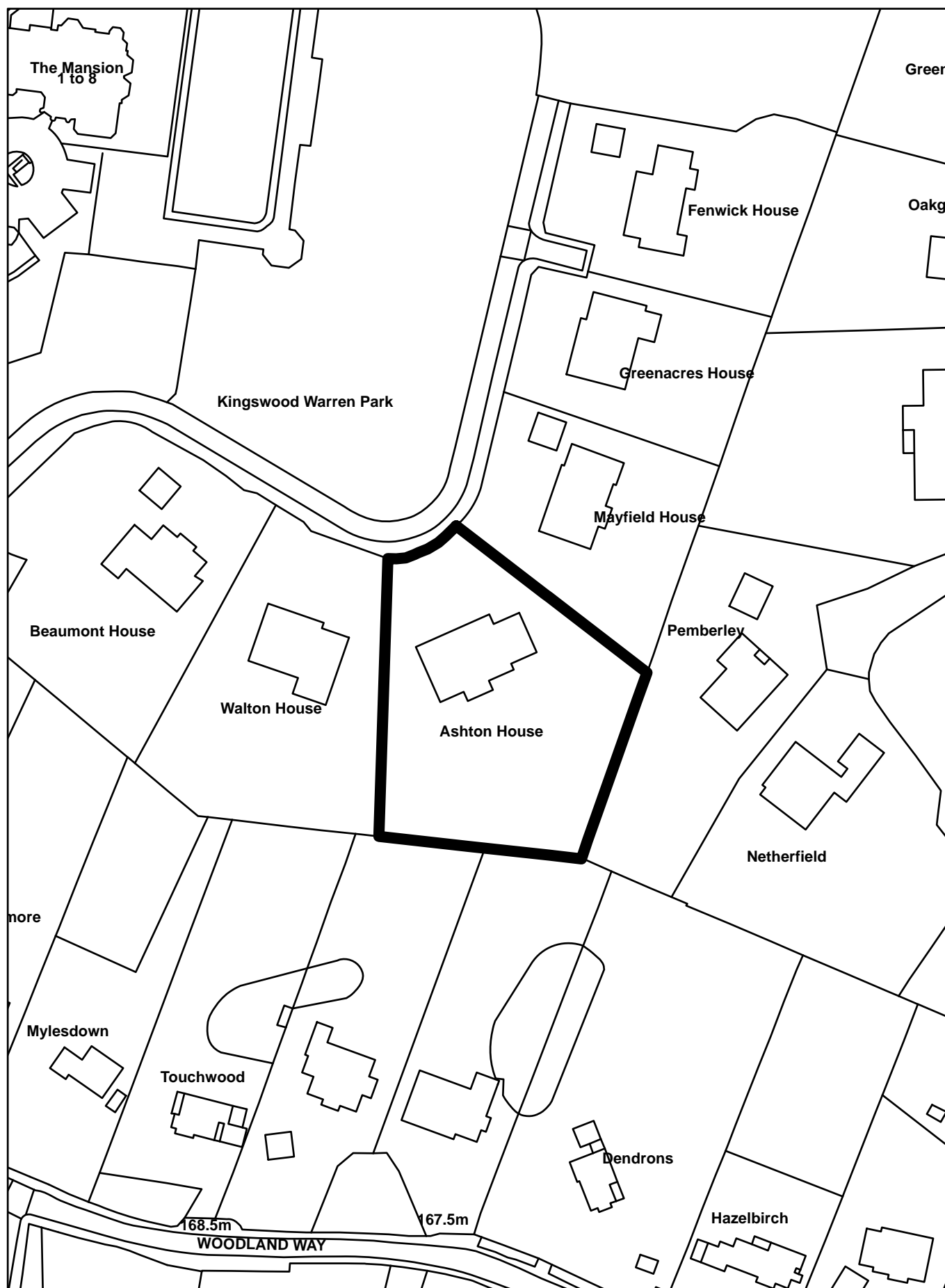
REASON FOR PERMISSION

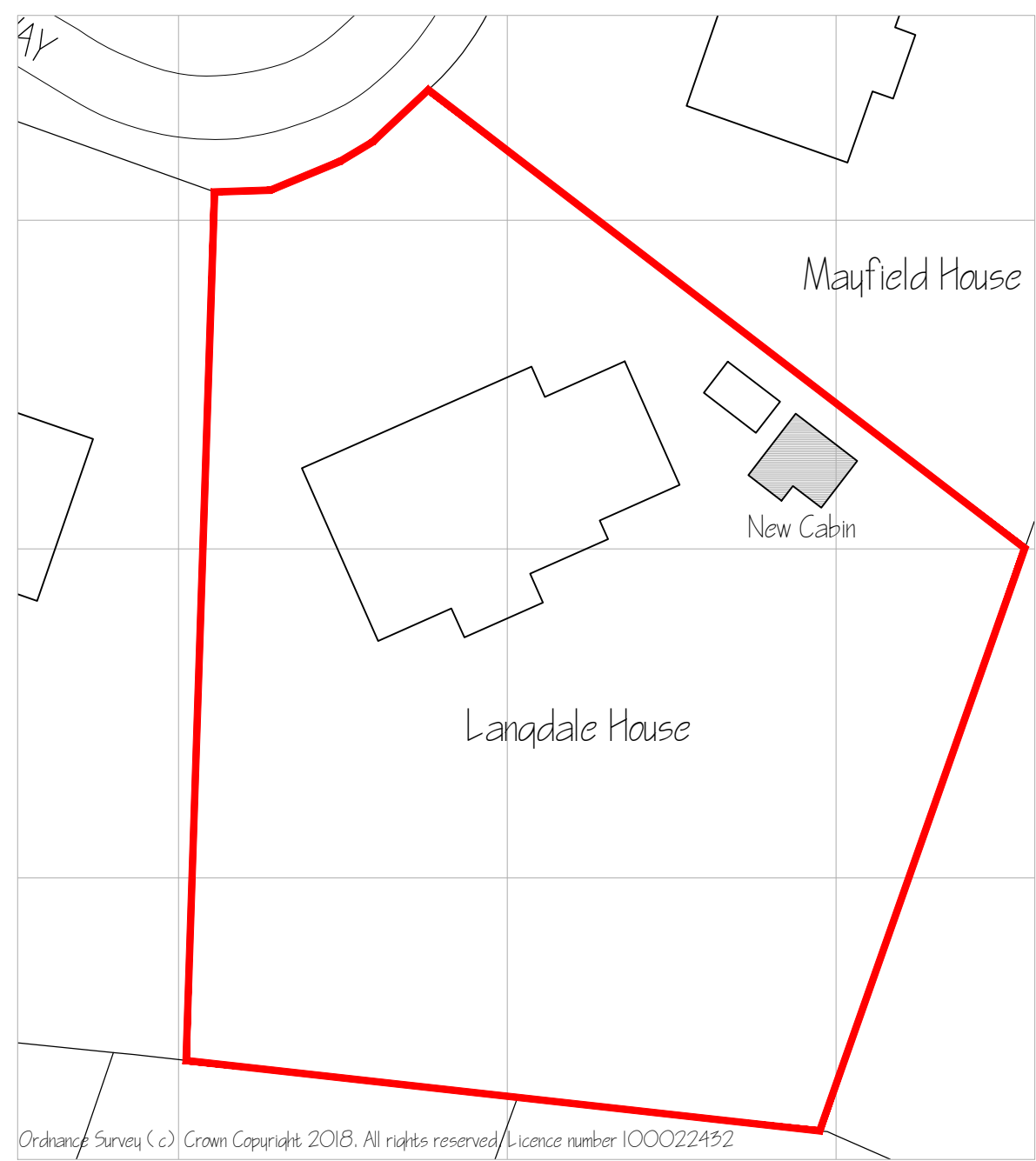
