

Planning Committee Agenda



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

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24 August 2018

To the Members of the PLANNING COMMITTEE

Councillors: S. Parnall (Chairman)

M. S. Blacker	J. M. Ellacott	J. M. Stephenson
Mrs. R. Absalom	V. H. Lewanski	C. Stevens
L. S. Ascough	S. McKenna	Ms. B. J. Thomson
R. Biggs	R. Michalowski	Mrs. R. S. Turner
Mrs. J. S. Bray	J. Paul	S. T. Walsh
G. P. Crome	M. J. Selby	C. T. H. Whinney

Substitutes

Councillors:

Conservatives: T. Archer, M. A. Brunt, J. E. Durrant, J. S. Godden,
Dr. 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, 5 SEPTEMBER 2018** at **7.30 pm** in the New Council Chamber - Town Hall.

John Jory
Chief Executive

1. MINUTES (Pages 5 - 8)

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

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

To receive any declarations of interest.

4. ADDENDUM TO THE AGENDA (To Be Tabled)

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

PLANNING APPLICATIONS:

NOTES:

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

To consider the following applications :

5. 18/01158/F - 16-46 CROMWELL ROAD, REDHILL (Pages 9 - 34)

The demolition of existing building and construction of new building which will include: 1 no. A1, A2, A3 and/or A5 and/or D1 & D2 class unit, 16 no. one bedroom flats and 16 no. two bedroom flats with associated external works.

6. 18/01156/F - UNIT 1 PITWOOD PARK, WATERFIELD, TADWORTH (Pages 35 - 70)

The demolition of a steel frame/concrete industrial building and the construction of: 3 no. 2 person 1 bed flats, 6 no. 3 person 2 bed flats, 8 no. 4 person 2 bed houses, 8 no. 5 person 3 bed houses, with associated parking, landscaping and access.

- 7. 17/02890/OUT - ST NICHOLAS SCHOOL, TAYNTON** (Pages 71 - 102)

Outline planning application for the demolition of the existing school buildings, including main school buildings, sports hall and ancillary building and erection of new secondary school, car parking, play space, landscaping and ancillary works.

- 8. 18/01367/HHOLD - 13 KILLICK ROAD, HORLEY** (Pages 103 - 110)

Creation of additional area of hardstanding to front of property to create extra parking space.

- 9. ANY OTHER URGENT BUSINESS**

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

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Agenda Item 1

Planning Committee
1 August 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 1 August 2018 at 7.30 pm.

Present: Councillors S. Parnall (Chairman), M. S. Blacker (Vice-Chair), Mrs. R. Absalom, L. S. Ascough, R. Biggs, G. P. Crome, J. M. Ellacott, V. H. Lewanski, S. McKenna, R. Michalowski, J. Paul, M. J. Selby, J. M. Stephenson, C. Stevens, Ms. B. J. Thomson, Mrs. R. S. Turner, S. T. Walsh and C. T. H. Whinney.

Also present: Councillors .

26. MINUTES

RESOLVED that the minutes of the meeting held on 4 July 2018 be approved as a correct record and signed.

27. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Mrs. J. S. Bray.

28. DECLARATIONS OF INTEREST

Councillor S. Parnall (Chairman) declared a personal interest in respect of item 6 (for the application at Gulfoss, The Glade) because the applicant was known to him. The Chairman left the room for the duration of item 6 and did not participate in the vote.

Councillor M. S. Blacker (Vice-Chair) declared a personal and prejudicial interest in respect of items 7 and 9 because the applicant was known to him. The Vice-Chair left the room for the duration of items 7 and 9 and did not participate in the vote. In view of this, the Committee agreed to rearrange the order of the items on the agenda to consider item 8 before item 7.

29. ADDENDUM TO THE AGENDA

RESOLVED that the addendum be noted.

30. 18/00699/F: REIGATE GARDEN CENTRE, 143 SANDCROSS LANE, REIGATE

The Committee considered an application at the Reigate Garden Centre, 143 Sandcross Lane in Reigate for the demolition of existing buildings; residential redevelopment of site for 17 dwellings and associated works including vehicular and pedestrian access onto Sandcross Lane; and hard and soft landscaping works.

The application had previously been withdrawn from the meeting on 4th July 2018 with the agreement of the applicant, because Members wanted further time to understand more about affordable housing and viability.

RESOLVED that planning permission be **GRANTED subject to S106 agreement and with conditions** as set out in the report.

31. 18/01015/S73: GULFOSS, THE GLADE, KINGSWOOD, KT20 6JE

The Chairman left the room for the duration of item 6 in view of his declaration of a personal interest. Councillor M. S. Blacker took the Chair.

The Committee considered an application for retention and remodelling of the garage and associated landscaping; variation of condition of permission 17/02197/HHOLD; amendment to plans for the garage roof.

The Committee was advised that, because the item was deferred at the previous meeting held on 4th July 2018 when a number of substitutes sat on the Committee, the item therefore needed to be considered as a new item entirely separate from the previous discussion.

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

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

1. The proposed extension would, by reason of its flat roofed design in the context of a house that is characterised by pitched roofs; its prominent location that is and would remain open to the road, and; with views that would look down onto its roof, fail to respect and integrate with the shape and pitched roof form of the property and thereby detract from its character and have a harmful impact on the character of the locality. The proposal is thereby contrary to policies Ho9, Ho13, Ho15 and Ho16 of the Reigate and Banstead Borough Local Plan 2005 and the Householder Extensions & Alterations SPG 2004.

32. 18/01049/F: AUTOBODY LANGUAGE LTD, 35 HOLMETHORPE AVENUE, REDHILL, SURREY

Councillor S. Parnall entered the room and took the Chair.

The Committee considered an application for the demolition of existing commercial premise and construction of new commercial units.

RESOLVED that planning permission be **GRANTED subject to additional informative encouraging applicants/prospective occupiers to make best efforts to park within the site and prevent parking on the highway; and with conditions** as set out in the report.

33. 18/00916/F: 106 DOVERS GREEN ROAD AND REAR OF 104 DOVERS GREEN ROAD, REIGATE, SURREY

Councillor M. S. Blacker (Vice-Chair) left the room for the duration of item 7 in view of his declaration of a personal and prejudicial interest.

The Committee considered an application for the demolition of No 106 Dovers Green Road and erection of 5 x 5 bed dwellings with associated access, parking and landscaping.

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

34. 18/00895/F: 12 STOCKTON ROAD AND REAR OF 14 STOCKTON ROAD AND PART OF 2 STOCKTON ROAD, REIGATE, SURREY, RH2 8JG

The Committee considered an application for the construction of three new dwellings.

The Committee was advised of a correction to the application address in the addendum and that a decision to grant planning permission would therefore be subject to the expiry of a neighbour notification period.

Members raised concerns about the whether the bin collection point was accessible for Neighbourhood Services.

RESOLVED that planning permission be **GRANTED with conditions** as set out in the report and addendum; **and subject to expiry of neighbour notification period and confirmation from neighbourhood service regarding acceptability of refuse collection point.**

35. 18/00956/F: GEOFFREY KNIGHT PLAYING FIELDS, PARK LANE, REIGATE

Councillor M. S. Blacker (Vice-Chair) entered the room.

The Committee considered an application for the erection of a side extension to provide essential storage at ground floor level and a storm porch at first floor level.

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

36. DEVELOPMENT MANAGEMENT PERFORMANCE (Q1, 2018/19)

The Committee received a report setting out and analysing performance statistics for the first quarter of the 2018/19 municipal year.

It was noted that the authority was performing well to determine applications above target. Officers were commended for exceeding expectations.

The Committee acknowledged the number of appeals and requested a more detailed breakdown of the statistics in future reports.

Members also sought to include a number of case studies as part of a Member briefing on appeals and on changes to the National Planning Policy Framework, to be scheduled after the summer recess.

RESOLVED that the report be noted.

37. ANY OTHER URGENT BUSINESS


There was no other urgent business.

The Meeting closed at 9.27 pm

Agenda Item 5

Planning Committee
5 September 2018

Agenda Item: 5
18/01158/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	5 September 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Billy Clements
	TELEPHONE:	01737 276087
	EMAIL:	billy.clements@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: Redhill West

APPLICATION NUMBER:	18/01158/F	VALID:	19 th June 2016
APPLICANT:	Reigate & Banstead Borough Council	AGENT:	MH Architects
LOCATION:	16-46 CROMWELL ROAD, REDHILL		
DESCRIPTION:	The demolition of existing building and construction of new building which will include: 1no A1, A2, A3 and/or A5 and/or D1 & D2 class unit, 16no one bedroom flats and 16no two bedroom flats with 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 is a full application for the demolition of the existing mixed use block at 16-46 Cromwell Road and the erection of a new five storey building comprising ground floor retail/commercial space with and 32 flats above.

The site is within Redhill Town Centre and part of a secondary shopping frontage. Whilst there would be a slight loss in retail floorspace, the existing units are of poor quality and presently make little contribution to the vitality or retail offer of the town. The modest loss of floorspace is considered to be more than offset by the improved quality of accommodation which would be delivered by the scheme.

The proposed building would largely follow the same footprint as the existing and would following the height, scale, massing and building line along Cromwell Road, integrating successfully with the recently completed Queensgate development. The ground floor commercial units would have large glazed shopfronts which will ensure activity and is maintained along the street frontage which should assist in re-integrating this peripheral area into the retail circuit of the town. The appearance and palette of materials would complement the Queensgate development without slavishly copying it, and would elevate the design quality in this part of the town centre.

Whilst the parking provision would be limited to a small number of spaces with no provision for the flats, this is not considered to be objectionable given the central, highly accessible and sustainable town centre location of the site. Appropriate levels of cycle

parking would be included within the scheme and the County Highway Authority has confirmed they have no objections on transport or highway safety/operation grounds.

The proposals would increase the size, height and massing of the building on the site; however, taking account of the separation distances, levels and the juxtaposition and orientation of the proposed block compared to its neighbours, it is not considered that this would give rise to unacceptable neighbour amenity impacts for the surrounding residential blocks in terms of overshadowing or overbearing, particularly mindful of the edge of the town centre location. Separation distances between windows would be adequate to ensure no unacceptable loss of privacy.

Under Core Strategy policy, the development should provide on-site affordable housing at a rate of 30% of the proposed dwellings. In this case, the applicants have submitted evidence in the form of an open book viability appraisal which concludes that once all costs, the scheme was unable to support any provision for affordable housing (either on-site or a contribution) if a standard market acceptable developer profit (17.5% on GDV) is adopted. National guidance suggests that a developer return of 15-20% is reasonable and when applying this, it would result in affordable housing being unviable. The applicant has however offered to reduce the developer return to 10% in this case which results in an off-site contribution of £420,000 for affordable housing. This is on the basis that the applicant is willing to take a commercial decision to accept a lower profit.

The viability appraisal has been scrutinised by external consultants who are in agreement with the applicant's conclusions. The external consultant therefore recommend that the applicant's offer to provide an off-site contribution of £420,000 is *"an attractive proposition as it is delivering in excess of current policy requirements if we take into account latest Government policy"* with respect to viability. The contribution offered is therefore judged to be reasonable. As the Council is the applicant, this cannot be secured through a legal agreement; however, under the provisions of the Local Government Act 1972 and Localism Act 2011, this contribution has been allocated and will be transferred into the appropriate affordable housing account in advance of the Committee meeting to be used solely for the provision of affordable housing in accordance with the same rules, procedures and measures as all other affordable housing contributions paid to the Council.

The proposal would make efficient use of a town centre site, would contribute to the regeneration of this part of the town and would make a positive contribution towards local housing requirements with consequent social and economic benefits.

RECOMMENDATION(S)

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

Procedure:

Whilst the Borough Council is both the applicant for this proposal and the landowner of the application site, regulation 3 of the Town and Country Planning Regulations 1992 gives power to the Council to determine its own planning applications (unless referred to the Secretary of State which is not the case here).

The application is referred to Committee for consideration in accordance with the Constitution given both the size of the proposals and the fact that the Borough Council is the applicant.

Consultations:

Highway Authority: No objections subject to conditions.

Tree Officer: No objection subject to landscaping and tree protection conditions:

The information provided within the arboricultural report ACS reference jcaiams1/pitwood, dated 8th December 2016 demonstrates the removal trees to facilitate this scheme will not have an adverse impact on the visual appearance of the local area. The trees along the western boundary some are off-site trees and some within the site and by retaining them there will be an instant screen which will soften the impact the dwellings will have on the surrounding area. The layout allows a detailed landscape scheme to be implemented which will enhance the visual appearance of the local landscape.

Environmental Health: No objection subject to condition regarding unexpected contamination

Planning Policy: Response from Planning Policy provides commentary on the application of housing and retail policies to this site and the emerging Development Management Plan. Stresses need for final scheme to maintain active ground floor frontages. Summarises position as follows:

It is considered that the delivery of 32 residential units and 360.1sqm of non-residential floorspace (1no A1, A2, A3 and/or A5 and/or D1 & D2 class unit) would contribute towards Redhill as an attractive sub-regional centre and vibrant place to live, work and spend time, which accords with adopted and emerging local policy.

Surrey County Council Sustainable Drainage and Consenting Team: No objection subject to conditions

Thames Water: No objection with regard to the waste water network and waste water process infrastructure capacity. Response also provides comments in relation to surface water drainage noting that prior approval would be required from Thames Water if proposed to discharge to the public sewer.

Representations:

Letters were sent to neighbouring properties on 20th June 2018 and a site notice was posted 21st June 2018. The application was advertised in the local press on 5th July 2018.

Two responses have been received, both of which adopt a neutral position on the application but raise the following issues for consideration:

Issue	Response
Hazard to highway safety (particularly cycle provision)	See paragraphs 6.13 – 6.17 and conditions 5, 12 and 14
Health fears	See paragraph 6.25 and condition 5
Overshadowing	See paragraphs 6.18 – 6.24
Noise & disturbance	See paragraph 6.25 and condition 5
Inconvenience during construction	See paragraph 6.25 and condition 5
Loss of private view	Not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The application site comprises an existing three storey mixed use building. The building presently has retail units at ground floor with residential accommodation above in the form of 8 split level maisonettes. The building is in a relatively poor condition and now fully vacant: the residential flats (which are not fit for habitation) and a number of the retail units have been vacant for a considerable period of time.
- 1.2 The site is within Redhill Town Centre and forms part of the secondary shopping frontage. The surrounding area is of mixed character, typical of a town centre location with a variety of commercial, retail and residential uses. Adjacent to the site at the corner of Cromwell Road/High Street is the recently completed Queensgate development which consists of ground floor commercial units with flats above. On the opposite side of Cromwell Road is the rear of the Belfry Shopping Centre which has a relatively inactive frontage. To the rear of the site off Huntingdon Road/Sincotts Road is a relatively high density estate of four to five storey 1960s/70s apartment blocks.
- 1.3 As a whole, the application site has a site area of approximately 0.08ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: No formal pre-application advice was sought on this application; however, informal advice was given on design improvements prior to submission of the application.
- 2.2 Improvements secured during the course of the application: None required as the application is considered to be acceptable.
- 2.3 Further improvements could be secured: Conditions regarding materials are recommended to ensure the development is high quality and complements the character of the area. Further conditions relating to drainage and cycle storage provision will also be imposed.

3.0 Relevant Planning and Enforcement History

- 3.1 There are various historic applications relating to changes of use and signage on the existing retail units which occupy the site. The only previous application for redevelopment of the site is set out below (note this included a much larger site with adjoining land interests).

11/01860/F	Demolition of existing buildings and redevelopment to provide a foodstore, customer cafe. additional flexible retail units (within use classes A1, A2, A3, A4, A5 and D1), 326 parking spaces, landscaping, access and servicing arrangements	Withdrawn by applicant
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- 3.2 The recent Queensgate development is also considered to be of some relevance. The applications for this are as follows:

14/01331/OUT	Proposed change of use of two storeys of existing offices (b1 use) to residential (c3 use) with additional two storey extension to form 64 residential units	Approved with conditions 14 May 2015
14/01331/RM1	Reserved matters application of layout, scale, appearance, access and the landscaping of the site of permission 14/001331/OUT -Proposed change of use of two storeys of existing offices (b1 use) to residential (c3 use) with additional two storey extension to form 64 residential units	Approved with conditions 7 September 2015

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing mixed use building and the erection of a five storey building comprising ground floor retail/community units with 32 apartments above.

- 4.2 The building would front onto Cromwell Road, with shopfronts at ground floor level. To the rear would be a number of off-street parking spaces allocated to the retail units and accessed from Huntingdon Road.

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

Assessment;
Involvement;
Evaluation; and
Design.

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

Assessment	The application site consists of a predominantly vacant building in Redhill Town Centre which is in a dilapidated condition and comprises retail units and maisonette apartments above. Located opposite the site is the rear access to the Belfry Shopping Centre, to the east is the High Street which is the main pedestrian precinct and has a variety of shops, pubs, bars, restaurants and fast food outlets. To the rear of the site are four storey (five storey including garages) residential blocks of flats.
	The existing building is identified as being in poor condition and hence no aspect has been identified for retention.
Involvement	The project has undergone multiple design reviews amongst Reigate and Banstead Borough Council and MHA with invaluable input from external consultants throughout the lead up to this submission. There is no evidence of local community consultation or engagement within the D&A statement.
Evaluation	The D&A identifies that during the site assessment, a number of key points were identified to guide the development of the proposal including; the need to create an aesthetically pleasing street scene and respond to the local context in terms of scale, appearance, layout and massing/height whilst also maximising the number of dwellings within this well located site.
Design	The applicant considers that the restoration of this building will complement the neighbouring Queensgate on Cromwell Road, which was in a similar condition but has since been updated and redeveloped. The proposal is sympathetic to the height and mass of the adjacent and opposite properties, as well as the surrounding character of Redhill Town centre. The parapet heights are determined by neighbouring properties, which are predominantly three, four and five storeys in height. The proposed development will use materials that are intended to complement the existing buildings within the area, rather than mimic or dominate.

4.5 Further details of the development are as follows:

Site area	0.08ha
Existing use	Mixed retail/residential
Proposed use	Mixed retail, community and residential
Net increase in dwellings	24
Proposed site density	400dph
Density of the surrounding area	Queensgate – 457dph Waveney House/Grove House – 160dph Marketfield Way (as approved) – 260dph

Proposed parking spaces	4
Affordable housing contribution	£420,000
Estimated CIL contribution	Nil (within Town Centre nil rated zone)

5.0 Policy Context

5.1 Designation

Urban Area
Redhill Town Centre
Secondary Shopping Area
Flood Zone 1

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)
CS7 (Town and local centres)
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
Shopping	Sh1, Sh2
Community Facilities	Cf2
Movement	Mo4, Mo5, Mo7
Utilities	Ut4

5.4 Other Material Considerations

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

6.0 Assessment

- 6.1 The application site is situated within Redhill Town Centre and forms part the secondary shopping area.
- 6.2 The main issues to consider are therefore:
- Retail provision and impact on vitality of the Town Centre
 - Design and effect on the character of the area
 - Impact on neighbour amenity and future occupants
 - Access and parking
 - Housing mix, affordable housing, infrastructure contributions and CIL
 - Other matters

Retail provision and impact on the vitality of the Town Centre

- 6.3 The site presently comprises a number of retail/commercial units at ground floor level. These units currently amount to approximately 528sqm of retail floorspace. As the proposals involve both existing and proposed floorspace, the provisions of policies Sh1, Sh2 and Sh5 are relevant.
- 6.4 The scheme would, on a purely quantitative basis, result in the loss of retail floorspace as only 360sqm is proposed compared to the existing 528sqm which is normally resisted by Policy Sh1. However, the existing units are of poor quality and many have been vacant for a considerable period of time: thus they presently do little to contribute to either the vitality of the town or the meeting of local shopping needs. In contrast, the proposal would introduce modern quality accommodation which the plans indicate would be capable of being used flexibly in terms of subdivision. In all respects, the proposed ground floor space is considered to meet the requirements of policies Sh2 and Sh5 and whilst it would result in a reduction in floorspace, it would provide an improvement in quality and contribution to the town centre.
- 6.5 The applicant is seeking a flexible use of the ground floor accommodation to allow it to be used either as retail space (A1, A2, A3 or A5 use) or as community space (D1 or D2). In general, this range of uses is considered to be acceptable given the site is within the secondary shopping area where there is a degree more flexibility in terms of use; however, allowing unfettered freedom over the introduction of A5 takeaway uses and the full spectrum of D2 uses is not considered to be appropriate in terms of town centre vitality and amenity. On this basis, a condition allowing the unit(s) to be used in classes A1-A3, D1 or as a gymnasium in D2 is considered to be reasonable and justified.
- 6.6 On this basis, the proposal is not considered to conflict with the retail policies in the Local Plan or the general thrust of the retail strategy in the Core Strategy.

Design and effect on the character of the area

- 6.7 The scheme provides for a total of 32 apartments in a single five storey block which would replace the existing three storey building.

- 6.8 The proposed building would largely follow the same footprint as the existing and would follow the building line along Cromwell Road which is established by the recently completed Queensgate development on the corner. The retention of the ground floor commercial units with large glazed shopfronts will ensure activity and vibrancy is maintained along the street frontage which should assist in re-integrating this peripheral area into the retail circuit of the town.
- 6.9 In terms of height/scale, the building would represent an increase compared to the existing three storey building; however, it is considered that this is consistent with the surrounding townscape. The overall height of the building would match that of the recently completed Queensgate development (which itself was permitted with an additional two storeys) and would not appear excessive or dominant in relation to the flatted blocks to the south and west.
- 6.10 The elevations of the building are considered to be well-designed. Recessed elements at ground floor, together with the use of inset balconies, hit & miss brickwork details at upper floors and the full height glazed element to the main entrance core and stairwell all help to break up the massing of the elevations, avoiding an unduly dominant or bland appearance. The arrangement of the elevations, including the fenestration, would follow on from the adjoining Queensgate development, ensuring a degree of coherence and rhythm between the two. The proposed materials palette is considered to complement the recently completed Queensgate development in terms of colour tones but would introduce variety and texture with the use of brick as opposed to cladding, avoiding a monotonous townscape.
- 6.11 A small number of parking spaces would be provided to the rear of the existing building, accessed from Huntingdon Road. These would be undercroft spaces, ensuring that the parked cars would be partially screened and not unduly obtrusive, particularly when compared to the existing rear parking which occurs to other retail units in this locality.
- 6.12 In summary, it is concluded that the proposals would achieve a high quality development which would be a positive addition to the area and continue the physical regeneration of this part of Redhill Town Centre. The proposals are therefore considered to comply with policies Sh2, Ho9 and Ho13 of the Borough Local Plan, policies CS4 and CS10 of the Core Strategy, the Reigate and Banstead Local Distinctiveness Design Guide and the provisions of “good design” in the Framework.