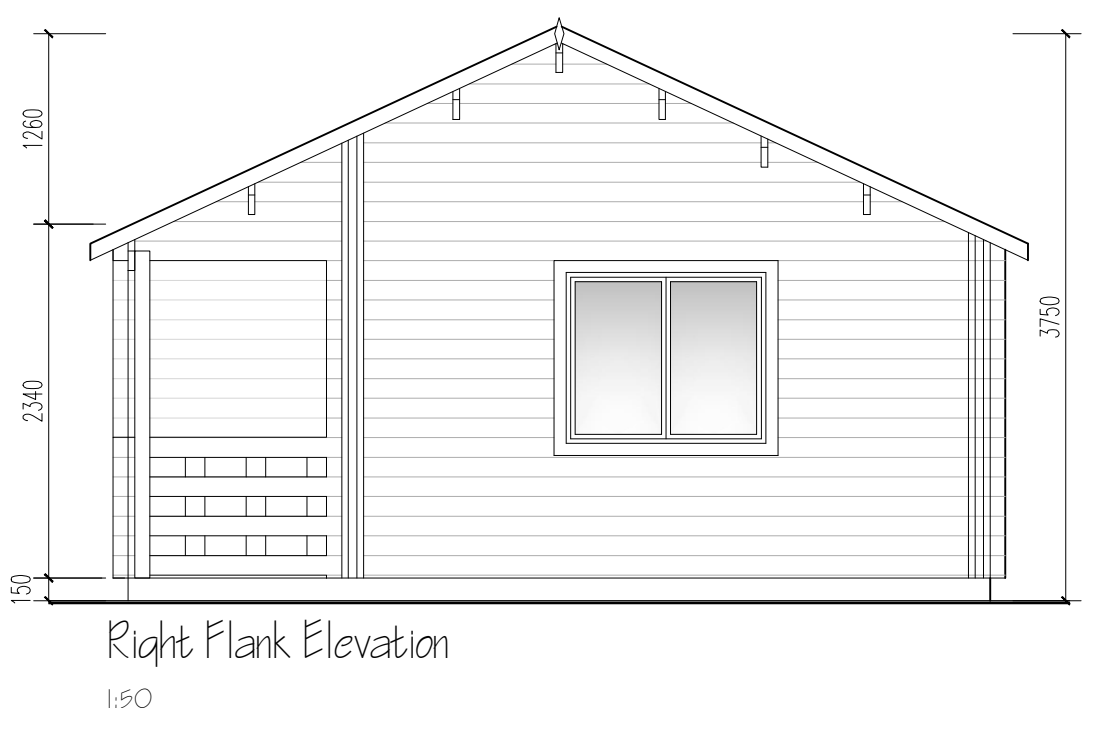
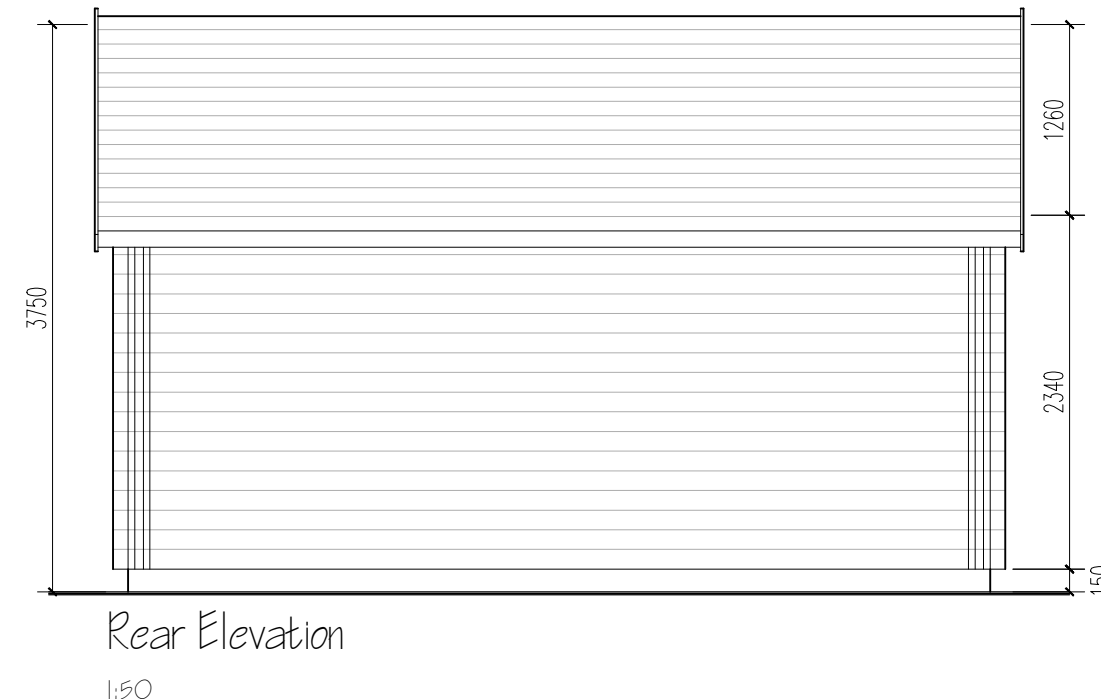