Accessibility, parking and traffic implications

- 6.13 The proposals, as amended, incorporate 4 parking spaces to the rear of the site accessed from Huntingdon Road. These parking spaces are intended to be reserved for use by the occupiers of the ground floor retail accommodation. The residential element of the scheme would be car-free with no parking provided on site.
- 6.14 Given the highly accessible location of the site within Redhill Town Centre and close to the railway and bus stations, residents of the proposed flats would have ready

access to a wide range of shops and services within the Town Centre together with a variety of sustainable travel options. On this basis, it is concluded that not owning a car would be a realistic option for future households and the absence of dedicated parking for the residential occupiers is not therefore considered to be objectionable.

- 6.15 The ground floor undercroft spaces are immediately to the rear of the footway on Huntingdon Road. Amended plans have been discussed during the course of the application which would provide adequate sight lines for drivers emerging from these spaces to ensure that they would be able to see pedestrians proceeding on the footway and thus protecting the safety of pedestrians. The County Highway Authority has considered this situation and considers it acceptable from both a highway safety perspective and from a general parking provision perspective, subject to necessary conditions.
- 6.16 Cycle parking is included within the flats at a rate of one bike space per flat. This is consistent with the standard set out in the Borough Local Plan 2005 and in the County Council's latest "Vehicular and Cycle Parking Guidance" (January 2018). Given the availability of other sustainable travel modes (buses, trains) in very close proximity to the site, this level of cycle parking is therefore considered to be adequate. The cycle parking is provided internally within the building in a dedicated cycle store and would thus be safe and secure. A condition is proposed to secure the provision of this prior to occupation of any of the flats.
- 6.17 On this basis, the proposal is considered to be acceptable in respect of its parking provision and impact on the highway and therefore complies with policies Ho9, Mo4, Mo5 and Mo7 of the 2005 Borough Local Plan and Policy CS17 of the Core Strategy.

Effects on the amenity of neighbouring properties

- 6.18 The proposal would replace the existing three storey building with a five storey structure which would be c.17-17.5m in height.
- 6.19 The new block would be sited approximately 17m from the front elevation of Grove House to the rear which is a four storey block containing split level maisonettes with a lower ground floor level containing garages. In terms of levels, Grove House is elevated above the ground floor level of the application site.
- 6.20 The additional height and massing of the proposed block would mean that the existing properties would experience some change in relationship. In terms of the overshadowing, the proposed building, given its height, would infringe the 25 degree rule in relation to the ground floor front facing windows on Grove House (based on the section plans provided by the applicant). However, given Grove House is to the south of the application site (which is on almost exact east-west axis), there is unlikely to be significant additional overshadowing. Furthermore, these windows serve hallways and kitchen areas and not primary habitable/living rooms. The main living room to these properties are to the rear (and thus unaffected by the proposals) and all of the windows at first floor and above would pass the 25 degree rule. Taken in the round, it is not therefore considered that the proposals would have an unacceptable overshadowing effect on Grove House.

- 6.21 The proposed building, whilst larger, would be over 17m from the front facing windows of Grove House – given this separation, it is not considered that the building would be unacceptably overbearing and the relationship would not be unusual for such a built up urban environment. Similarly, whilst there would be windows in the rear of the proposed building facing towards Grove House, the separation distances are such that this relationship is not felt to give rise to an unacceptable level of mutual overlooking or loss of privacy.
- 6.22 The other building potentially affected by the proposals in the residential block at Waveney House, part of which faces the western end of the proposed building. At its closest, Waveney House would be some 13m from the proposed building, opening up to around 18m due to the orientation and juxtaposition. At these distances and given the depth of the building and oblique angle at which it faces onto Waveney House, it is not considered that the additional scale and massing of the proposed building would give rise to unacceptable loss of outlook or be unduly overbearing on maisonettes in this block. In terms of overlooking, Waveney House faces the end
- 6.23 Being to the west of the proposed building, there would be some overshadowing of the front windows of some of the lower level maisonettes in Waveney House due to the additional height of the building; however, given their internal layout is similar to Grove House, this effect would be largely limited to non habitable rooms (kitchen/hallway) with main living areas located to the rear of the building and therefore unaffected by the proposals. On this basis, the modest overshadowing would be limited and would not be seriously detrimental to amenity. In terms of privacy, the windows in the side flank which would face towards Waveney House serve only the stairwell of the proposed building and, whilst there are a number of balconies on the back corner of the building, these are of small size (thus unlikely to be occupied for significant periods of time) and partially screened by a panel of “hit and miss” brickwork such that they are not considered to give rise to risk of harmful mutual overlooking. The balconies would also be 13m from the front facing windows on Waveney House.
- 6.24 In terms of other neighbours, The Belfry opposite is a commercial building and therefore not sensitive in respect of amenity and the amenity of the flats in the adjoining Queensgate development would be largely unchanged by the proposals given the depth of the footprints of the two buildings are practically identical.
- 6.25 Whilst some disturbance might arise during the construction process, this would by its nature be a temporary impact. Furthermore, other environmental and statutory nuisance legislation exists to protect neighbours and the public should any particularly unacceptable issues arise (including dust and pollution). A construction management plan will be required through condition to manage disruption, inconvenience and any effects on the highway network.
- 6.26 Overall, whilst there would be a degree of change in the relationship to neighbouring properties, it is not considered that this would result in an unacceptable loss of amenity for neighbouring properties. In this respect, the proposal complies with policies Ho9 and Ho13 of the Borough Local Plan 2005.

Housing mix, affordable housing, infrastructure contributions and CIL

- 6.27 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. However, both the policy and SPD make allowance for a lower provision/contribution to be negotiated where it is demonstrated that the provision of affordable housing would make the development unviable, in accordance with national policy.
- 6.28 In this case, the applicants provided an "open book" viability appraisal and associated evidence with the application which was claimed to demonstrate that, even without affordable housing, the development did not provide adequate return to the landowner and developer. The submitted appraisal indicates that, even without any provision for affordable housing, the scheme achieves a profit of only 12.7% on GDV. Nonetheless, the affordable housing statement submitted by the applicant confirms their willingness to provide a contribution of £420,000 towards affordable housing and, as a result, to accept a profit of c.10% which would be abnormally low compared to a normal commercially acceptable profit (15-17.5% on GDV).
- 6.29 This appraisal was scrutinised by independent development viability experts Aspinall Verdi appointed by the Planning Department. The consultants agree with many of the key inputs adopted by the applicant in their appraisal (notably sales values, retail rental values, yields and build costs). Whilst Aspinall Verdi identifies some areas of divergence from the applicant's assumptions, their appraisals reach the same overall conclusion as the applicant. In particular, they conclude that – even without provision of affordable housing – the scheme would not provide an adequate surplus to cover both a reasonable value for the site and an acceptable level of profit for the developer: assuming a 17.5% profit, the appraisal generates a residual land value over £100,000 below what they consider to be an appropriate benchmark land value. Based on their own evidence, Aspinall Verdi recommend that the applicant's offer of an off-site contribution of £420,000 is *"an attractive proposition as it is delivering in excess of current policy requirements if we take into account latest Government policy"* in respect of viability.
- 6.30 It is therefore considered that the £420,000 contribution offered is acceptable. It is, in fact, above the maximum figure achievable (and which could reasonably be defended at appeal) based on the viability evidence available and would require the applicant to accept a profit which is lower than what would normally be considered commercially acceptable.
- 6.31 As the Council is the applicant, the contribution cannot be secured in the normal way through a legal agreement or a unilateral undertaking made under section 106 of the Town and Country Planning Act 1990 (as the Council cannot enter into agreement with itself or undertake to). Legal advice has been sought on this matter and the Council's solicitors have confirmed that although a planning condition or planning agreement cannot be used, the Council can however make and secure the contribution using other powers that are available to Councils (Section 111 of the Local Government Act 1972 and Section 1 of the Localism Act 2011). Using these

powers, the Council can pay itself the affordable housing contribution which will therefore be transferred into the appropriate account in advance of the Committee meeting and thereafter allocated to be used solely for the provision of affordable housing, enabling the application to be determined in the confidence that the policy requirements have been satisfied.

- 6.32 It is noted from the submission documents that the applicant is also considering options for making the proposed homes more financially accessible and affordable, including exploring opportunities for shared equity (i.e. purchaser buys a certain percentage and the remainder is retained by the developer as an equity share) and/or other low cost housing. Given the viability position of the scheme, it would be unreasonable and disproportionate from a planning perspective to seek to secure and enforce such measures through a condition; however, an informative strongly encouraging the applicant to fully explore such options is considered appropriate.
- 6.33 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, reflecting the viability challenges which can be associated with high density town centre development. As such, no contributions would be due through this mechanism.
- 6.34 Legislation (Regulation 122 of the CIL Regulations) 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.

Other matters

- 6.35 Whilst it is acknowledged that there are flooding issues in Redhill Town Centre, the application site falls wholly within Flood Zone 1 according to the Environment Agency flood mapping.
- 6.36 The applicant has provided an initial drainage strategy for the site setting out how surface water will be managed. This was reviewed by the County Council (as the Lead Local Flood Authority) who initially raised concerns about the drainage solution and the discharge rates proposed. The applicant responded to these concerns, demonstrating that – given the size and central urban location of the site – the discharge rates proposed were the minimum possible and that all reasonable opportunities had been taken up for storage. Based on this additional information, the LLFA has confirmed that they no objection subject to conditions to secure details of the detailed design of the SuDS system, and its subsequent implementation and maintenance.
- 6.37 The application was accompanied by a Phase 1 Ecological Survey. The site is identified as having low or negligible potential to support most species, with the exception of bats for which part of the building (due to the presence of missing roof tiles, missing vent covers and soffit gaps) is identified as having a high potential to

support bats. On this basis, the follow up Phase 2 Bat Surveys (emergence and re-entry were undertaken in May/June 2017) which recorded no evidence of bat activity on the site and thus concludes that there are no roosts on site. The Phase 1 study and additional bat report both make recommendations as to mitigation and habitat enhancement and a condition securing compliance with these is proposed to ensure there would be a positive biodiversity gain.

- 6.38 The application was supported by Geo-Technical and Phase 1 Preliminary Risk Assessment regarding contaminated land due to the historic and most recent uses on the site. This has been reviewed by the Council's Environmental Health team who recommends conditions requiring further site investigation and remediation as appropriate. These conditions are considered necessary to ensure that the development would not give rise to unacceptable risk to human health.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Site Layout Plan	001	P03	23.08.2018
Floor Plan	002	P03	23.08.2018
Floor Plan	003	P02	25.05.2018
Floor Plan	004	P05	25.05.2018
Elevation Plan	005	P04	23.08.2018
Section Plan	007	P02	25.05.2018
Elevation Plan	16/149/02		19.06.2018
Survey Plan	16/149/01		19.06.2018

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, except demolition, shall commence until details of the design of a surface water drainage system of a surface water drainage scheme that satisfies the SuDS Hierarchy and that is compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS have been

submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- (a) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+40%) allowance for climate change storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using a maximum discharge rate of 5 litres/second (unless otherwise agreed with the LPA)
- (b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, and long and cross sections of each SuDS element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers, etc.)
- (c) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the system is operational
- (d) Details of management and maintenance regimes and responsibilities for the drainage system
- (e) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

The development shall thereafter be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the SuDS are adequately planned, delivered and that the development is served by an adequate and approved means of drainage so that it does not increase flood risk on or off site with regard to Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Reigate and Banstead Core Strategy 2014, as well as the requirements of the Non-statutory technical standards.

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

Reason:

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

5. No development, except demolition, shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) construction vehicle routing to and from the site
 - (f) on-site turning for construction vehicles
 - (g) measures to prevent deposit of materials on the highway

(h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
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.

6. No development above ground floor slab level 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 Ho9 and Ho13.

7. The development hereby approved shall be carried out in accordance the approved Environmental Noise Assessment produced by MACH Acoustics Ltd (Revision 02 dated 25/01/2018)

The glazing and ventilation systems installed to the residential units shall meet the specifications set out in sections 5.1 to 5.3 of the report (including the associated tables and figure 5.1) unless an alternative specification is agreed in writing with the Local Planning Authority.

Reason:

To ensure that future occupants would not be exposed to unacceptable levels of noise and in order to achieve an adequate level of residential amenity with regard to policies Ho9 and Ho10 of the Reigate and Banstead Borough Local Plan 2005 and policy CS10 of the Reigate and Banstead Core Strategy.

8. The development hereby approved shall be carried out in accordance with the recommendations for biodiversity/habitat enhancement opportunities identified in both the Bat Survey Report by Middlemarch Environmental (ref: RT-MME-124963 dated June 2017).

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.

9. The development hereby approved shall be carried out in accordance with the construction and operation phase mitigation recommendations set out in the Air Quality Assessment by SLR (version 1 dated October 2017).

Reason:

To ensure that the development would not give rise to unacceptable impacts on air quality or put future occupants at unacceptable risk of poor air quality with regard to policy Ho9 of the Reigate and Banstead Borough Local Plan 2005 and policy CS10 of the Reigate and Banstead Core Strategy.

10. The development hereby approved shall be carried out in accordance with the energy efficiency and fabric efficiency measures set out in the Energy Statement by CBG Consultants dated 12.02.2018.

Reason:

In order to promote sustainable construction and to ensure that the development would minimise carbon emissions with regard to Policy CS10 of the Reigate and Banstead Core Strategy.

11. Any ground contamination not previously identified by the site investigation but subsequently found to be present at the site, either prior to or during development, shall be reported to the Local Planning Authority as soon as is practicable and, unless otherwise agreed in writing by the Local Planning Authority, the development shall cease on site until a 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 shall thereafter be implemented to address the unexpected contamination.

Reason:

To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

12. The development hereby approved shall not be first occupied unless and until the undercroft parking spaces has been laid out within the site and provided with adequate pedestrian inter-visibility in accordance with the approved plans. Thereafter the parking 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 development hereby approved shall not be first occupied unless and until a verification report carried out by a qualified drainage engineer has been submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason:

To ensure that the SuDS are adequately planned, delivered and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy

CS10 of the Core Strategy 2014, as well as the requirements of the Non-statutory technical standards.

14. No residential unit within the approved apartment block shall be occupied unless and until the facilities for the secure parking of bicycles and for the storage of bins have been provided in accordance with the approved plans. Thereafter, the said facilities shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development would make adequate provision for refuse and recycling in the interest of visual amenity and provide suitable facilities for bicycles to promote sustainable transport choices with regard to policy Ho9 of the Reigate and Banstead Borough Local Plan 2005 and policy CS17 of the Reigate and Banstead Core Strategy 2014.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), the ground floor unit labelled as "Retail Space" on the approved plans shall be occupied for purposes falling within Use Classes A1, A2, A3 or D1, or for the purposes of a gymnasium falling within Use Class D2 only and shall not be subdivided into more than 4 units without the prior written consent of the Local Planning Authority.

Reason:

To ensure that a suitable mix of commercial and retail facilities are provided on the site in the interests of the vitality and vibrancy of the town centre and the amenity of surrounding residential occupiers with regard to policies Sh1, Sh2 and Sh7 of the Reigate and Banstead Borough Local Plan 2005 and policy CS7 of the Reigate and Banstead Core Strategy 2014.

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 strongly encouraged to explore all opportunities to maximise the affordability of the homes being provided on the scheme, including the shared-equity approach which is mentioned in the submitted Design & Access Statement.
4. The applicant is advised that prior to the initial occupation of any individual dwelling or communal dwelling/flat hereby permitted, appropriate bins and recycling boxes should be provided for the use of the occupants of that dwelling. Refuse storage areas and collection points should meet the standards set out in the Council's Making Space for Waste in New Developments Guidance document http://www.reigate-banstead.gov.uk/downloads/file/2579/making_space_for_waste.

5. 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.

6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and potentially a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending upon the scale of the works proposed and the classification of the road. Please see: www.surreycc.gov.uk/road-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme. The applicant is also advised the consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
7. The 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. When a temporary access is approved or an access is to be closed as a condition of planning permission, an agreement with or licence issued by the Highway Authority Local Highways Service will require that the redundant dropped kerb be

raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.

9. 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 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.
10. 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 conditions. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
11. 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 structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
12. If there are any works proposed as part of this planning application that are likely to affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent.
13. In relation the drainage verification report required under Condition 13, this should demonstrate that the drainage scheme has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).
14. The applicant's attention is drawn to the specifics of the contaminated land conditional wording such as 'no development shall commence', 'the development hereby approved shall not be occupied' 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.
15. The proposed development is located within 15 metres of Thames Water underground assets; as such the development could cause the assets to fail if appropriate measures are not taken. The applicant is advised to review Thames Water's guide "Working near our assets":
<https://developers.thameswater.co.uk/developing-a-large-site/planning-your-development/working-near-or-diverting-our-pipes>) to ensure that the workings are in

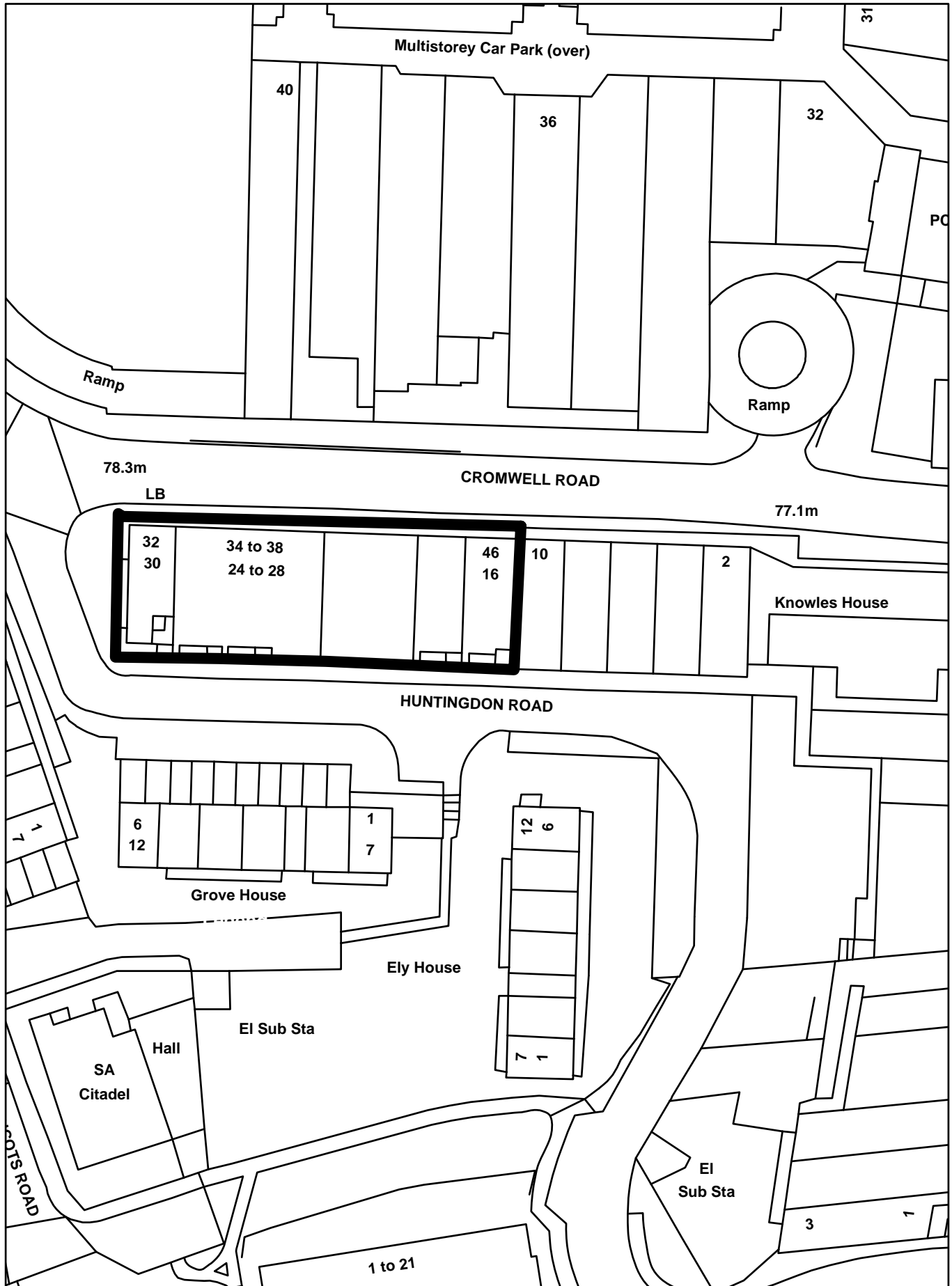
line with the necessary processes which need to be considered when working above or near Thames Water pipes or other structures.

REASON FOR PERMISSION

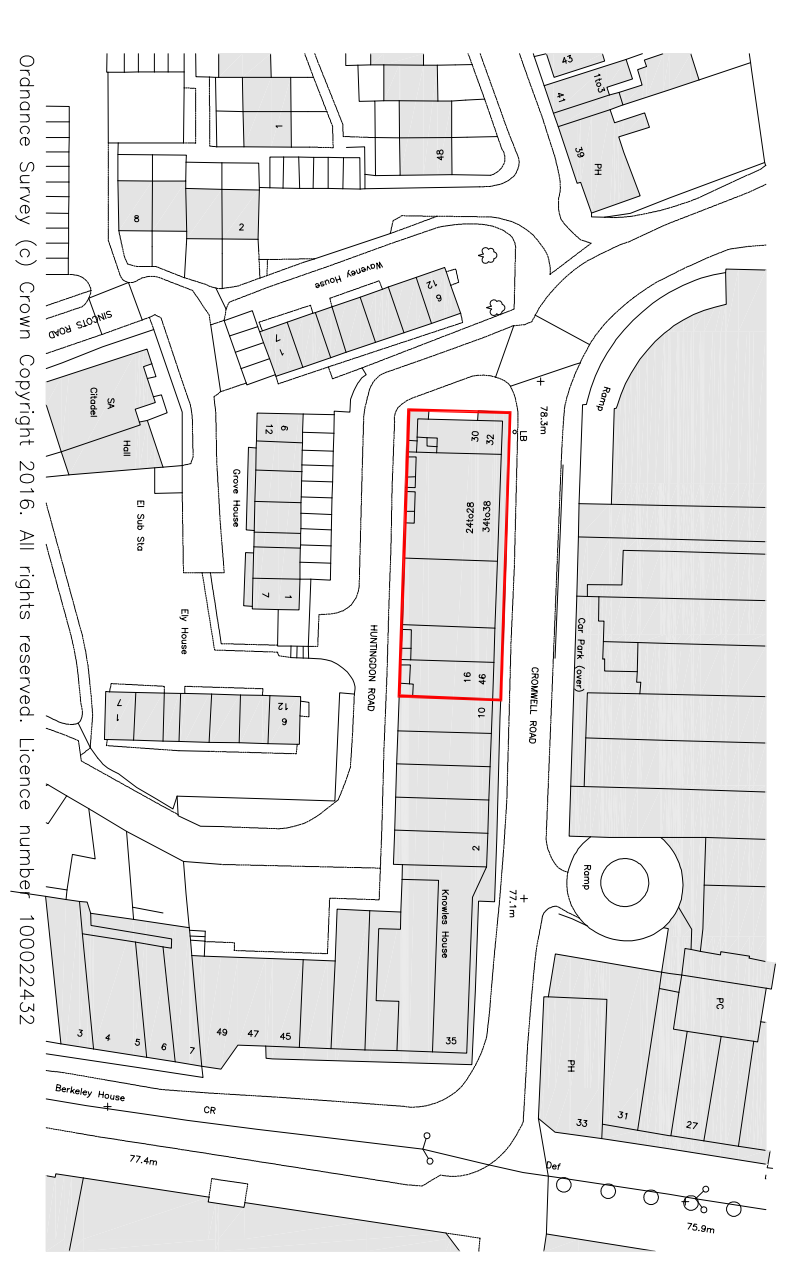
The development hereby permitted has been assessed against development plan policies Ho9, Ho13, Ho16, Sh1, Sh2, Cf2, Mo4, Mo5, Mo7, and Ut4 of the 2005 Borough Local Plan and policies CS1, CS4, CS5, CS10, CS11, CS12, CS13, CS14, CS15 and CS17 of the Reigate and Banstead Core Strategy and material considerations, 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.

18/01158/F - 16-46 CROMWELL ROAD REDHILL



Client Approval			
X	A - Approved		
X	B - Approved with comments		
C	- Do not use		
Rev.	Revision Note/Purpose of Issue	Drawn By	Date
		Checked By	Date



Location number 11350
Location Plan 1:1250 @ A1
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 11350



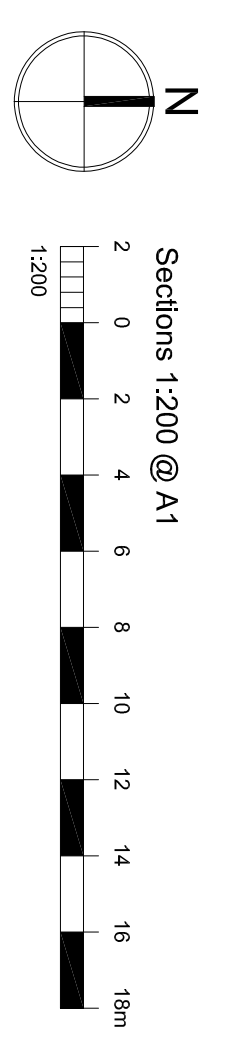
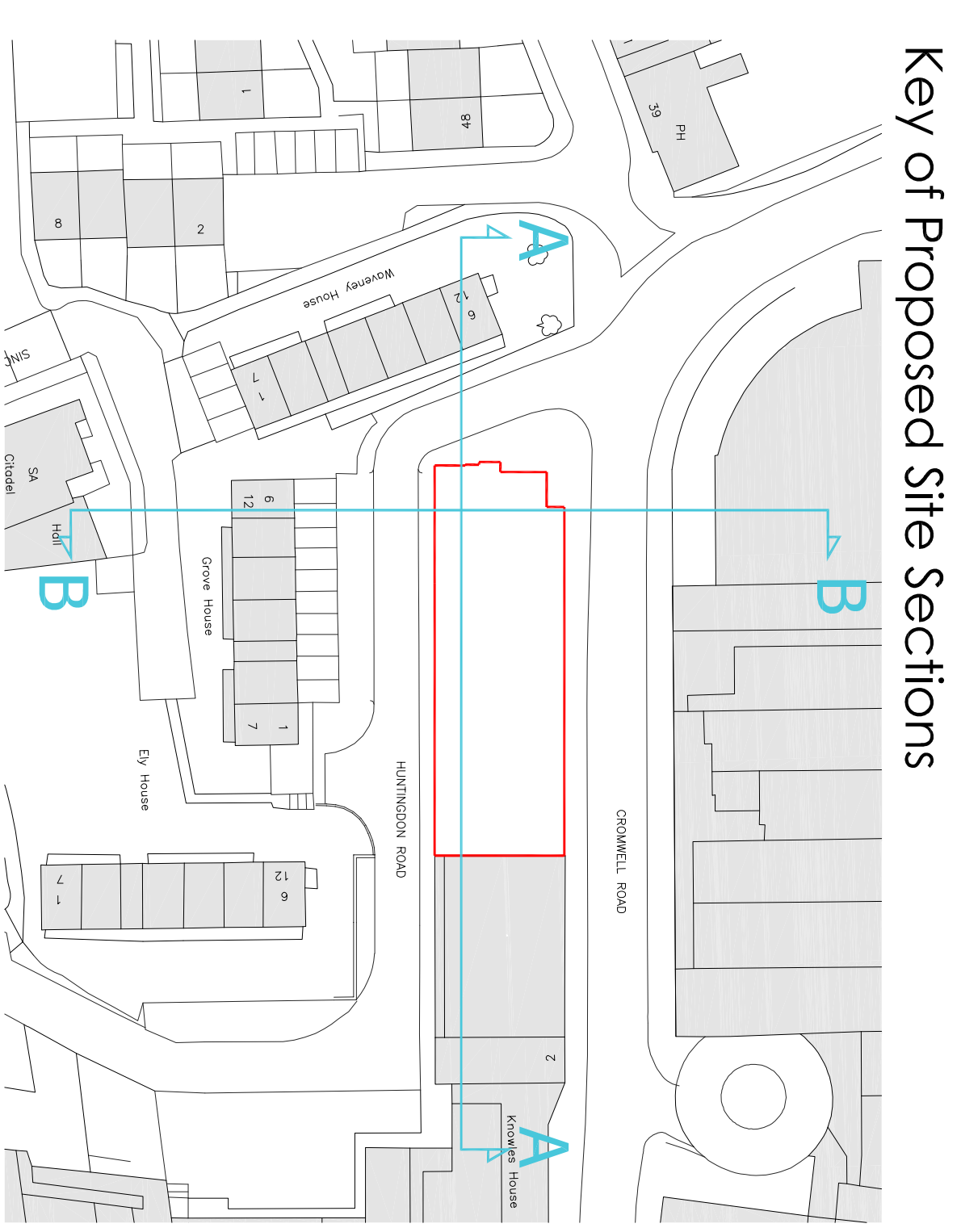
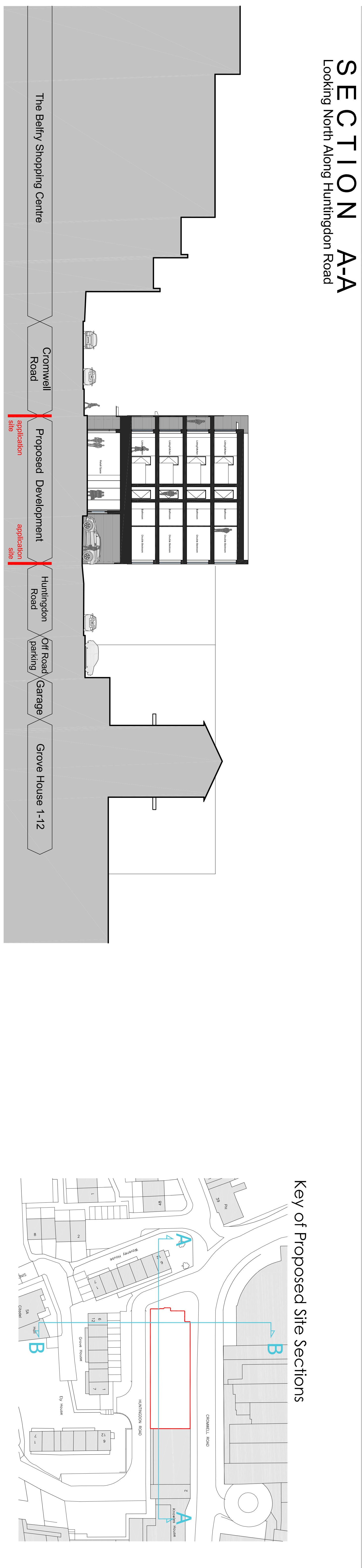
Site Plan 1:200 @ A1
 2 0 2 4 6 8 10 12 14 16 18m
 1200

Location and Site Plan

Drawn	Date	Checked	Date	Scale at A1
AIJ	01/11/17	JBM	01/11/17	Varies
Job No.	Proj.	Zone	Level	Type
16-086 CRO	MHA 00 ZZ DR	A	001	P03
Purpose of Issue				
PLANNING				

Client Approval

A - Approved	Dev By	Date	Chk By	Date	
B - Approved with comments					
C - Do not use					
Rev:	Revision Note/Purpose of Issue	Dev By	Date	Chk By	Date



Reigate and Banstead Borough Council
Cromwell Road
Redhill

SECTION B-B
Looking East

SECTION A-A
Looking North Along Huntingdon Road

Proposed Site Sections

Drawn:	AI1	Date:	07/11/2017	Checked:	JDM	Date:	07/11/17	Scale:	A1
Job No.:	16-086 CRO MHA 00 ZZ DR A	Proj.:	16-086 CRO MHA 00 ZZ DR A	Zone:	ZZ DR A	Level:	A	No.:	007
Purpose of Issue:	PLANNING	Rev.:	P02						

Ground floor: Biennial Building
Southern Gate, Chichester
West Sussex PO19 9SZ
T: 01243 774748
www.mhaarchitects.co.uk
info@mhaarchitects.co.uk
Registered in England No:996333

Notes
 1. This drawing is the copyright of MH Architects Ltd
 2. Do not scale this drawing except for Local Authority planning purposes
 3. All dimensions must be checked on site by the contractor prior to commencement of works



Client Approval				
A - Approved				
B - Approved with comments				
C - Do not use				
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By

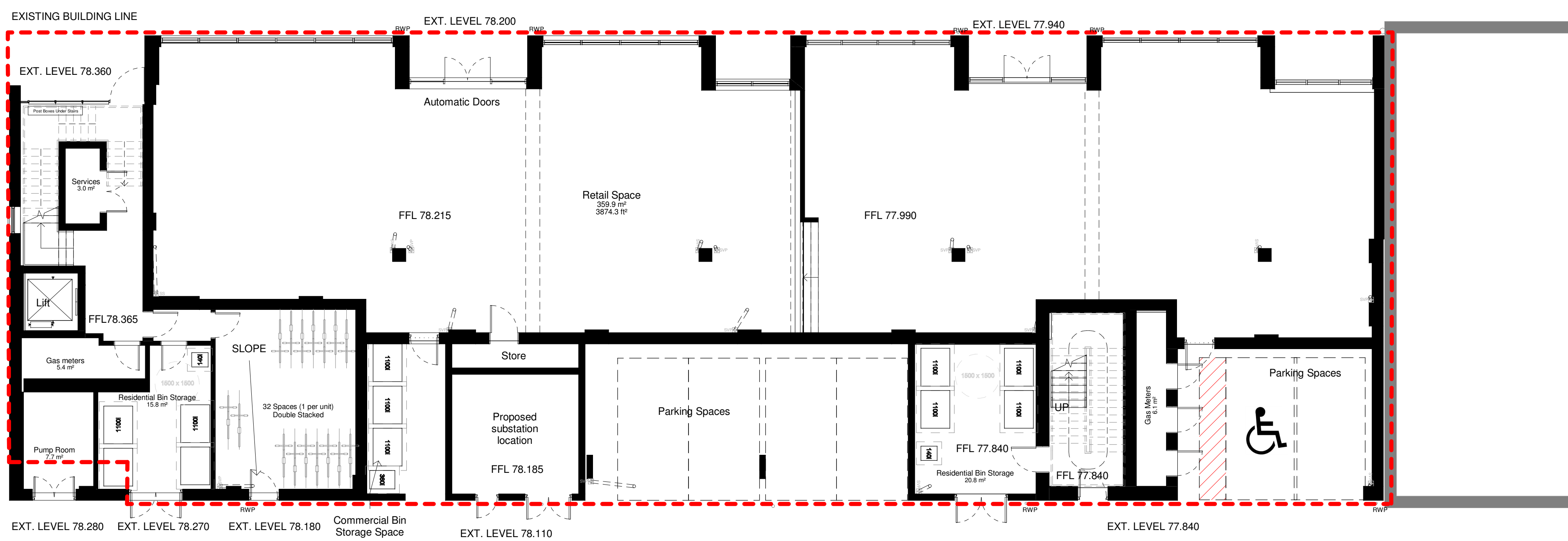


First Floor Plan
1 : 100

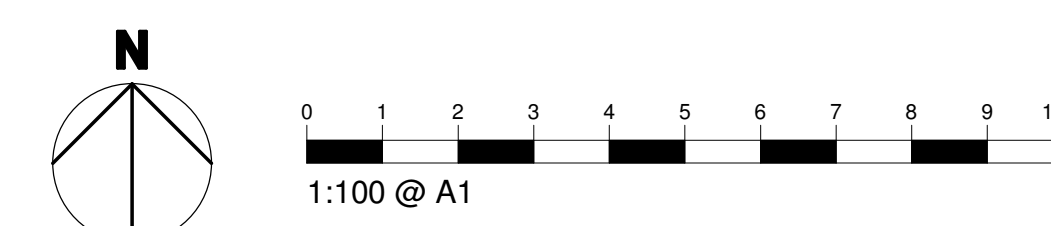
Area Schedule - Floors 0 and 1

Unit Number	Unit Type	Area
01	1b2p	51.3 m ²
02	2b3p	61.3 m ²
03	1b2p	51.1 m ²
04	2b3p	61.3 m ²
05	2b4p	72.9 m ²
06	1b2p	52.7 m ²
07	1b2p	52.8 m ²
08	2b4p	71.5 m ²

Name	Area
Retail Space	359.9 m ²



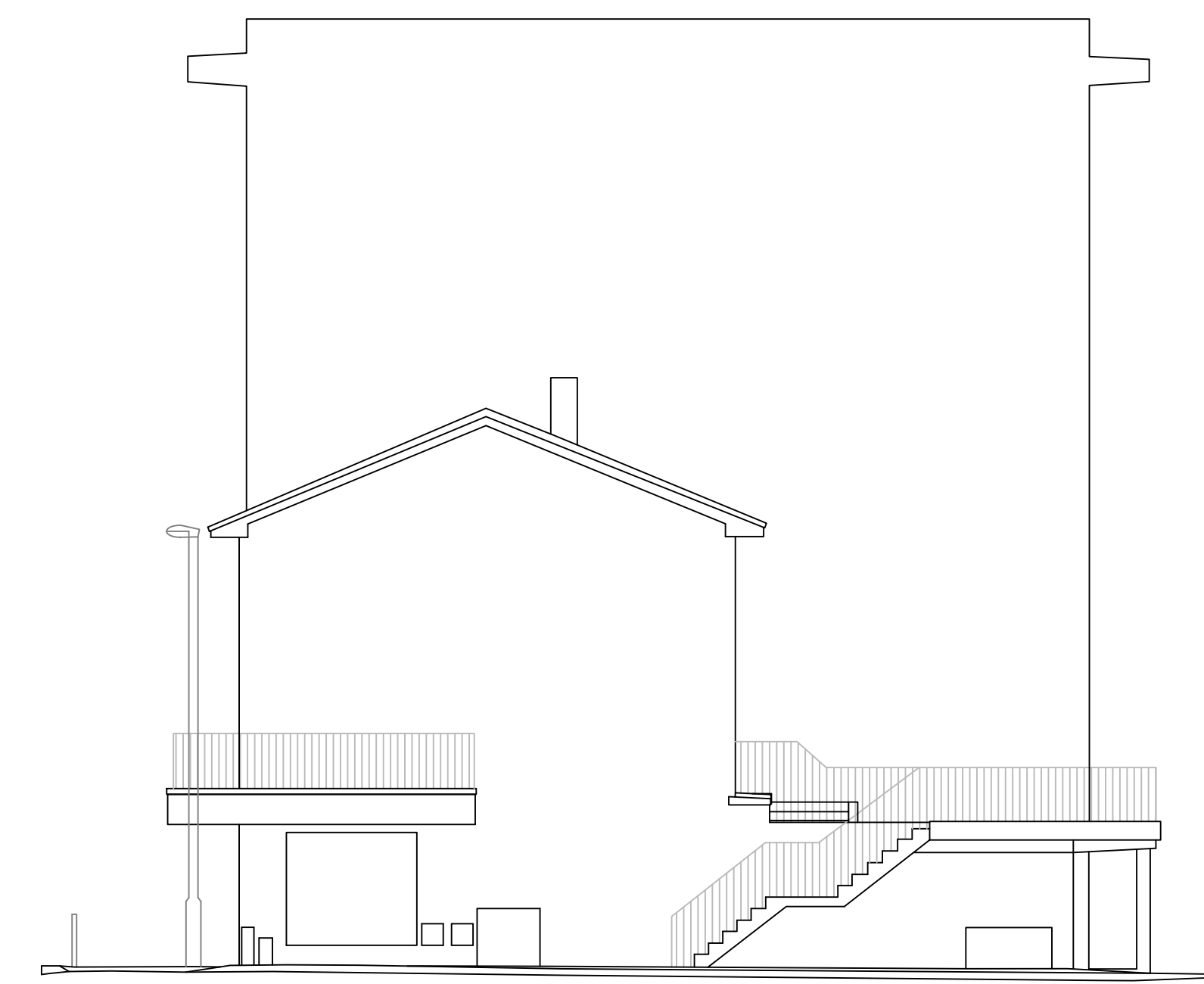
Ground Floor Plan
1 : 100





Datum @ 75.000m

North Elevation



West Elevation

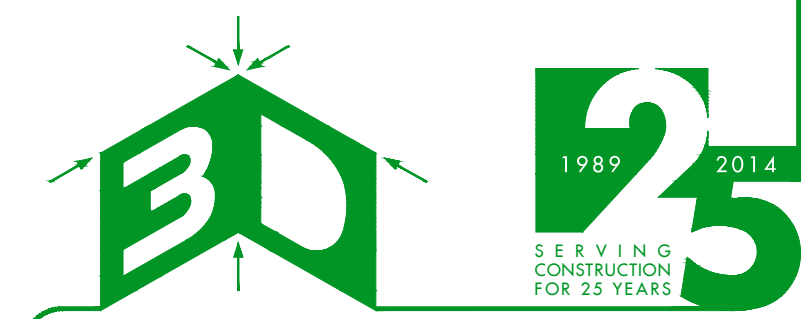


Datum @ 75.000m

South Elevation

Revisions		
Date	Revision	Amendment

3D Services (South East) Ltd
 Unit 5 Coopers Place, Combe Lane, Wormley, Surrey GU8 5SZ
 Tel: 01428 684144 • Fax: 01428 685522 • survey@3dservices.co.uk



Member of THE SURVEY ASSOCIATION

Client
REIGATE & BANSTEAD BOROUGH COUNCIL

Surveyed RMC	Drawn ADT	Checked RMC	Date 23/11/16
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Project
16-46 CROMWELL ROAD, REDHILL


Title
ELEVATIONS

Job No 16/149	Drawing No 16/149/02	Revision	Scale/Size 1:100 A0
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Agenda Item 6

Planning Committee
5 September 2018

Agenda Item: 6
18/01156/F

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	5 September 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Billy Clements
	TELEPHONE:	01737 276087
	EMAIL:	billy.clements@reigate-banstead.gov.uk
AGENDA ITEM:	6	WARD: Preston

APPLICATION NUMBER:	18/01156/F	VALID:	5 th June 2018
APPLICANT:	Reigate & Banstead Borough Council	AGENT:	MH Architects
LOCATION:	UNIT 1 PITWOOD PARK, WATERFIELD, TADWORTH		
DESCRIPTION:	The demolition of a steel frame/concrete industrial building and the construction of: 3no 2 person 1 bed flats, 6no 3 person 2 bed flats, 8no 4 person 2 bed houses, 8no 5 person 3 bed houses, with associated parking, landscaping and access.		
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 existing industrial building and the erection of 25 dwellings comprising a mixture of flats and houses with associated access, parking and landscaping. Seventeen of the proposed dwellings would be Starter Homes.