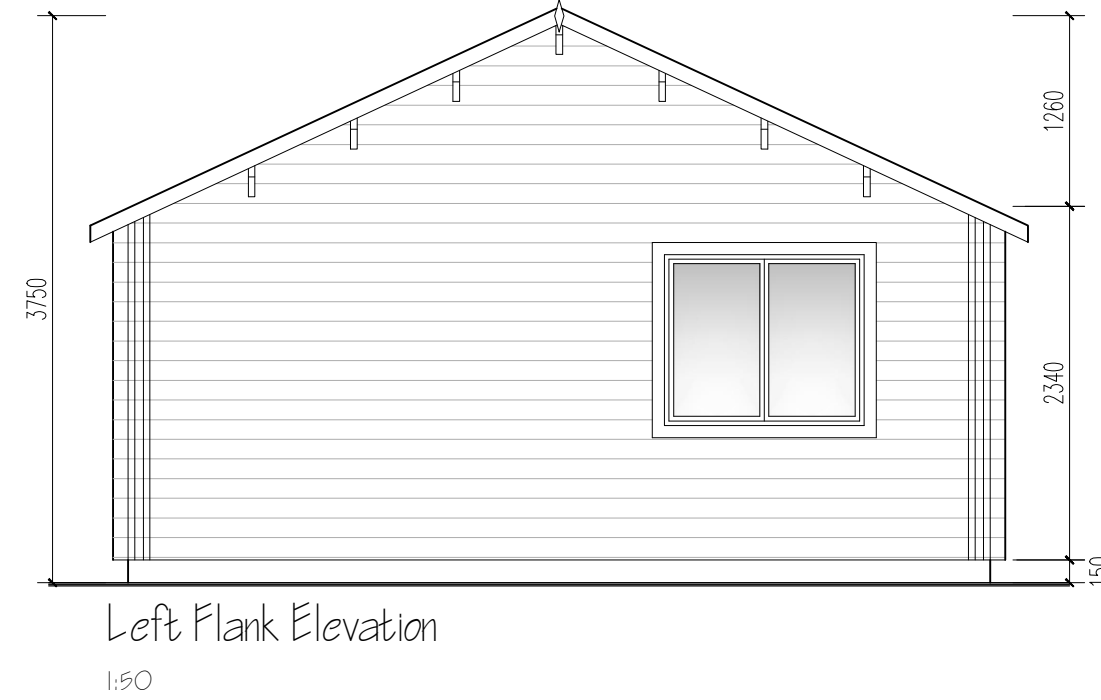
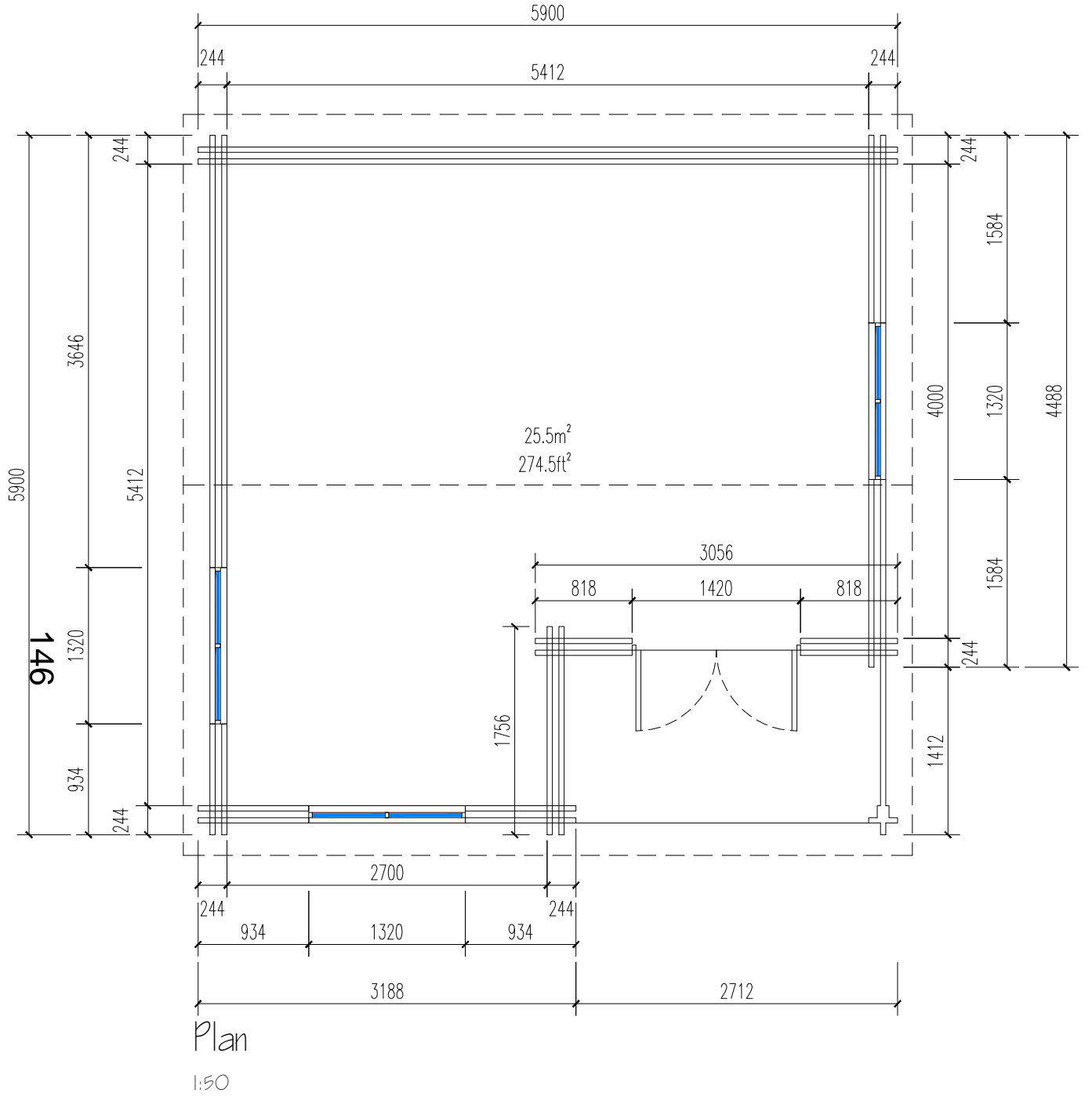
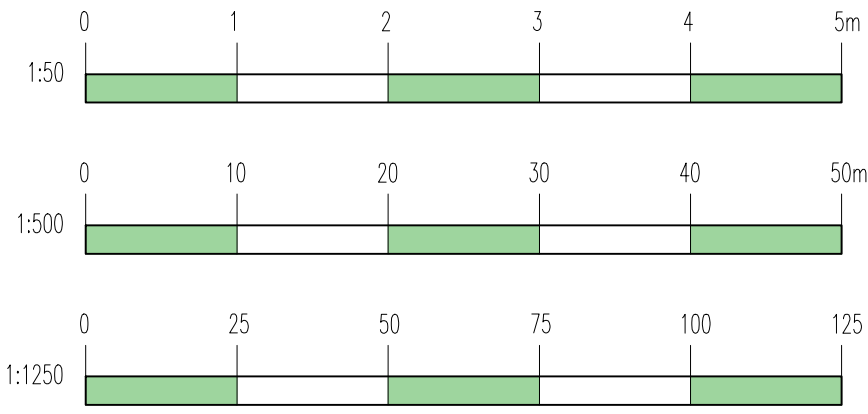
The development hereby permitted has been assessed against development plan policies Ho9, Ho13, Ho15, Ho16, and material considerations, including third party