The site is an industrial building in a designated Employment Area (Pitwood Park), which whilst presently vacant, was previously in employment use. Whilst local policies would normally seek to resist loss of designated employment land to residential, in this case the applicant has provided marketing evidence which is considered to clearly demonstrate that there is a limited prospect of continued employment/commercial use of the site. Furthermore, the application proposes that two thirds of the new homes (17) will Starter Homes and is considered to comply with the Government's Starter Homes exceptions policy which encourages local authorities to look for opportunities to create starter homes through exception sites on commercial and industrial land that is either under used or unviable in its current or former use. Taking both of these into account, the loss of employment use in this case is considered to be justified.

The existing industrial building on the site – the former United Oil Products (UOP) Fragrances factory - is by prominent architects Richard Rogers and Renzo Piano. Whilst the building is unlisted (either statutory or local), it is considered to have some (albeit low/moderate) significance given its historic and architectural associations and could therefore be considered a non-designated heritage asset for the purpose of national policy. The proposals would give rise to the total loss of this heritage asset. However, given the

public benefits from providing new homes (including a significant number of Starter Homes) and the limited likelihood of finding a viable use in the foreseeable future to enable its conservation, it is considered that – taking a balanced judgement as required by the Framework – the loss of the building is justified in this case.

The scheme is considered to be well designed and laid out in a way which reflects the pattern, form and grain of development in the surrounding area, prevailing plot sizes and makes for a visually interesting development, using buildings to create vistas and landmarks appropriately. The development is considered to make good use of a previously developed site, without appearing cramped or overdeveloped. The layout of parking within the site is considered to be appropriate, ensuring that it would not be visually prominent or intrusive and there is considered to be sufficient opportunity for landscaping within the site, including small front gardens to each unit and proposed hedgerow planting along the access road. The buildings would all have a traditional appearance with materials and details which are appropriate to local vernacular and distinctiveness and which would add character to the surrounding estate.

The proposals incorporate a total of 37 parking spaces, broadly equivalent to the average 1.5 spaces per unit which is advised by the Borough Local Plan for larger developments such as this. No objection has been raised by the County Highway Authority with regards to the level of parking, or in respect of matters of highway safety or operation.

The proposal is not considered to give rise to any adverse amenity impacts for neighbours given the scale/layout of buildings and separation distances to neighbouring properties. Subject to conditions, it would also achieve a good standard of accommodation and residential environment for future occupants. Conditions to ensure contamination and groundwater issues are properly assessed and managed are also recommended.

The proposal would make good use of a long underutilised previously developed site and would make a positive contribution towards local housing requirements, particularly by providing 17 entry-level Starter Homes (1 and 2 bed flats and 2 bed houses) which would assist first time buyers in getting on the property ladder locally, with consequent social and economic benefits. The proposal would also generate CIL contributions.

RECOMMENDATION(S)

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

Procedure:

Whilst the Borough Council is both the applicant for this proposal and the landowner of the application site, Regulation 3 of the Town and Country Planning Regulations 1992 gives power to the Council to determine its own planning applications (unless referred to the Secretary of State which is not the case here).

The application is referred to Planning Committee for consideration in accordance with the Constitution given both the size of the proposals and the fact that the Borough Council is the applicant.

Consultations:

Highway Authority: No objection subject to conditions. Comments as follows:

'The developer has not assessed the proposed vehicle movements from the site. The proposed 25 residential units replace an existing commercial use at the site. The vehicle movements associated with the proposed uses are unlikely to be significantly different to the existing use.'

In terms of refuse collection, and access by fire appliances, the developer has not assessed the layout of the site. However it is likely that the proposed layout would be able to accommodate these movements.'

[Note: a vehicle tracking plan has been supplied subsequent to these comments which demonstrates that large vehicles (e.g. refuse freighters) can manoeuvre within the site safely].

Tree Officer: No objection subject to landscaping and tree protection conditions:

The arboricultural report demonstrates the existing tree stock comprises mainly of low quality trees and their removal to facilitate this development will have minimal impact on the character of the area. The off-site trees along the western boundary will provide screening to the development, while the retained trees within the site can be protected during the course of the development.

The site layout will allow a landscape scheme to be implemented but the size of the site and the nature of the layout will limit the number of trees that can be planted. Therefore, any landscape scheme must ensure there is a sustainable relationship between the trees/vegetation and buildings, failure to do so are likely to result in the removal of trees which will affect the character of this development and the local area.

Environmental Health: No objection subject to conditions

Surrey County Council Sustainable Drainage and Consenting Team: No objection subject to conditions

RBBC Neighbourhood Services: Comments provided – no objection

[Note: a vehicle tracking plan has been supplied subsequent to these comments which demonstrates that large vehicles (e.g. refuse freighters) can manoeuvre within the site safely].

Environment Agency: No objection subject to conditions

Network Rail: No objection but developer should comply with standard requirements for safe operation of the railway and protection of NR's adjoining land.

Representations:

Letters were sent to neighbouring properties on 11th June 2018 and a site notice was posted 21st June 2018. The application was advertised in the local press on 21st June 2018.

One response has been received raising the following issues:

Issue	Response
Overdevelopment	See paragraphs 6.19 – 6.24
Overbearing relationship	See paragraphs 6.30 – 6.34
Overlooking and loss of privacy	See paragraphs 6.30 – 6.34
Noise & disturbance	See paragraphs 6.32 - 6.33 and conditions 9 and 12
Hazard to highway safety	See paragraphs 6.25 – 6.29 and conditions 9, 16, 17 and 18
Inadequate parking	See paragraphs 6.25 – 6.29 and condition 16
Increase in traffic and congestion	See paragraphs 6.25 – 6.29
Drainage/sewage capacity	See paragraphs 6.45 – 6.46 and conditions 7 and 19
Loss of/harm to trees	See paragraphs 6.35 – 6.38 and conditions 3 and 10
Harm to wildlife habitat	See paragraph 6.47 and condition 13
Loss of private view	Not a material planning consideration

1.0 Site and Character Appraisal

1.1 The application site comprises of a large, single storey industrial building set within a large plot which is partially soft landscaped and partially laid out with hardstanding for vehicle parking. The boundaries of the site onto Waterfield are predominantly formed by a well-established, high and dense hedgerow which largely obscures the site from public view. The site forms part of the designated Pitwood Park employment area. The building is an example of the zip-up concept designed by architects Richard Rogers and Renzo Piano but is unlisted despite having been considered by Historic England in late 2017.

1.2 To the north is a small enclave of purpose built commercial/industrial units with further individual industrial premises beyond. The wider area is predominantly residential in character, typified predominantly by 1960s/1970s estate housing, including a mixture of terraced houses and flats. The site is bounded by a railway line to the west beyond which is further suburban residential development.

1.3 As a whole, the application site has a site area of approximately 0.54ha.

2.0 Added Value

2.1 Improvements secured at the pre-application stage: No formal pre-application advice was sought on this application; however, informal advice was given on design improvements prior to submission of the application.

2.2 Improvements secured during the course of the application: None required as the application is considered to be acceptable.

2.3 Further improvements could be secured: Conditions regarding landscaping and materials are recommended to ensure the development is high quality and complements the character of the area. Further conditions requiring appropriate contaminated land investigations/remediation and acoustic measures to the dwellings are also recommended. A condition will also be used to secure the Starter Homes and their subsequent onward sale in compliance with the relevant national criteria.

3.0 Relevant Planning and Enforcement History

3.1 The only previous application considered to be relevant is set out below:

16/02820/F	The demolition of a steel frame/concrete industrial building and the construction of: 2no. Three person 2 bed flats 6no. Four person 2 bed flats 3no. Four person 2 bed houses 8no. Five person 3 bed houses 4no. Seven person 4 bed houses with associated parking and access.	Withdrawn by applicant
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4.0 Proposal and Design Approach

4.1 This is a full application for the demolition of the existing industrial building and the erection of a residential scheme comprising 25 dwellings (mix of houses and flats) with a new access road from Waterfield and associated parking and landscaping. The scheme would include a mix of Starter Homes and market housing.

4.2 A new access would be created from Waterfield, which would be flanked by a semi-detached pair and a block of flats, both of which would front onto Waterfield. A further four units, in two semi-detached pairs, are proposed perpendicular to Waterfield. The access road would lead to the rear of the site where a further 10

dwellings are proposed, arranged in two terraces of three and two semi-detached pairs. Each unit would have a small front garden and a private rear garden.

- 4.3 All of the dwellings would be two storeys with the block of flats being three storeys. The buildings would be of traditional design and form.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	<p>The application site is approximately 0.541 hectares and consists of a vacant perfume factory, surrounded by an array of boundary fencing and hedges. The site has been vacant since 2013 and is within a residential area.</p> <p>An arboricultural assessment has been undertaken to inform the appropriate protection of existing trees where required and the optimal placement of proposed new planting to enhance proposals.</p>
Involvement	<p>The project has undergone multiple design reviews amongst Reigate and Banstead Borough Council and MHA with invaluable input from external consultants throughout the lead up to this submission. There is no evidence of local community consultation or engagement within the D&A statement.</p>
Evaluation	<p>The D&A identifies that during the site assessment, a number of key points were identified to guide the development of the proposal including; the need to create an aesthetically pleasing street scene, respond to the local context in terms of scale, appearance, layout and massing/height and protect existing trees and hedging.</p>
Design	<p>The fundamental driving principle behind the scheme is the new government initiative for starter homes, with this being considered as an exception site. The scheme in terms of layout, units sizes and house types has been designed and evolved to respond to this initiative and support the provision of affordable housing. The dwellings have been positioned and orientated carefully in order to generate architectural interest throughout the scheme and provide views and vistas. Additional features such as bay windows, small side windows, and tile hanging banding and diamond details serve to amplify this principle. The location of the parking spaces is well integrated with the housing layout to encourage overlooking, safety, and avoid over dominance which can occur from large clusters of parking spaces.</p>

4.5 Further details of the development are as follows:

Site area	0.54ha
Existing use	Industrial (vacant)
Proposed use	Residential
Net increase in dwellings	25 (of which 17 are Starter Homes)
Proposed site density	46dph
Density of the surrounding area	Watermead/Waterfield – 54dph Waterfield Green/Waterfield – 34dph Whitegate Way/Lordsgrove Close – 43dph
Proposed parking spaces	37
Parking standard	40 (maximum)
Estimated CIL contribution	c.£180,000 (subject to indexation)

5.0 Policy Context

5.1 Designation

Urban Area
Employment Area
Flood Zone 1

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

Landscape & Nature Conservation	Pc2G, Pc4
Housing	Ho9, Ho13, Ho16
Employment	Em1, Em1A
Movement	Mo4, Mo5, Mo7
Utilities	Ut4

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning
Guidance

Local Distinctiveness Design Guide
Affordable Housing SPD
Developer Contributions SPD

Other

Human Rights Act 1998
CIL Regulations 2010 (as amended)

6.0 Assessment

6.1 The application site is situated within the urban area and forms part of a designated Employment Area in the Local Plan 2005. The building is by notable architects (Richard Rogers and Renzo Piano) and was considered for listing by Historic England in 2017 but ultimately was not statutory listed.

6.2 The main issues to consider are therefore:

- Heritage considerations
- Loss of employment land
- Design and effect on the character of the area
- Impact on neighbour amenity and future occupants
- Access and parking
- Housing mix, affordable housing, infrastructure contributions and CIL
- Other matters

Heritage considerations

6.3 As above, the existing industrial building on the site – the former United Oil Products (UOP) Fragrances factory - is by prominent architects Richard Rogers and Renzo Piano. Built in 1972/73, the building is an example of zip-up architecture which formed part of the Hi-Tech movement.

6.4 Prompted by an earlier application for redevelopment on this site (16/02820/F), the building was subject to consideration by Historic England for statutory listing. Historic England's recommendation and the subsequent decision of the Secretary of State for Digital, Culture, Media and Sport was that the building was not of sufficient merit to be added to the statutory List of Buildings of Special Architectural or Historic Interest.

6.5 In coming to this decision, the assessment by Historic England does identify that the building has some claims to architectural and historic interest – notably in being an early work by Richard Rogers and Renzo Piano (only one of two by the pair in England) and its innovation in materials and concepts. However, on both fronts, it was ultimately concluded by Historic England to be insufficient to merit listing at a national level, having considered the building's place within the Hi-Tech movement generally and against other examples of the technologies and design themes which the building embodies and other examples of Rogers and Piano's work.

- 6.6 Whilst the decision was ultimately reached that the building was of insufficient merit for national listing, this does not preclude it being considered as a non-designated heritage asset for the purposes of national policy. Indeed, it is clear that the building has some architectural and historic value and interest for the reasons above.
- 6.7 However, the building is not considered to be an exceptional example in either respect. Furthermore, the building was – as appraised by Historic England – compromised in terms of its original design, taking it away from the purity of the zip-up concept. In aesthetic and functional terms, the materials and technologies employed on the building have not stood the test of time particularly well and the weathering of the building – including the loss of the original vibrant yellow colour to the exterior – have diminished the originally “iconic” appearance of the building and thus its visual and aesthetic value within a local townscape context. The siting of the building on the plot has little regard to legibility of the building from the outside world and the formation of vistas or views of the building or a dialogue with the outside setting. The siting and setting of the building has at best a neutral, and arguably a detrimental, impact on its significance and appreciation.
- 6.8 Taking all of the above into account, whilst it is concluded that the building could be regarded as a non-designated heritage asset, it is considered to be one of only low to moderate significance (predominantly local) derived purely from its historic and architectural associations. In terms of the effect, the proposal would result in the complete demolition and loss of the building: as such, the scale of harm to the heritage asset would be substantial as the loss of the significance of the asset would be total.
- 6.9 Having established the significance of the asset and level of harm, the next step – as advised by national policy, is to weigh up whether the harm is justified, taking a balanced judgement (paragraph 197 of the Framework). In this case, there are two main considerations which are considered to be particularly relevant: the prospects of viable use of the existing building and the public benefits of the scheme proposed through this application.
- 6.10 As discussed in more detail below in the “loss of employment land” section of the report, it is clear that considerable efforts have been made in the past (including relatively recently), to let and/or sell the site for a continued commercial (and even community/leisure) use; however, these efforts have proved unsuccessful. The condition, nature and location of the building and the need for extensive investment all weigh against the likelihood of finding a viable use in the foreseeable future to enable its conservation.
- 6.11 Furthermore, the proposals would make provision for a range of housing, making a positive contribution to meeting the housing needs and requirements of the borough, including through the provision of affordably priced Starter Homes suited to the needs of first time buyers. The direct benefits of the provision of these affordable homes, which would meet an identified local need as well as a national policy objective, along with the consequent local financial, economic and social benefits are considered to attract significant weight in favour of the scheme in this case. The development would also make effective use of a previously developed

(brownfield) site, consistent with national and local policy. Both of these are considered to add further, albeit modest, weight in favour of the proposal.

- 6.12 Consequently, whilst the proposals would result in the loss of a building which could be regarded as a non-designated heritage asset, based on a balanced judgement taking account of its significance, the limited prospects of viable use/conservation and the significant public benefit of the scheme which would arise from the provision of 17 Starter Homes (and the additional market housing), it is considered that the principle of demolition of the building, subject to the overall considerations of all the issues in this application, is justified in this case. The proposal is therefore considered to comply with the provisions of the Framework in this regard.
- 6.13 During the course of the application, initial discussions have been held with a range of stakeholders, including interest groups and museums, who may be potentially interested in salvaging elements of the building given its architectural associations. Whilst for the most part there has been limited interest given the nature (and size) of any salvage, some interest has been expressed by the Victoria & Albert Museum. Mindful of paragraph 199 of the Framework, it is considered to be reasonable and necessary to require – through condition – a demolition and salvage plan through which the developer would be required to make reasonable endeavours to facilitate salvage of any elements of interest.

Loss of employment land

- 6.14 The site is an industrial building in a designated Employment Area (Pitwood Park), which whilst presently vacant, was previously in employment use. These premises would be lost as a result of the development. Policy Em1A of the Borough Local Plan and policy CS5 of the Core Strategy both resist the loss of existing employment land and buildings; however, this is subject to the buildings being suitable for, and having a reasonable prospect of, continued employment use in the future.
- 6.15 In this case, the applicants have confirmed that the building has been vacant for over five years and the Council's records also confirm this. Furthermore, the application was supported by a Marketing and Industrial Report by agents Stiles Harold Williams which confirms their professional view that there will be limited demand for the building due to its condition, design, layout and configuration. They particularly note that *"the unit requires significant investment and has limited attraction in the current market place"*. The report particularly considers whether the unit could be adapted or refurbished for other industrial, commercial and office uses but concludes that the cost would be *"substantial"* and given there would be *"no certainty of a tenant at the end of the process"* and the likely low rents which would be achieved, this approach would be unviable.
- 6.16 The Marketing Report also details the historic marketing exercises which have been undertaken for the property. This includes a period of marketing in 2006 by Stiles Harold Williams for the previous long leaseholders which *"despite offering the space on a very flexible basis, to let or for sale, whole or part and various uses subject to planning and at economical rents and prices, there was very little interest from office or industrial occupiers"*. It notes that at that time, terms were agreed with a

children's nursery but this did not proceed due to the prohibitive cost of repair and conversion. The property was then again marketed in December 2013 by Colliers International (a well-recognised national agency) for the then occupiers who vacated in February 2014 but again no occupier was found.

- 6.17 Whilst part of a designated Employment Area, for such a large unit, the premises are not particularly well located being within a residential environment and with quite indirect access to both main roads and rail stations. It is also agreed and acknowledged that the condition of the premises is poor and significant investment required which would be unlikely to be viable. These observations, together with the marketing history, are such that it is agreed that the premises are vacant with limited prospect of continued employment use. The loss would not therefore conflict with Policy Em1A of the Local Plan or Policy CS5 of the Core Strategy.
- 6.18 Furthermore, the application proposes that two thirds of the units (17 homes) will be Starter Homes, seeking to comply with the Government's Starter Homes policy which encourages local planning authorities to *"look for opportunities to create high quality, well designed starter homes through exception sites on commercial and industrial land that is either under used or unviable in its current or former use, and which has not currently been identified for housing"*. The nature of the site, as described above, is such that it is considered to fall within the ambit of the Starter Homes exceptions policy. This is a further material consideration which justifies the loss of the employment land in this case. The inclusion of a number of market homes within the scheme is discussed below.

Design and effect on the character of the area

- 6.19 The scheme provides for a total of 25 dwellings, including a block of nine flats and 16 houses.
- 6.20 The houses would be arranged in groups of semi-detached pairs and short terraces: the layout of these – with a simple linear form along the railway line and units both fronting and perpendicular to Waterfield – would reflect the pattern, form and grain of development in the surrounding area. Plots sizes for the individual dwellings and the spacing between the various buildings pairs would be compatible with the prevailing character, both of the surrounding estate and more modern developments to the north. The positioning of units 12 and 13 is well-considered, creating a terminating vista and avoiding a "dead" space at the end of the new access road.
- 6.21 The block of flats would be the largest building, being three storeys and a larger single footprint. Whilst it is noted that the immediate street scene of Waterfield is characterised by two storey buildings, there are examples of blocks of three storey flats close to the site on Waterfield. In common with these blocks, the proposed flat building would have its own ample curtilage and amenity space, providing it with a generous setting. Furthermore, the building would be adequately set back from the road frontage such that it would not appear out of scale or unduly dominant within the street scene but would instead appropriately respond to this prominent corner of the site.

- 6.22 All of the proposed dwellings would be two storeys, as is typical of the character of the area. As above, the use of gable ended semi-detached pairs and short terraces reflects the predominant forms on the surrounding estate. The buildings are of simple traditional appearance using steep pitch roofs and with visual interest introduced through the use brickwork details (e.g. window header/cill, stringcourse and corbelling to the gable ends) and the selective use of varying porch designs, bay windows and first floor tile hanging on key plots. The flats would have a similar traditional appearance, with projecting gable features, areas of tile hanging (including decorative diamond club tile) and variations in the ridge height all used to good effect to articulate and break up the massing of this larger building.
- 6.23 Parking would predominantly be provided in the form of tandem spaces between the units, helping to ensure that the frontages of the dwellings and views along the access road would not be dominated by parked vehicles. Where instances of frontage parking or small parking courts are proposed (e.g. to the flats), these are interspersed with and broken up by areas of landscaping and opportunities for tree planting to avoid an unduly urbanised feel. More generally, there is considered to be sufficient opportunity for landscaping within the site, including small front gardens to each unit and proposed hedgerow planting along the access road. Whilst much of the existing very dense hedgerow along the Waterfield boundary of the site would be removed, the opening up of this frontage is not considered to be detrimental and there would be sufficient space for replacement hedge/shrub planting of a more domestic scale and nature to soften this frontage.
- 6.24 In summary, it is concluded that the proposals, both in terms of layout, scale and appearance, would achieve a high quality development which would be a positive addition to the character of the area. The proposals are therefore considered to comply with policies Ho9, Ho13 and Ho16 of the Borough Local Plan, policies CS4 and CS10 of the Core Strategy, the Reigate and Banstead Local Distinctiveness Design Guide and the provisions of “good design” in the Framework.

Accessibility, parking and traffic implications

- 6.25 The development would be access from Waterfield, with a new access road created more centrally within the site. The existing access serving the industrial premises towards the northern end of the site would be removed. The County Highway Authority has raised no objection to the proposed access in terms of visibility and meeting the relevant highway standards and the applicant has supplied plans to demonstrate that service vehicles (e.g. refuse) could manoeuvre safely within the site and enter/exit in forward gear.
- 6.26 The proposals incorporate a total of 37 parking spaces, broadly equivalent to the average 1.5 spaces per unit which is advised by the Borough Local Plan for larger developments such as this. Whilst it is noted that there are parking pressures in the wider locality (owing in part to the adjoining industrial state and nearby doctors surgery), this is an existing situation and does not weigh against this scheme given its own provision is felt to be adequate. The County Highway Authority has raised no concerns in terms of the highway safety implications of any displacement parking.