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.

18/00823/HHOLD - Langdale House, Kingswood Warren Park, Woodland Way, Kingswood





All cabins can be dismantled and constructed at a new location.

Although PDF files provide accurate printouts of what is on screen, small discrepancies can occur which may affect the sizes of scale drawings; check the size against the scale below and contact Creative Living if you require a paper original.

millimetres

0 10 20 30 40 50 60 70

Figured dimensions are to be taken in preference to scale dimensions, no work is to be put in hand until site dimensions have been checked and any discrepancies reported to Creative Living. The copyright of this drawing and design remains with Creative Living UK LTD.

Revisions

A - 16.04.2018 - Base height shown.

Job title

Bespoke Cabin

45 + 45mm 5.9 x 5.9m

with Double Glazing

for

Parnall

Drawing title

Cabin Scheme

floor, site & location plans

& elevations

Scale

1:50 1:500 1:1250

Date

11.04.2018

Drawn

mjd

Job no.

CL18.008

Dwg no.

01

Rev.

A

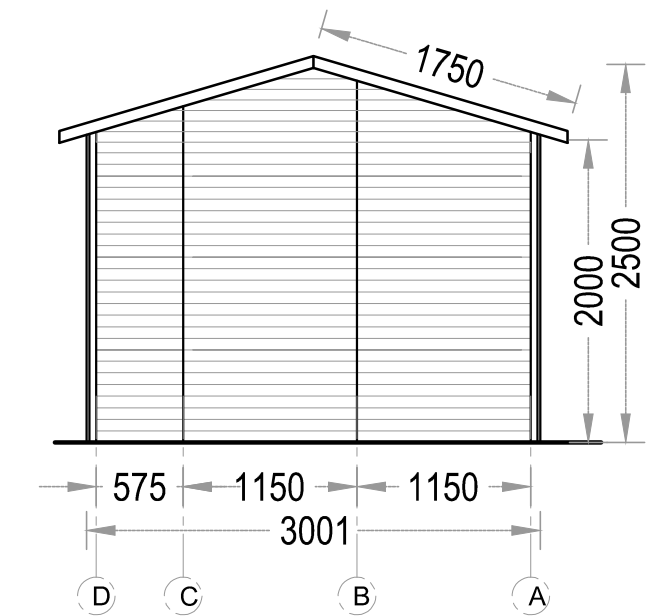
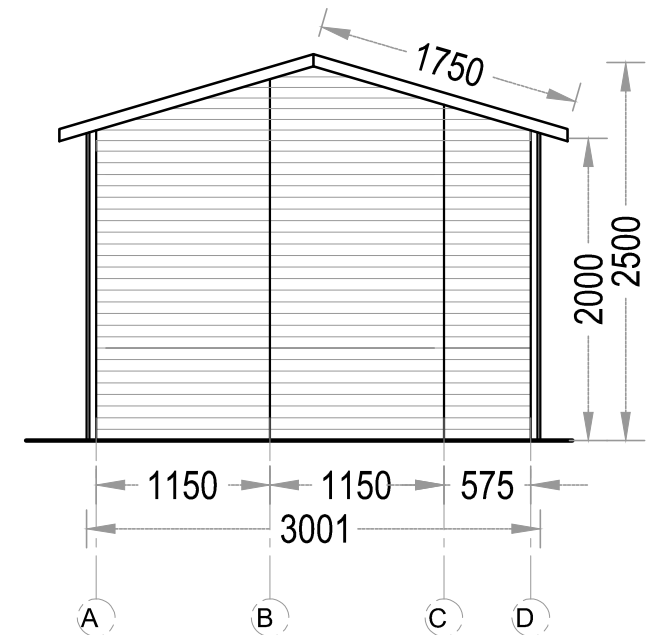
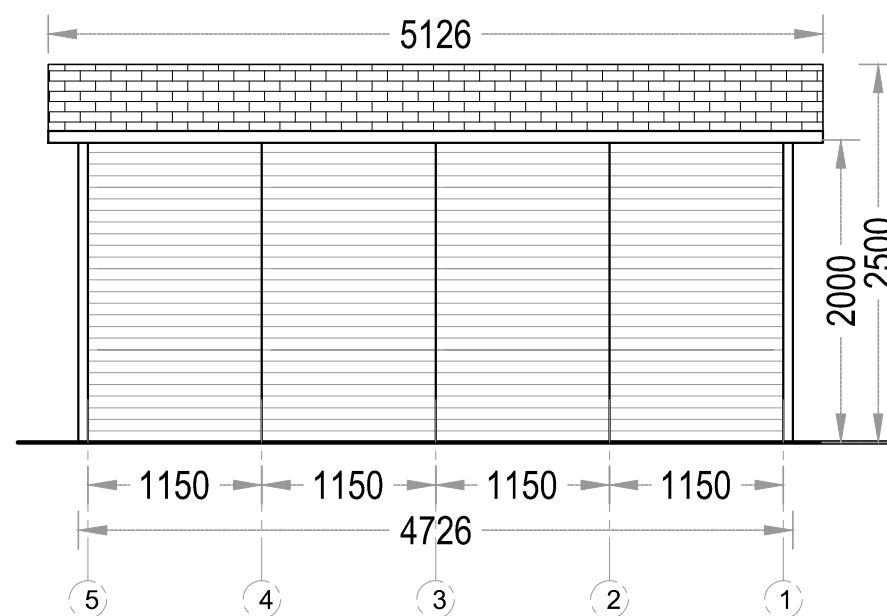
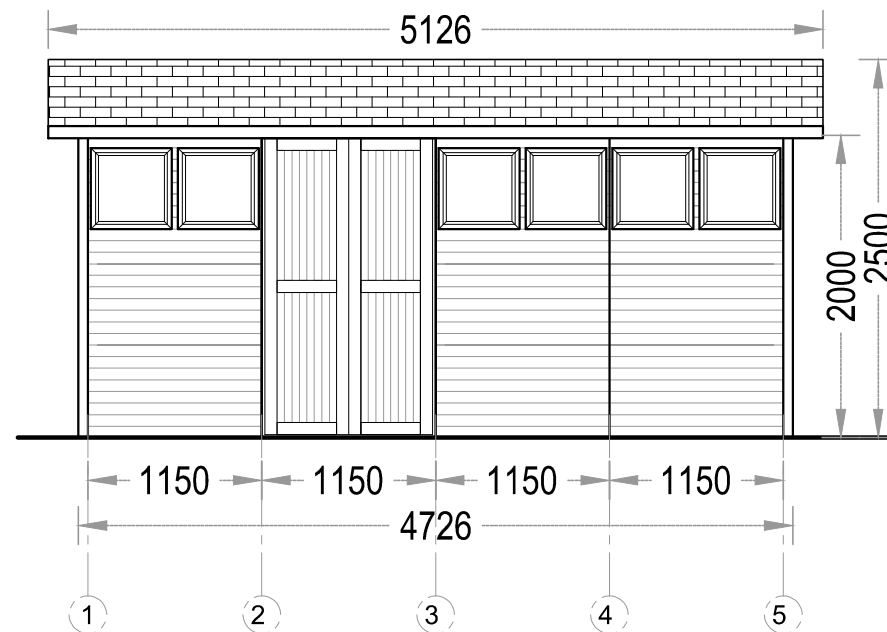