- 6.27 In terms of overall traffic generation, the applicant has not formally assessed the vehicles movements which would result from the proposed use of the site. However, as the County Highway Authority response identifies, the 25 residential units would replace a large existing commercial use on the site. The building presently has a 65 space car park (which is significantly greater than the likely car ownership which the proposed 25 homes would generate) and would also still generate movements in the morning and evening peaks from employees commuting to and from the site. On this basis, the vehicles movements associated with the proposed use are unlikely to be significantly different to the existing use and would most likely be less.
- 6.28 Cycle parking is included within the flats; a condition is proposed to secure the provision of this prior to occupation.
- 6.29 On this basis, the proposal is considered to be acceptable in respect of its parking provision and impact on the highway and therefore complies with policies Ho9, Mo4, Mo5 and Mo7 of the 2005 Borough Local Plan and Policy CS17 of the Core Strategy.

Effects on the amenity of neighbouring properties

- 6.30 The nearest residential neighbours to the site are on the opposite side of Waterfield. These units either front onto the site (e.g. 1-14 Waterfield) or have their side flank facing towards the site (e.g. 45 Waterfield Green) and are approximately 15m from the site boundaries and around 20m from the nearest proposed building (which in both cases is the proposed block of flats). Given the juxtaposition of these neighbouring properties and the separation distances involved, the proposals are not considered to give rise to unacceptable impacts on the amenity of these neighbours in terms of overshadowing, overbearing or overlooking.
- 6.31 Properties to the rear on Ashcombe Terrace are separated from the application site by the railway line and their rear boundaries are approximately 20m from the site. The distance between the rear elevations of properties on Ashcombe Terrace and those proposed on this site would be over 60m, with intervening tree cover on both sides of the railway line which would provide screening. Given these distances and the scale of development proposed, no significant adverse impacts on the amenity of these neighbours have been identified.
- 6.32 Neighbouring residents have expressed concerns regarding noise and disturbance. Whilst it is noted that the flats would give rise to a greater intensity of residential use than a single dwelling, it is not considered that this would be at such a level which would give rise to a level of general noise and disturbance which would be uncharacteristic for a residential environment. Other legislation exists to control antisocial or nuisance behaviour from future occupants. Concerns have also been raised in relation to inconvenience during construction. Such disturbance is temporary in nature and significant or continued unneighbourly activities are controlled by other legislative regimes (statutory nuisance/environmental protection). These issues would not therefore warrant refusal.
- 6.33 In terms of the proposed residential units, each is considered to be of an adequate internal size to meet the needs of day-to-day living (and is broadly in step with the

nationally described space standards which although not adopted locally are a useful barometer). Each of the houses would have access to a good sized private garden and the flats would have a reasonable area of shared amenity space. A noise assessment (compliant with BS 8233: 2014) was provided with the application (acknowledging the location of the site adjacent to the railway line and industrial estate). This assessment identifies the railway line as being the primary and more significant noise source, particularly as it carries freight trains which can sometimes travel at unsociable hours. The assessment recommends different specifications of glazing/ventilation for the various building façades (according to their level of noise exposure) in order to achieve an acceptable internal living environment. A condition is recommended to ensure that these standards and specifications are adhered to and, subject to this; it is considered the scheme would achieve a good standard of living accommodation for future occupants. Whilst it is noted that there would not be scope to meaningfully mitigate the impact of noise from the freight trains on the rear garden areas, these trains travel past the site during very late night/early morning hours at which times gardens are unlikely to be used. On this basis, the effect on the gardens is not considered to be harmful.

- 6.34 Overall, it considered that the proposals would not give rise to unacceptable impacts on the amenity of existing neighbours and, subject to conditions, would achieve a good quality living environment for future occupants. In this respect, the proposal complies with policies Ho9 and Ho13 of the Borough Local Plan 2005.

Trees and landscaping

- 6.35 There are presently a number of trees within the site, along with a belt of trees off-site along the railway line. The frontage of the site with Waterfield is also defined by a dense hedgerow boundary.
- 6.36 The application was accompanied by an arboricultural report which has been reviewed by the Council's Tree Officer who has concluded that the existing tree stock on site consists mainly of low quality trees and their removal would have minimal impact on the character of the area whilst larger off-site trees can be retained to provide screening. The Tree Officer advises that the site layout will allow for a landscape scheme to be implemented.
- 6.37 Whilst scope for replacement tree planting will be limited to some degree by the size/layout of the site (and the need to ensure a sustainable long term relationship between vegetation and the proposed homes), the more significant off-site tree screening on the western boundary would be unaffected and would continue to provide a backdrop to the development. Furthermore, the proposed layout makes provision for areas of meaningful landscaping along the frontage with Waterfield (including some scope for replacement hedge planting) and areas of soft landscaping within the site. The Tree Officer has recommended a landscaping condition to secure details of proposed landscaping and planting which is considered reasonable to ensure a high quality, locally distinctive scheme.
- 6.38 It is therefore felt that the proposals would not have an unacceptable impact upon the tree stock and any losses could be adequately compensated with replacement

planting. The scheme is therefore considered to comply with policies Pc4 and Ho9 of the Borough Local Plan.

Housing mix, affordable housing, infrastructure contributions and CIL

- 6.39 As above, the proposal is fundamentally predicated on meeting the Government's Starter Homes exception sites policy. In this regard, 17 of the 25 units on the site are proposed to be Starter Homes, meeting the definition laid out by Government. The Starter Homes units would be a mixture of 1 and 2 bedroom flats, and 2 bedroom houses: this mix of predominantly smaller units is considered to be appropriate given these units are intended to serve first time buyer households and mindful of the £250,000 cap on Starter Homes.
- 6.40 The proposals include for 8 market homes within the scheme. The Government Starter Homes policy and national planning practice guidance both allows for exceptions sites such as this to include a small proportion of market homes where it is necessary for the financial viability of the site. In this case, the proportion of starter homes represents broadly one third of the total homes and the scheme would remain predominantly Starter Homes led. Furthermore, the applicant has provided an open book viability appraisal which demonstrates that – with 8 market homes – the scheme would fall short of a 15% profit on GDV (which is considered to be the lower end profit which a developer would require) although the applicant is willing to absorb this shortfall. The market units would all be three bedroom units.
- 6.41 Due to the Council being the applicant, the provision of the Starter Homes cannot be secured through a legal agreement. However, it is considered that the provision of the Starter Homes could reasonably and robustly be secured through an appropriately worded planning condition: this condition would also require details of how the mechanisms which will be used to secure/enforce the price caps and the measures/criteria which will be used to assess the eligibility of buyers.
- 6.42 It is noted from the submission documents that the applicant is also considering options for making the proposed homes more financially accessible and affordable, including exploring opportunities for shared equity (i.e. purchaser buys a certain percentage and the remainder is retained by the developer as an equity share). As national policy is clear that local planning authorities should not seek affordable housing from developments of Starter Homes, this cannot reasonably be insisted upon; however, an informative strongly encouraging the applicant to fully explore such options is considered appropriate.
- 6.43 As it involves the creation of new dwellings, this development would be liable for the Community Infrastructure Levy (CIL) and therefore would provide a contribution towards infrastructure improvements in the borough. Based on the information available at this stage, it is estimated that the charge due could be approximately £180,000; however, the exact amount of liability would be determined and collected after the grant of planning permission and subject to indexation.
- 6.44 Legislation (Regulation 122 of the CIL Regulations) 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.

Other matters

- 6.45 The site is not in an area at risk of flooding and falls within Flood Zone 1 according to the Environment Agency flood mapping. The applicant has provided an outline drainage strategy which proposes to deal with surface water through infiltration using soakaways. This has been reviewed by the County Council (as the Lead Local Flood Authority) who have confirmed that they have no objection subject to conditions. Details of the final design of the SuDS system, and details of implementation and maintenance, will be secured through condition.
- 6.46 The site is within a sensitive location with respect to Controlled Waters (Principal Aquifer and Source Protection Zone). The applicant has provided geo-technical information and a preliminary risk assessment which recommends further intrusive investigations. The Environment Agency has confirmed that the information submitted is adequate and raises no objection subject to conditions.
- 6.47 The application was accompanied by a Phase 1 Ecological Survey and supporting Reptile surveys. The Ecological Survey concludes that the habitats on site are common, widespread and of low ecological value. The site is identified as having limited potential to support most species, with the exception of breeding birds which is identified as medium potential largely due to presence of trees. A follow up reptile survey was undertaken due to the potential for reptile habitat within the semi-improved grassland on site. The surveys (undertaken on 7 separate visits) recorded no species at any time and thus the report concludes that reptiles are absent from site and would not be impacted by the development. Overall, these findings are agreed and a condition will be imposed to secure the recommendations for construction practice and mitigation set out in the main Ecological Survey.
- 6.48 The application was supported by Geo-Technical, Phase 1 Preliminary Risk Assessment and a Site Investigation Proposal regarding the potential for contaminated land due to the historic and most recent uses on the site. This has been reviewed by the Council's Environmental Health team who recommends conditions requiring further site investigation and remediation as appropriate. These conditions are considered necessary to ensure that the development would address any contamination and provide a satisfactory living environment

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Location Plan	001	P2	25.05.2018
Street Scene	015	P3	25.05.2018
Street Scene	013	P3	25.05.2018
Elevation Plan	011	P5	25.05.2018

Floor Plan	010	P5	25.05.2018
Proposed Plans	009	P3	25.05.2018
Proposed Plans	008	P3	25.05.2018
Proposed Plans	007	P3	25.05.2018
Proposed Plans	006	P3	25.05.2018
Proposed Plans	005	P3	25.05.2018
Proposed Plans	004	P3	25.05.2018
Site Layout Plan	002	P2	25.05.2018
Site Layout Plan	003	P3	25.05.2018

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 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) Consulting, 26th April 2018, reference jc/aiams2/pitwood.

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.

4. No development shall commence until a Demolition and Salvage Plan has been submitted to and approved in writing by the Local Planning Authority.

Such a plan shall include details of any identified interest in preserving or salvaging any elements of the existing building for use or preservation off-site and how the demolition process will be managed to facilitate any such salvage.

Reason:

In the interests of recording and evidencing the historic interest of the building to support public understanding with regard to the provisions of the National Planning Policy Framework paragraph 199.

5. No development shall commence until a contaminated land site investigation and risk assessment report has been submitted to an approved in writing by the Local Planning Authority.

The site investigation and risk assessment shall be undertaken in strict accordance with the proposal by JOMAS Associates Ltd dated 16th May 2018 (Ref: 20181413/te) and shall be 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. If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason:

In order that contamination risks on the site are fully assessed on the basis of up to date information and to ensure that any remediation and subsequent development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

6. No development shall commence until a detailed remediation method statement has been submitted to and approved in writing the Local Planning Authority.

The submitted statement shall set out the extent and method(s) by which the site is to be remediated to ensure that unacceptable risks are not posed to identified receptors, details of the information to be included in a post-remediation validation report and any additional requirements that the Local Planning Authority may specify.

The remediation and development shall thereafter be carried out in strict accordance with the approved details and the Local Planning Authority shall be given a minimum of two weeks' notice prior to the commencement of remediation works.

Reason:

In order that contamination risks on the site are fully assessed on the basis of up to date information and to ensure that any remediation and subsequent development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

7. No development, except demolition, shall commence until details of the design of a surface water drainage system of a surface water drainage scheme that satisfies the SuDS Hierarchy and that is compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- (a) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+40%) allowance for climate change storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using infiltration based techniques unless otherwise agreed
- (b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, and long and cross sections of each SuDS element including details of any flow

restrictions and maintenance/risk reducing features (silt traps, inspection chambers, etc.)

- (c) Evidence to demonstrate that any proposed infiltration of surface water into the ground will not give rise to unacceptable risk to Controlled Waters
- (d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the system is operational
- (e) Details of management and maintenance regimes and responsibilities for the drainage system
- (f) A plan showing exceedance flows and how property on and off site will be protected.

The development shall thereafter be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the SuDS are adequately planned, delivered and that the development is served by an adequate and approved means of drainage so that it does not increase flood risk on or off site with regard to Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Reigate and Banstead Core Strategy 2014, as well as the requirements of the Non-statutory technical standards.

8. No development, except demolition, shall commence until a scheme for the provision of at least 17 Starter Homes as part of the development has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall ensure that the Starter Homes meet the definition set out in the Housing and Planning Act 2016 (and/or any subsequent legislation and that replaces, amends or supplements it) and the additional requirements specified in the Government response to the technical consultation on starter homes regulations (dated February 2017) and shall include:

- (a) the numbers, type and location on the site of the Starter Homes provision to be made which shall consist of not less than seventeen (17) housing units;
- (b) the timing of the construction of the Starter Homes and its phasing in relation to the occupancy of the market housing
- (c) arrangements for ensuring that the Starter Homes meet the definition set out in the Housing and Planning Act 2016, including in relation to price discount and capping
- (d) arrangements to ensure that, on first occupation, the Starter Homes are only to be made available to eligible first time buyers, including the criteria to be used to identify eligible occupiers and the means by which such criteria will be enforced
- (e) arrangements for marketing of the Starter Homes to eligible households
- (f) details of the restrictions to be imposed on resale and letting of the Starter Homes, including the means by which these will be secured and enforced

The Starter Homes shall thereafter be provided, made available, occupied and managed in strict accordance with the approved details.

Reason:

In the interests of securing housing which is financially accessible to first time buyers having regard to the requirements of the national Starter Homes Policy as

set out in the Written Ministerial Statement of 2 May 2015 and policy CS14 of the Reigate and Banstead Core Strategy 2014.

9. No development, except demolition, shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) on-site turning for construction vehicles
 - (f) provision of boundary hoarding behind any visibility zones
 - (g) measures to prevent deposit of materials on the highway
 - (h) before and after construction condition surveys of the highway on Waterfield between Merland Rise and Preston Lane with an undertaking to fund the repair of any damage caused

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

Reason:

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.

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

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

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

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

Reason:

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

11. No development above ground level 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 Ho9 and Ho13.

12. The development hereby approved shall be carried out in accordance the approved Noise (BS 8233: 2014) Assessment produced by MACH Acoustics Ltd (Revision 00 dated 16/04/2014)

The glazing and ventilation systems installed to the residential units shall meet the specifications set out in sections 5.1 and 5.3 of the report (including the associated tables and figure 4.2) unless an alternative specification is agreed in writing with the Local Planning Authority.

Reason:

To ensure that future occupants would not be exposed to unacceptable levels of noise and in order to achieve an adequate level of residential amenity with regard to policies Ho9 and Ho10 of the Reigate and Banstead Borough Local Plan 2005 and policy CS10 of the Reigate and Banstead Core Strategy.

13. The development hereby approved shall be carried out in accordance with the recommendations for construction working methods and biodiversity/habitat enhancement opportunities identified in Table 3 of the approved Preliminary Ecological Appraisal by ECOSA (Revision 1 dated February 2018).

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.

14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with any approved details.

Reason:

To ensure that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

15. Any 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 Local Plan 2005 and the NPPF.

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

17. Notwithstanding the submitted plans, the development hereby approved shall not be first occupied unless and until the proposed bellmouth access and vehicular access road to Waterfield has been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall provide for tactile paving and dropped kerbs at the pedestrian crossing points of the access.

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.

18. The development hereby approved shall not be first occupied unless and until the existing accesses from the site to Waterfield have been permanently closed and any kerbs, verge and/or footway fully reinstated.

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.

19. The development hereby approved shall not be first occupied unless and until a verification report carried out by a qualified drainage engineer has been submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason:

To ensure that the SuDS are adequately planned, delivered and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy

CS10 of the Core Strategy 2014, as well as the requirements of the Non-statutory technical standards.

20. The development hereby approved shall not be first occupied unless and until a remediation validation report has been submitted to and approved in writing by the Local Planning Authority.

The validation 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. Should specific ground gas mitigation measures be required to be incorporated into the development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason:

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

21. No residential unit within the approved apartment block shall be occupied unless and until the facilities for the secure parking of a minimum of 9 bicycles and for the storage of bins have been provided in accordance with the approved plans. Thereafter, the said facilities shall be retained and maintained for its designated purpose.

Reason:

To ensure that the development would make adequate provision for refuse and recycling in the interest of visual amenity and provide suitable facilities for bicycles to promote sustainable transport choices with regard to policy Ho9 of the Reigate and Banstead Borough Local Plan 2005 and policy CS17 of the Reigate and Banstead Core Strategy 2014.

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

Reason:

To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead 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 strongly encouraged to explore all opportunities to maximise the affordability of both the Starter Homes and market homes being provided on the scheme, including the shared-equity approach which is mentioned in the submitted Design & Access Statement.
4. The applicant is advised that prior to the initial occupation of any individual dwelling or communal dwelling/flat hereby permitted, appropriate bins and recycling boxes should be provided for the use of the occupants of that dwelling. Refuse storage areas and collection points should meet the standards set out in the Council's Making Space for Waste in New Developments Guidance document http://www.reigate-banstead.gov.uk/downloads/file/2579/making_space_for_waste.
5. 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.

6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and potentially a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending upon the scale of the works

proposed and the classification of the road. Please see: www.surreycc.gov.uk/road-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme.

The applicant is also advised the consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

7. The 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. When a temporary access is approved or an access is to be closed as a condition of planning permission, an agreement with or licence issued by the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
9. 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 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.
10. 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 conditions. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
11. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Extra Heavy Standard size with initial planting heights of not less than 4m, with girth measurements at 1m above ground level in excess of 14/16cm.
12. If there are any works proposed as part of this planning application that are likely to affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent.
13. In relation the drainage verification report required under the above conditions, this should demonstrate that the drainage scheme has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

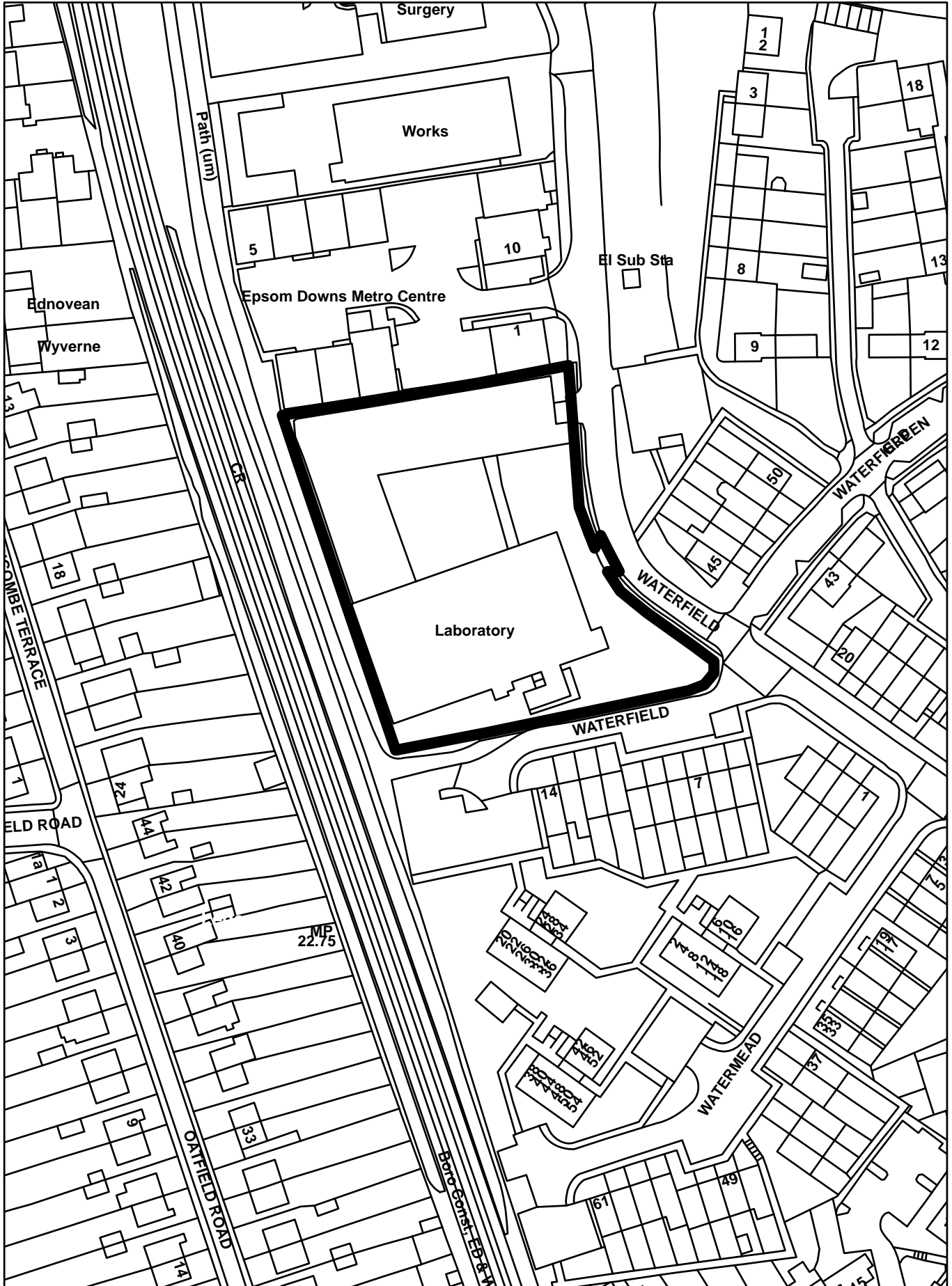
14. The applicant's attention is drawn to the specifics of the contaminated land conditional wording such as 'no development shall commence', 'the development hereby approved shall not be occupied' and 'provide a minimum of two weeks' notice'. The submission of information not in accordance with the 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 Ho9, Ho13, Ho16, Pc2G, Pc4, Em1, Em1A, Mo4, Mo5, Mo7, and Ut4 of the 2005 Borough Local Plan and policies CS1, CS4, CS5, CS10, CS11, CS12, CS13, CS14, CS15 and CS17 of the Reigate and Banstead Core Strategy 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.

18/01156/F - Unit 1 Pitwood Park Waterfield Tadworth



Notes
 1. This drawing is the copyright of MH Architects Ltd
 2. Do not scale this drawing except for Local Authority planning purposes
 3. All dimensions must be checked on site by the contractor prior to commencement of the works.

Client Approval

X	A - Approved
X	B - Approved with comments
X	C - Do not use

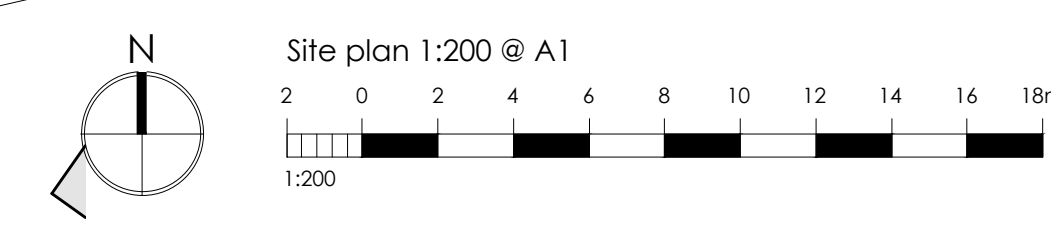
Rev.	Revision Note/Purpose of Issue	Drawn By	Date	Chk By	Date
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KEY

	PROPOSED TREES		REMOVED TREES, (refer to tree survey and report)
	PROPOSED SHRUB PLANTING		EXISTING TREES indicating RPZ (refer to tree survey and report)
	TARMAC		GRASS
	BLOCK PAVING TYPE1		2.0 x 1.5m GARDEN SHED INCORP. CYCLE STORE
	BLOCK PAVING TYPE2		CONCRETE PAVING SLAB, REAR PATIOS AND PRIVATE PATHS
	GRANITE RUMBLE STRIP SET INTO TARMAC		PARKING SPACE
	0.90 BMR BLACK PAINTED METAL RAILING		APPLICATION BOUNDARY
			DEMOLISHED BUILDINGS

UNIT AREA SCHEDULES

PLOT	ACCOMMODATION	AREA
1	2 Bed 4 Person House	72.00sqm
2	2 Bed 4 Person House	72.00sqm
3	2 Bed 4 Person House	72.00sqm
4	2 Bed 4 Person House	72.00sqm
5	2 Bed 4 Person House	72.00sqm
6	2 Bed 4 Person House	72.00sqm
7	3 Bed 5 Person House	84.00sqm
8	3 Bed 5 Person House	84.00sqm
9	3 Bed 5 Person House	85.50sqm
10	3 Bed 5 Person House	84.00sqm
11	3 Bed 5 Person House	85.50sqm
12	3 Bed 5 Person House	84.00sqm
13	3 Bed 5 Person House	84.00sqm
14	3 Bed 5 Person House	85.50sqm
15	2 Bed 4 Person House	72.00sqm
16	2 Bed 4 Person House	72.00sqm
17	2 Bed 3 Person Flat	62.97sqm
18	2 Bed 3 Person Flat	61.30sqm
19	2 Bed 3 Person Flat	61.34sqm
20	2 Bed 3 Person Flat	62.97sqm
21	2 Bed 3 Person Flat	61.30sqm
22	2 Bed 3 Person Flat	61.34sqm
23	1 Bed 2 Person Flat	57.01sqm
24	1 Bed 2 Person Flat	52.07sqm
25	1 Bed 2 Person Flat	54.69sqm



Development at Unit 1, Pitwood Park
 Waterfield, Tadworth
 KT20 5HQ
 Reigate & Banstead Borough Council

Proposed Site Layout

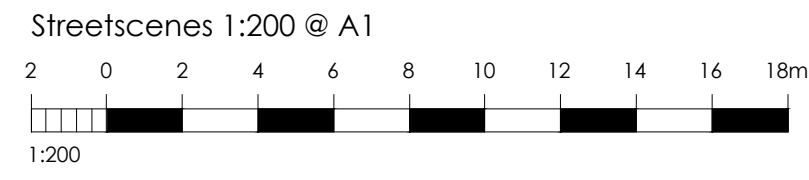
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NJP	April 18	CJP	25/04/18	1:200
Job No.	Pro.	Org.	Zone	Level
18-023 PWP MHA 00	XX	DR	A	003
Purpose of Issue				P5

PLANNING APPLICATION

Ground Floor | Bicentennial Building
 Southern Gate | Chichester
 West Sussex | PO19 8EZ

T: 01243 774748
 E: admin@mharchitects.co.uk
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Notes

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3. All dimensions must be checked on site by the contractor prior to commencement of the works.



Client Approval

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X B - Approved with comments

X C - Do not use

Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date
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03

PLANNING APPLICATION
Waterfield, Tadworth
KT20 5HQ
Reigate & Banstead Borough Council

Drawing title									
Proposed Streetscenes									
Drawn	Date	Checked	Date	Scale at A1					
XP	April 18			1:200					
Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.	
18-023	PWP	MHA	00	XX	DR	A	015	P3	
Purpose of Issue									
PRELIMINARY									

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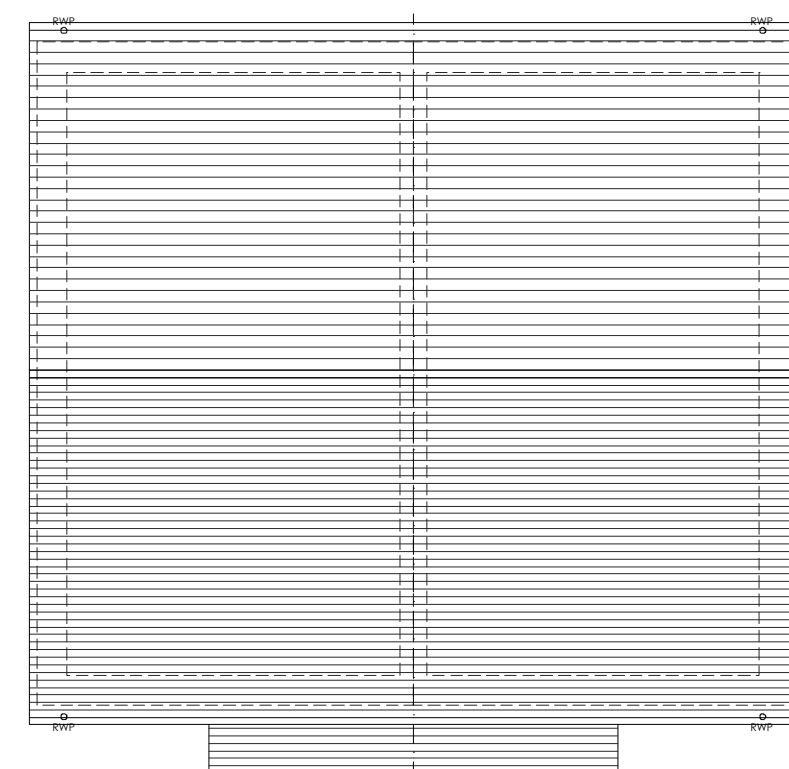
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Client Approval

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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

PLOTS SHOWN 3-4



ROOF
plan



FRONT
elevation

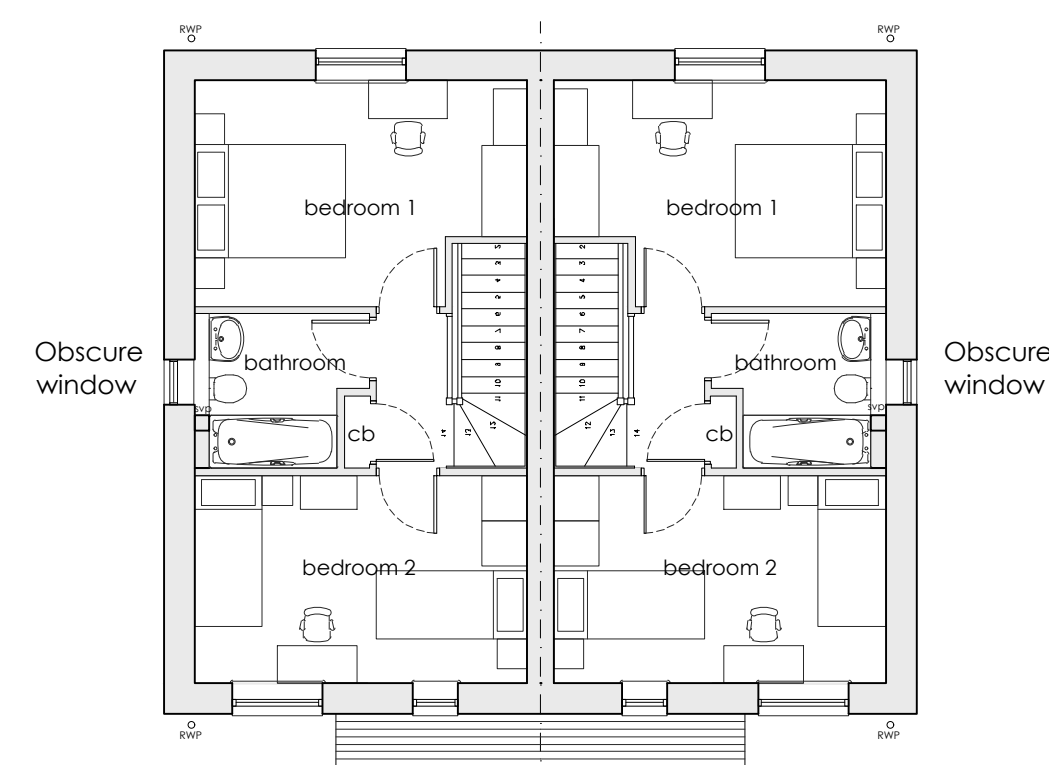
PLOTS SHOWN 3-4

2 bed 4 person house

UNIT AREA SCHEDULE	Int. Area
Living / dining	17.76 sq.m
Kitchen	7.73 sq.m
wc	1.84 sq.m
Bedroom 1	12.13 sq.m
Bedroom 2	12.09 sq.m
Bathroom	4.28 sq.m
Total Internal Area	72.00 sq.m

PROPOSED MATERIALS

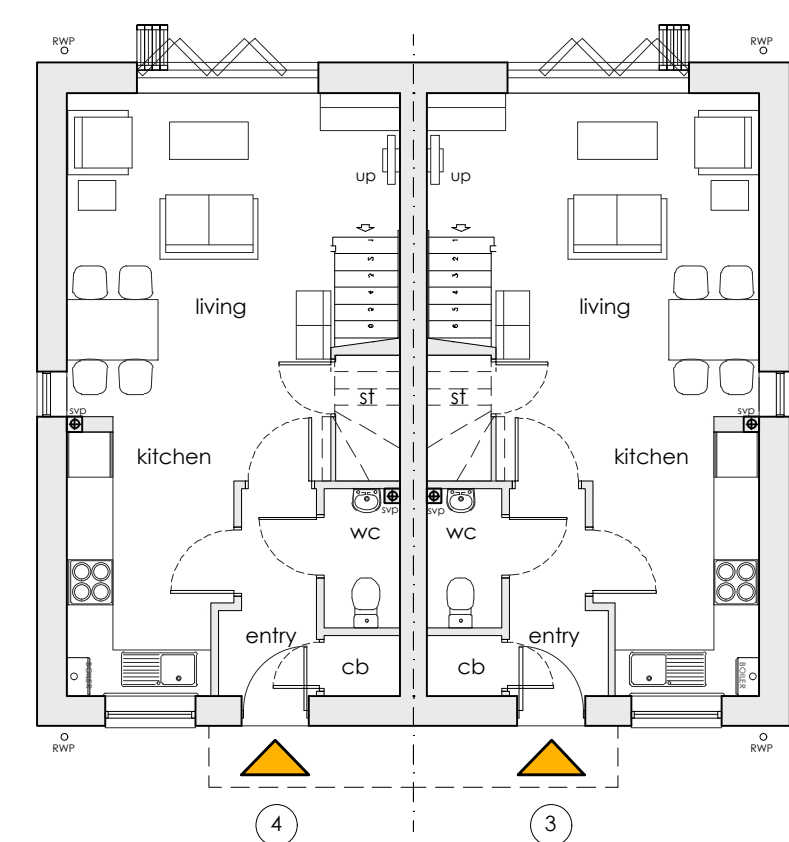
Location	Material
External walls	Red stock brick (with expressed details) Red concrete tile hanging
Roofs	Red/brown concrete roof tiles
Windows	White upvc cottage casement windows
Doors	PAS 24 compliant entrance doorsets
Rainwater goods	White upvc



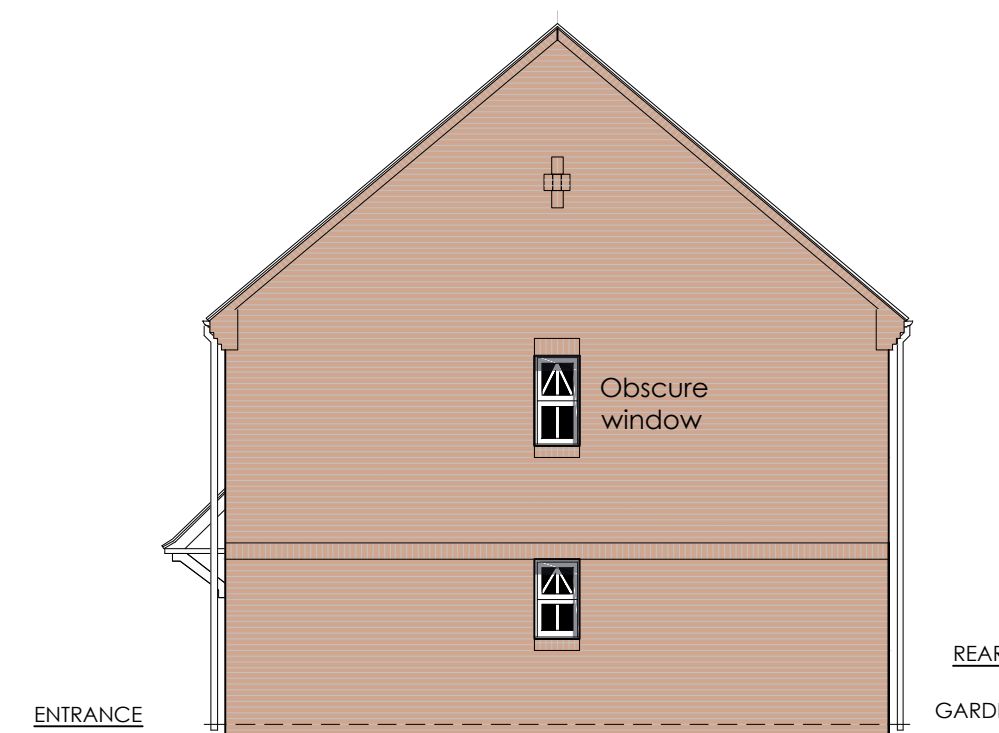
FIRST FLOOR
plan



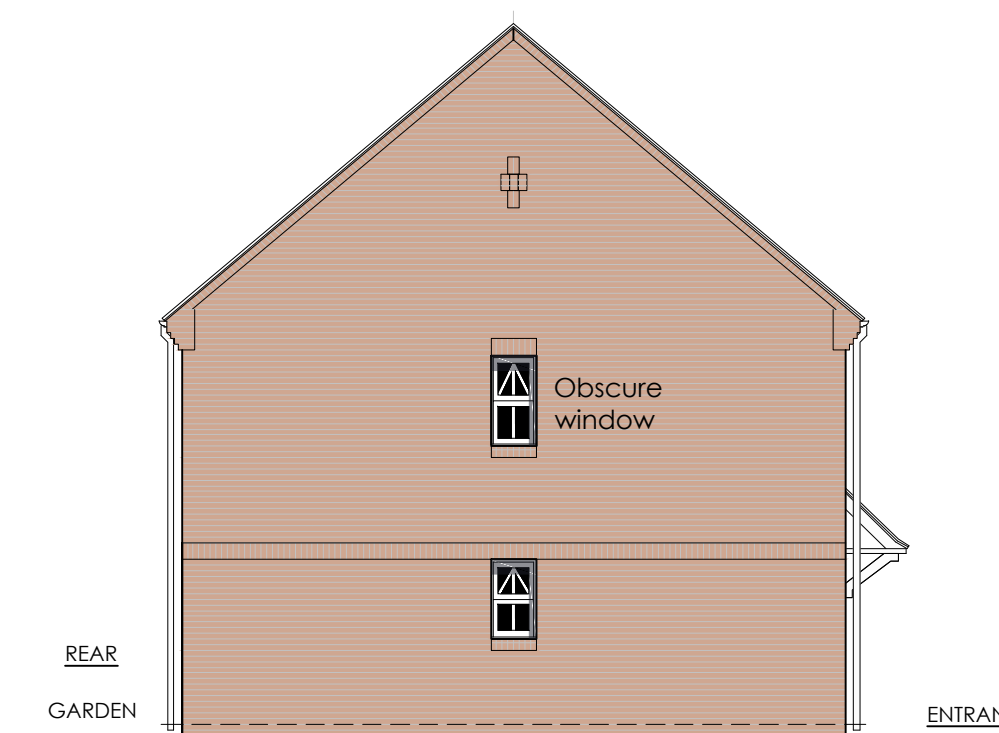
REAR
elevation



GROUND FLOOR
plan



SIDE
elevation



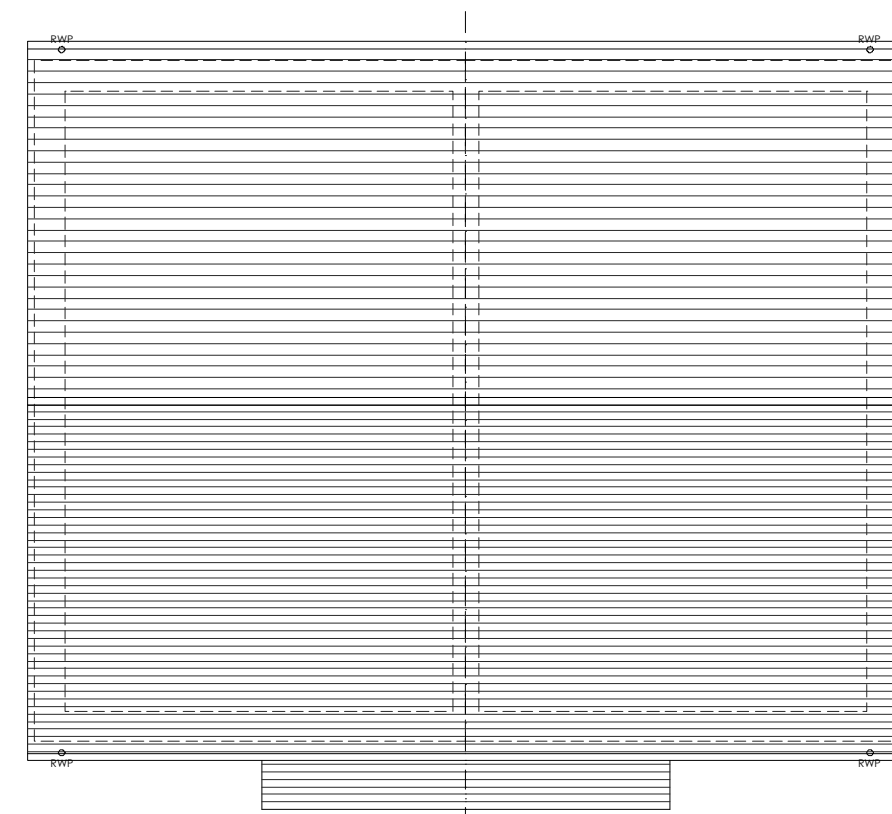
SIDE
elevation

Client Approval

X	A - Approved
X	B - Approved with comments
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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

PLOTS SHOWN 7-8



ROOF
plan

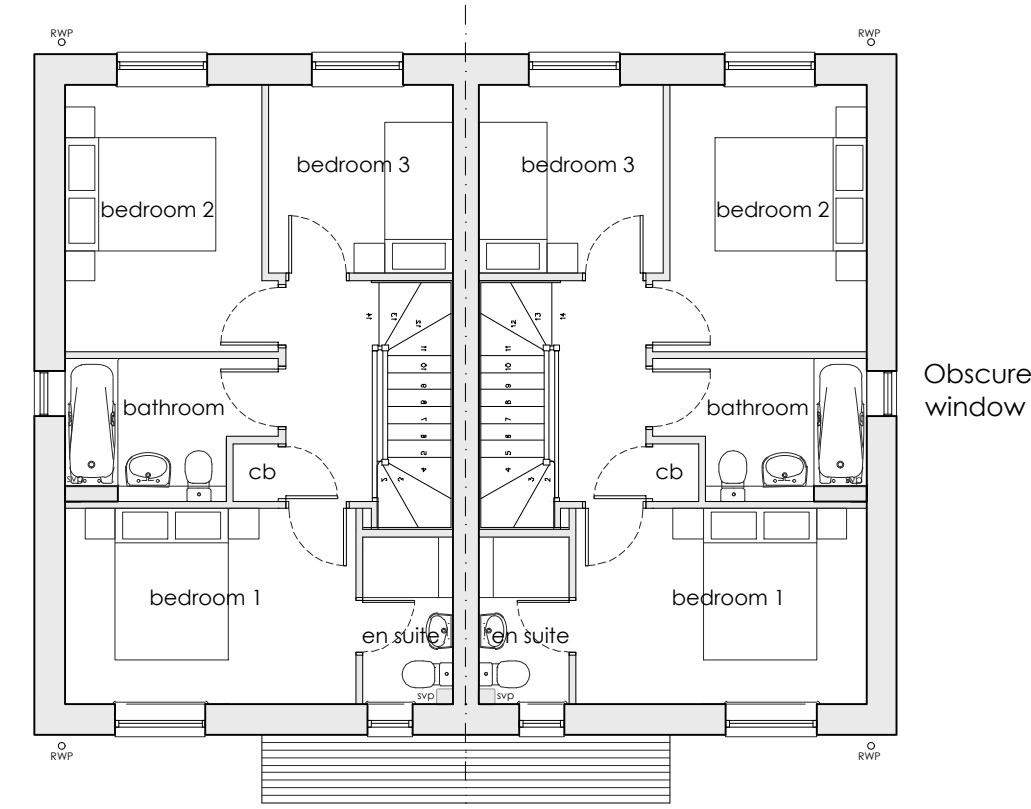


FRONT
elevation

PLOTS SHOWN 7-8

3 bed 5 person house

UNIT AREA SCHEDULE	Int. Area
Living / dining	23.19 sq.m
Kitchen	9.80 sq.m
wc	2.17 sq.m
Bedroom 1	12.82 sq.m
Bedroom 2	9.39 sq.m
Bedroom 3	6.07 sq.m
Bathroom	4.31 sq.m
Total Internal Area	84.00 sq.m