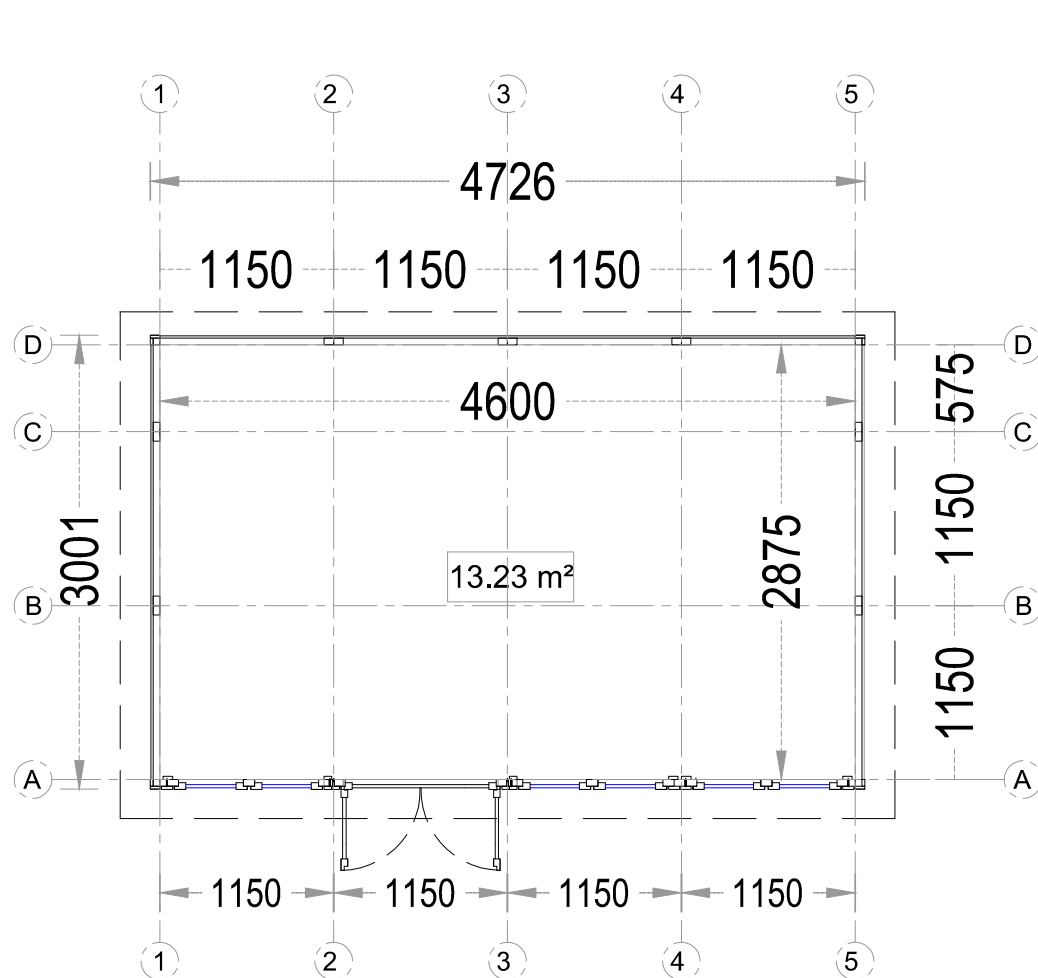
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log cabin specialists

Squires Garden Centre,
Woodstock Lane North,
Long Ditton, Surrey,
KT6 5HN

tel
02036 096754
mob
07966182324
email
info@creativelivingcabins.co.uk
web
www.creativelivingcabins.co.uk





2018-04-18

No.L_33071

PLAN

Interior area

13.23 m²

Built-up area

14.20 m²

Roof angle

16.40 °

Roof area

18.00 m²

Wall thickness

14

Built height

min

2000

max

2500



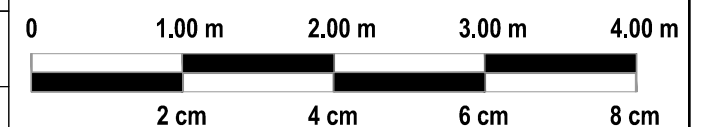
500

T.S.

Paper size / Scale

A3 / 1:50

1 cm - 0.50 meter



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