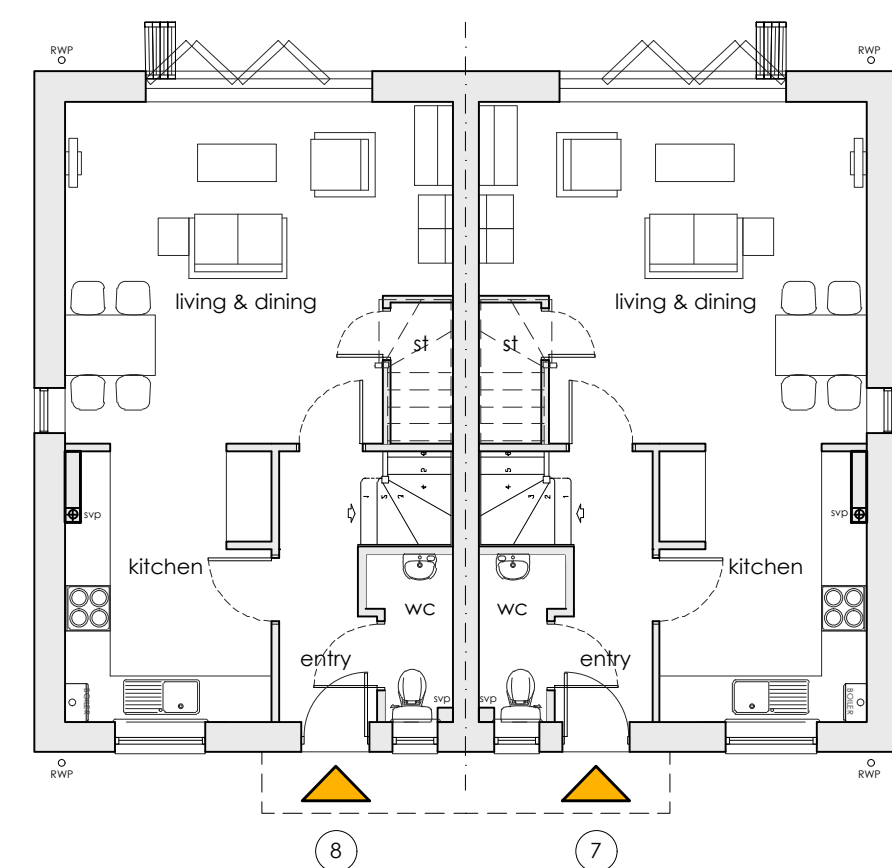
FIRST FLOOR
plan



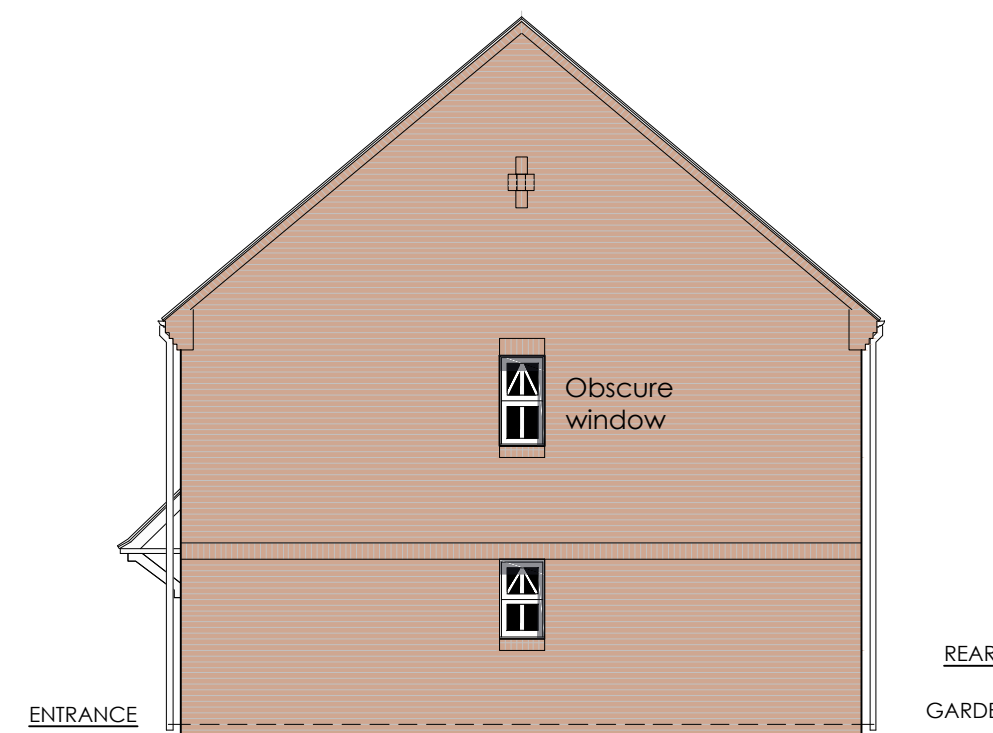
REAR
elevation

PROPOSED MATERIALS

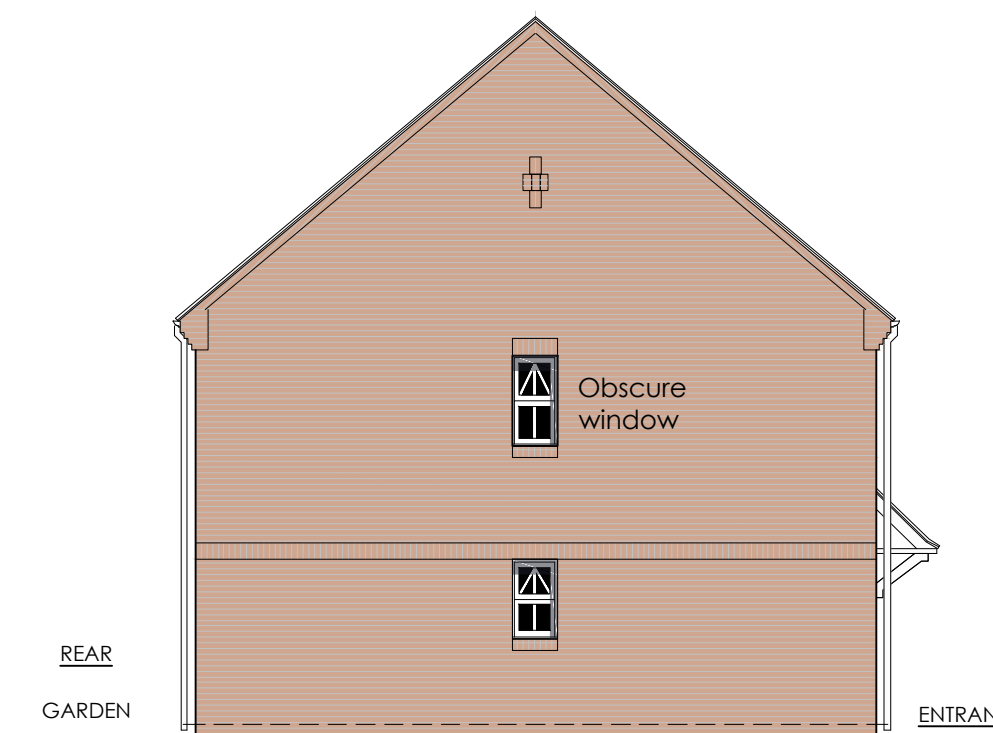
Location	Material
External walls	Red stock brick (with expressed details)
	Red concrete tile hanging
Roofs	Red/brown concrete roof tiles
Windows	White upvc cottage casement windows
Doors	PAS 24 compliant entrance doorsets
Rainwater goods	White upvc



GROUND FLOOR
plan



SIDE
elevation



SIDE
elevation

65

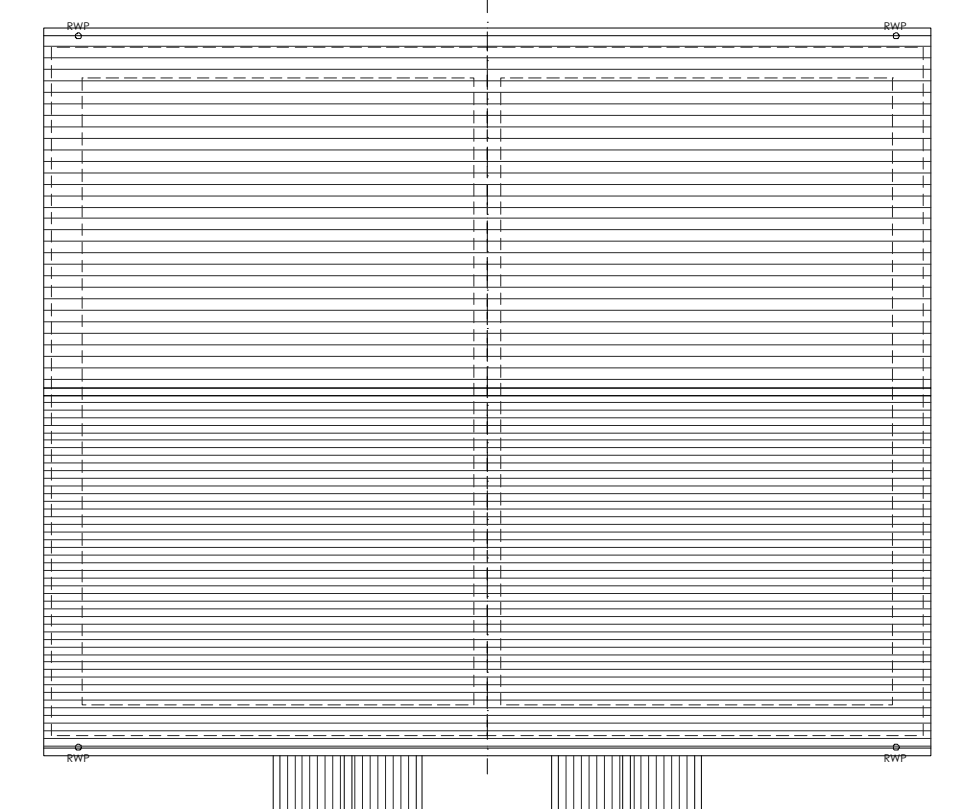


Client Approval

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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

PLOTS SHOWN 12-13



ROOF
plan

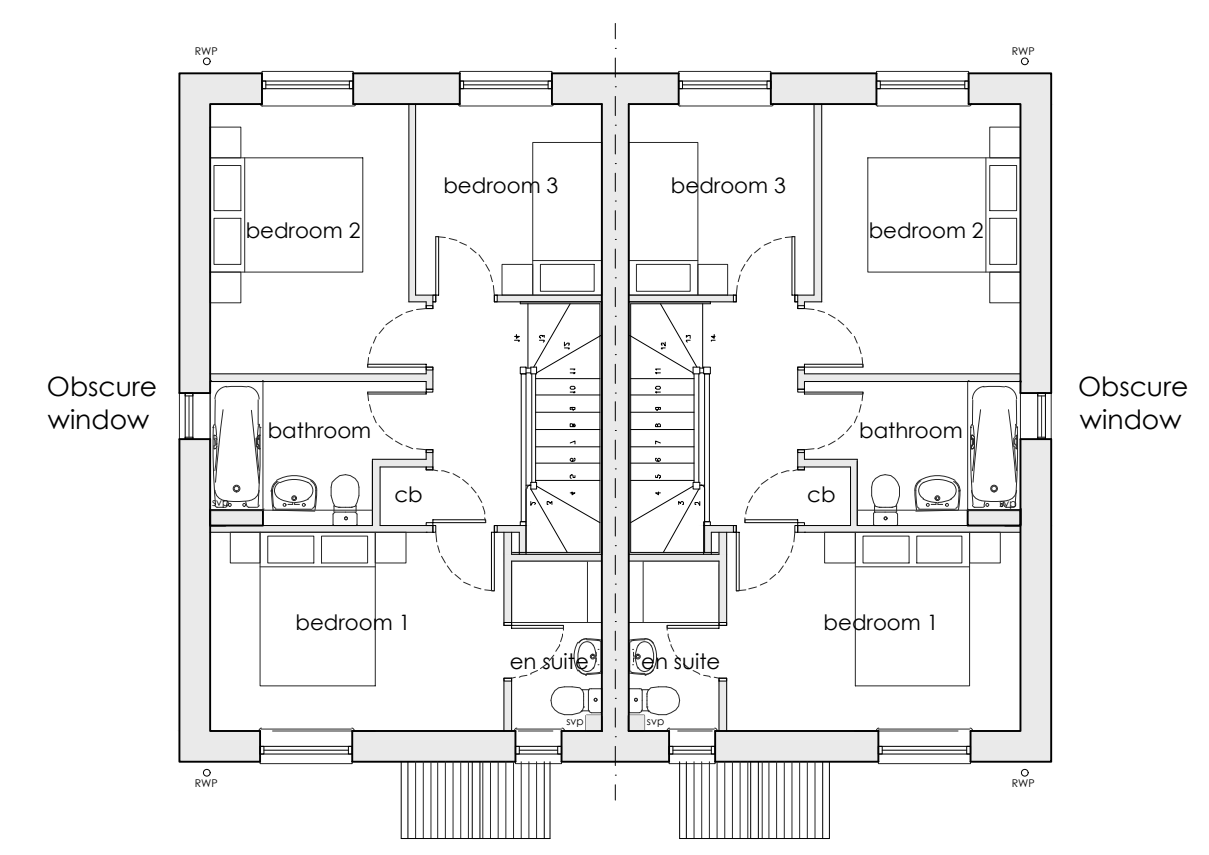


FRONT
elevation

PLOTS SHOWN 12-13

3 bed 5 person house

UNIT AREA SCHEDULE	Int. Area
Living / dining	23.19 sq.m
Kitchen	9.80 sq.m
wc	2.17 sq.m
Bedroom 1	12.82 sq.m
Bedroom 2	9.39 sq.m
Bedroom 3	6.07 sq.m
Bathroom	4.31 sq.m
Total Internal Area	84.00 sq.m



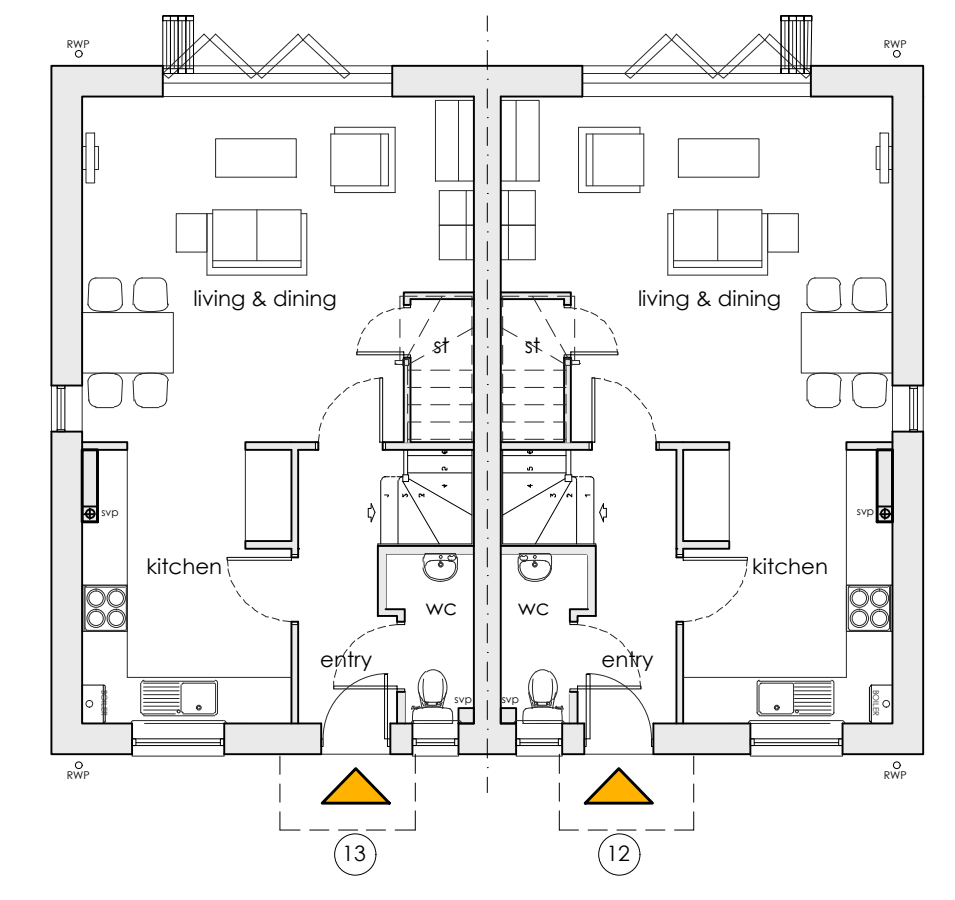
FIRST FLOOR
plan



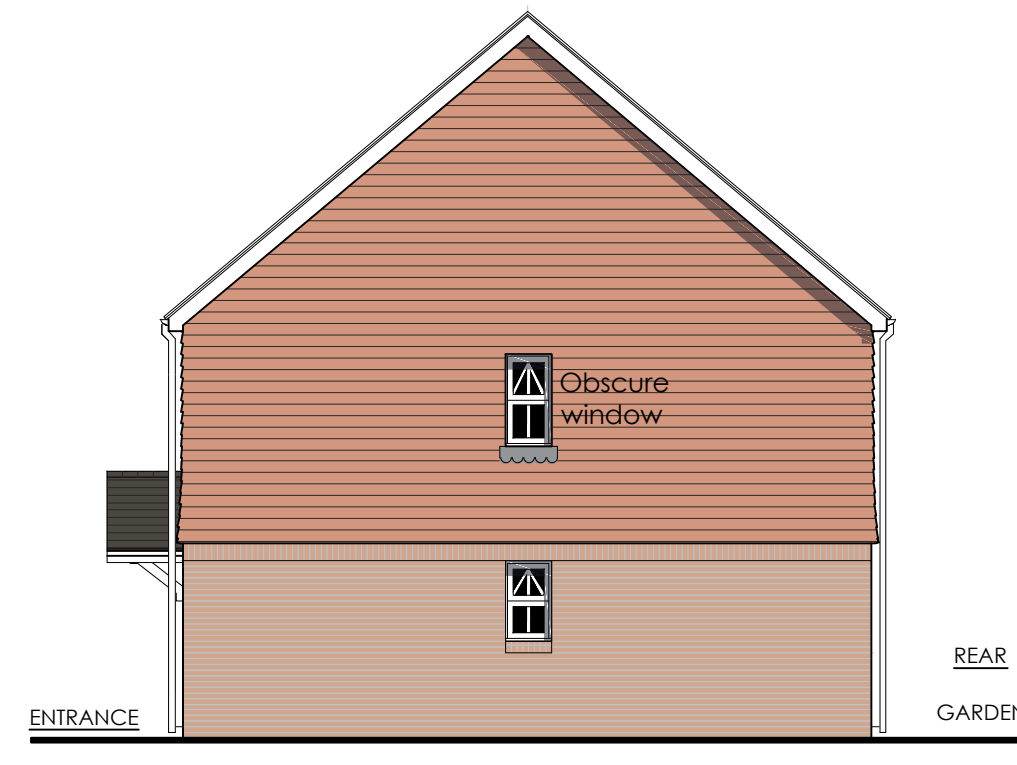
REAR
elevation

PROPOSED MATERIALS

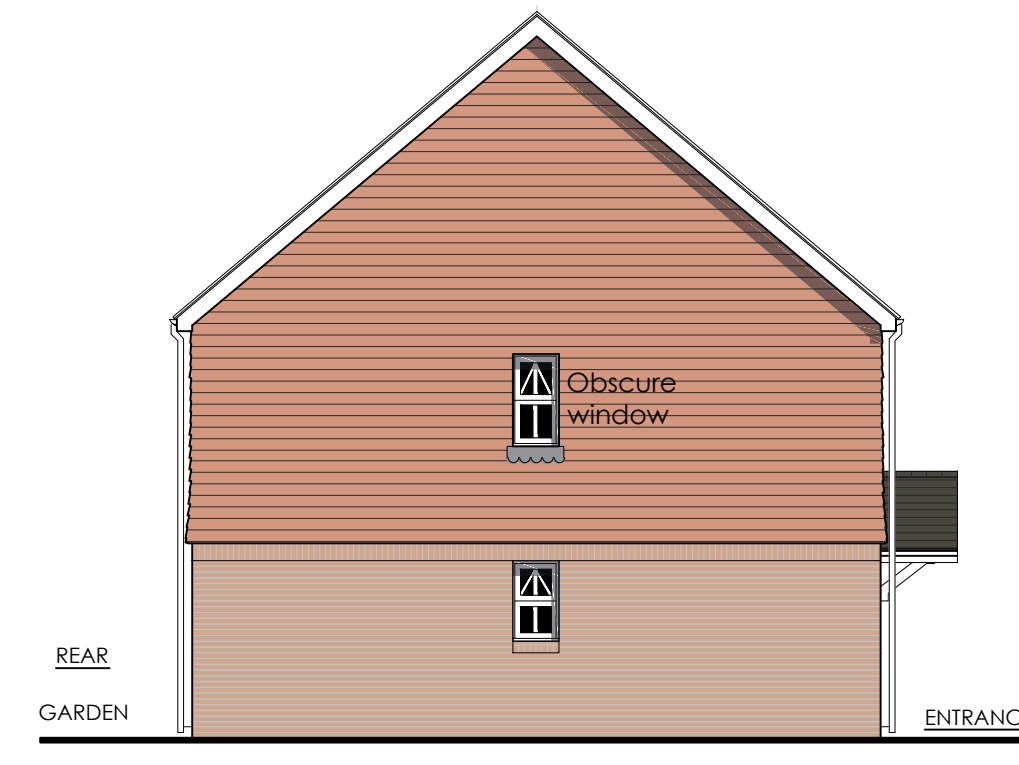
Location	Material
External walls	Red stock brick (with expressed details)
	Red concrete tile hanging
Roofs	Red/brown concrete roof tiles
Windows	White upvc cottage casement windows
Doors	PAS 24 compliant entrance doorsets
Rainwater goods	White upvc



GROUND FLOOR
plan



SIDE
elevation



SIDE
elevation

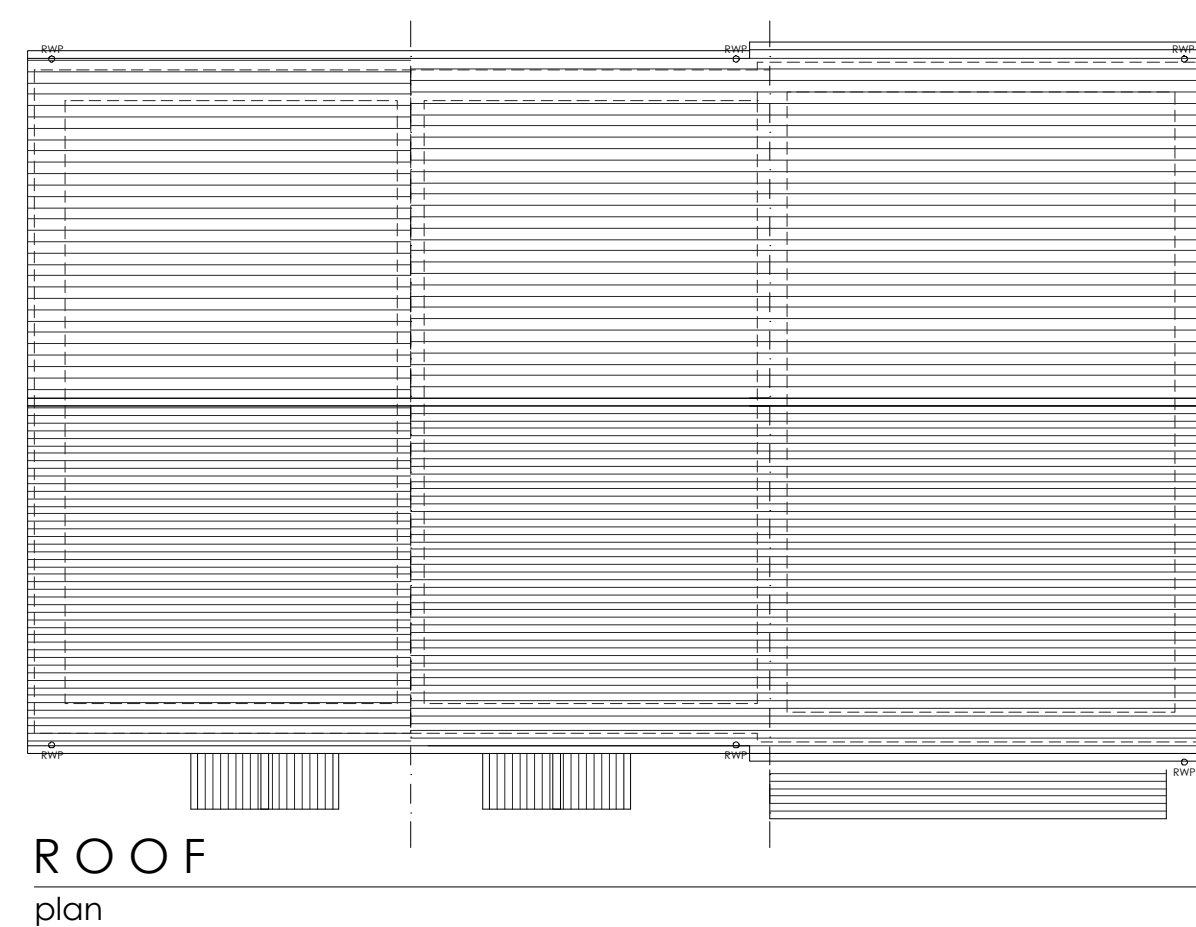


Client Approval

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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date
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PLOTS SHOWN 14 - 16



ROOF plan

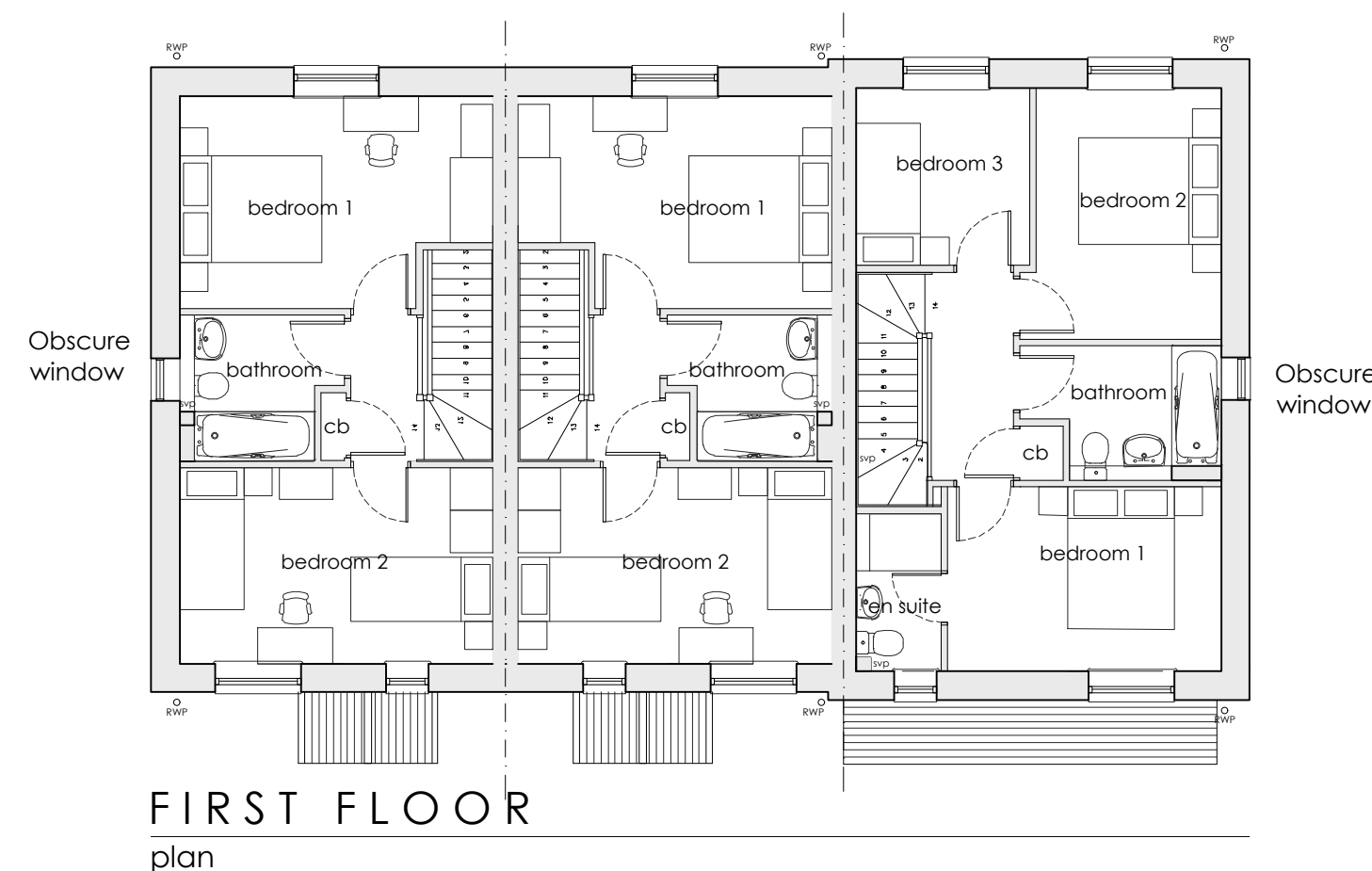


FRONT elevation

PLOTS SHOWN 14

3 bed 5 person house

UNIT AREA SCHEDULE	Int. Area
Living / dining	23.19 sq.m
Kitchen	12.23 sq.m
wc	2.17 sq.m
Bedroom 1	12.82 sq.m
Bedroom 2	9.39 sq.m
Bedroom 3	6.07 sq.m
Bathroom	4.31 sq.m
Total Internal Area	85.50 sq.m



FIRST FLOOR plan

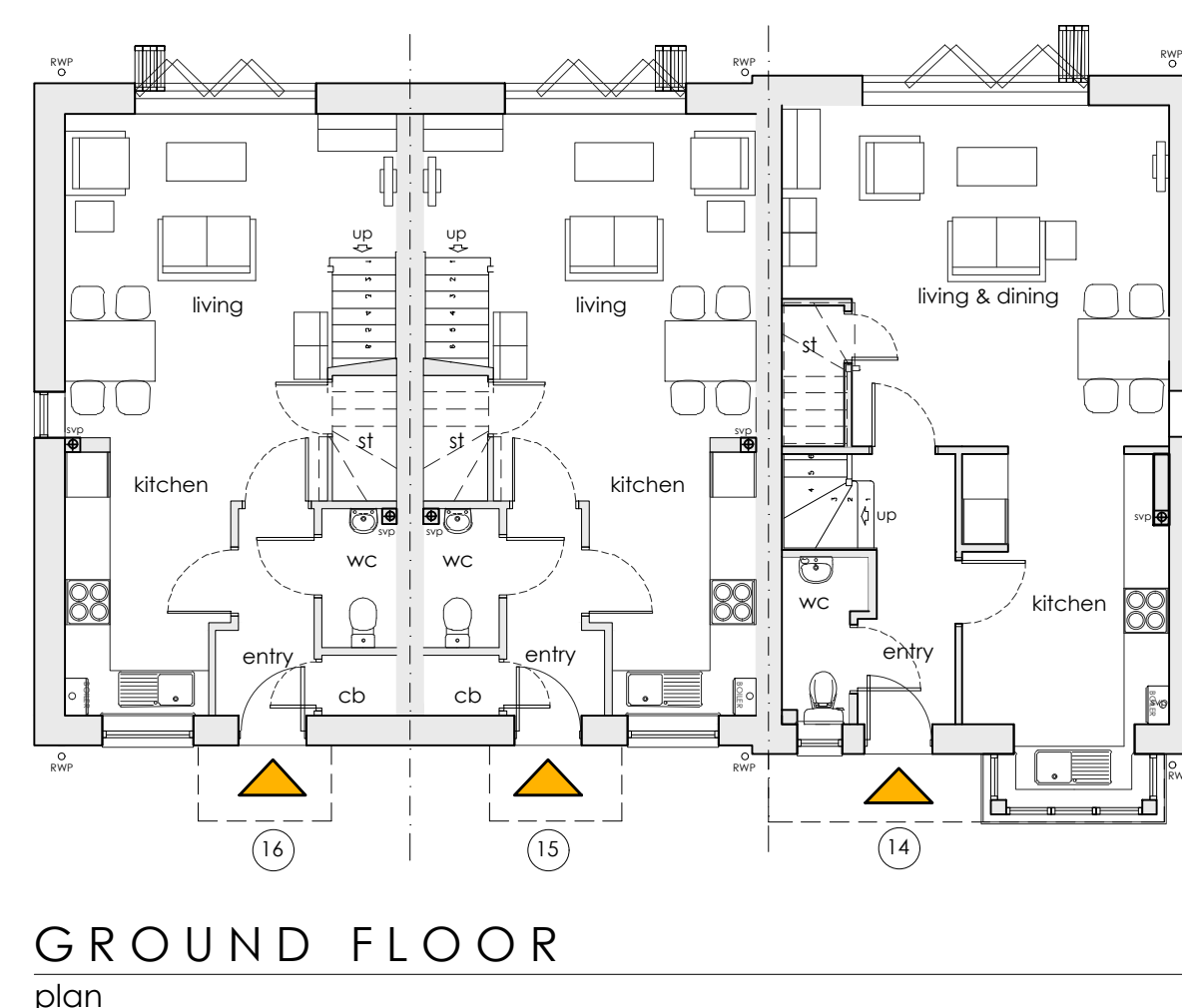


REAR elevation

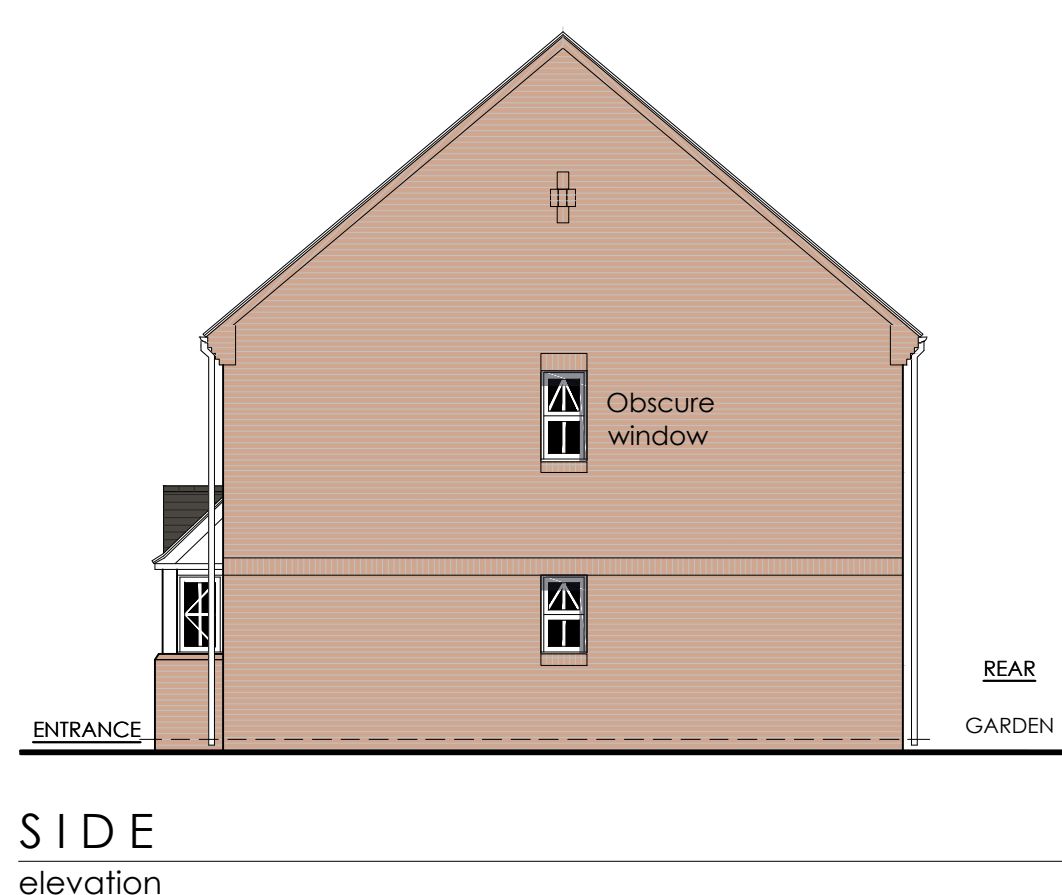
PLOTS SHOWN 15 - 16

2 bed 4 person house

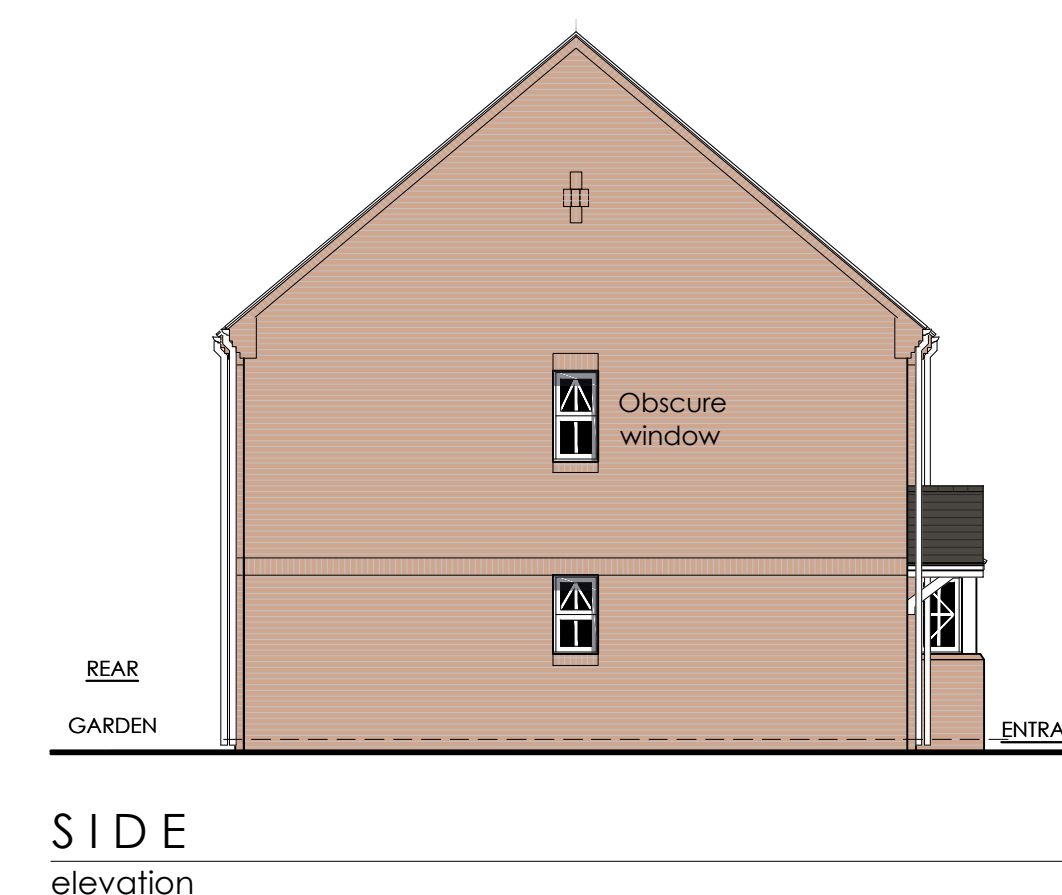
UNIT AREA SCHEDULE	Int. Area
Living / dining	17.76 sq.m
Kitchen	7.73 sq.m
wc	1.84 sq.m
Bedroom 1	12.13 sq.m
Bedroom 2	12.09 sq.m
Bathroom	4.28 sq.m
Total Internal Area	72.00 sq.m



GROUND FLOOR plan



SIDE elevation



SIDE elevation

PROPOSED MATERIALS

Location	Material
External walls	Red stock brick (with expressed details) Red concrete tile hanging
Roofs	Red/brown concrete roof tiles
Windows	White upvc cottage casement windows
Doors	PAS 24 compliant entrance doorsets
Rainwater goods	White upvc

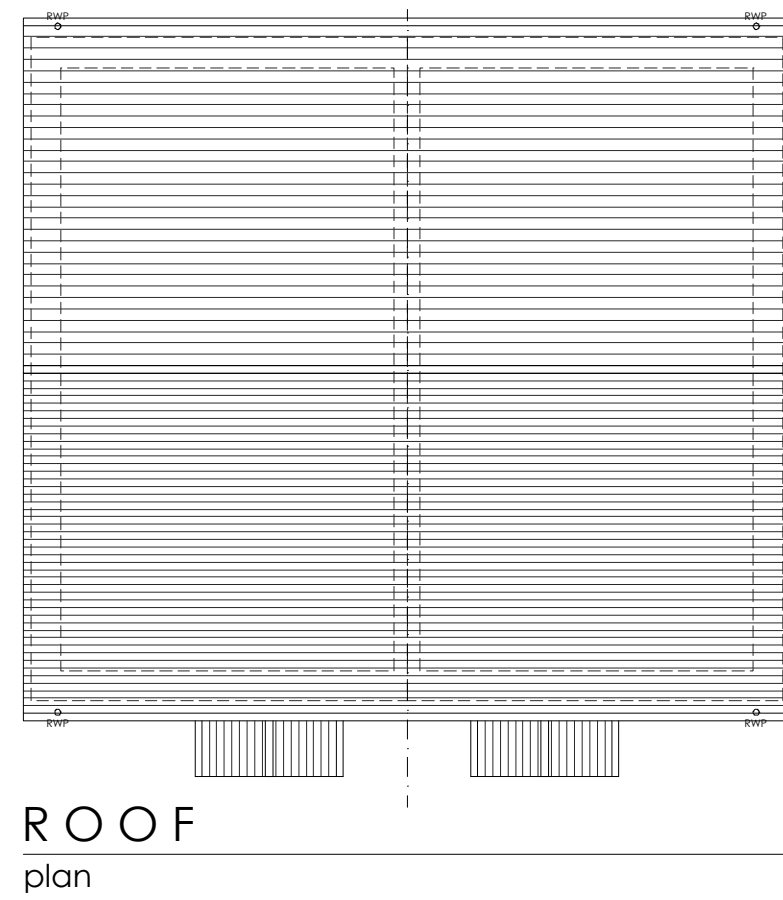
67

Client Approval

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Rev.	Revision Note/Purpose of Issue	Drawn By	Date	Chk By	Date

PLOTS SHOWN 1-2 & 5-6



ROOF plan



FRONT elevation

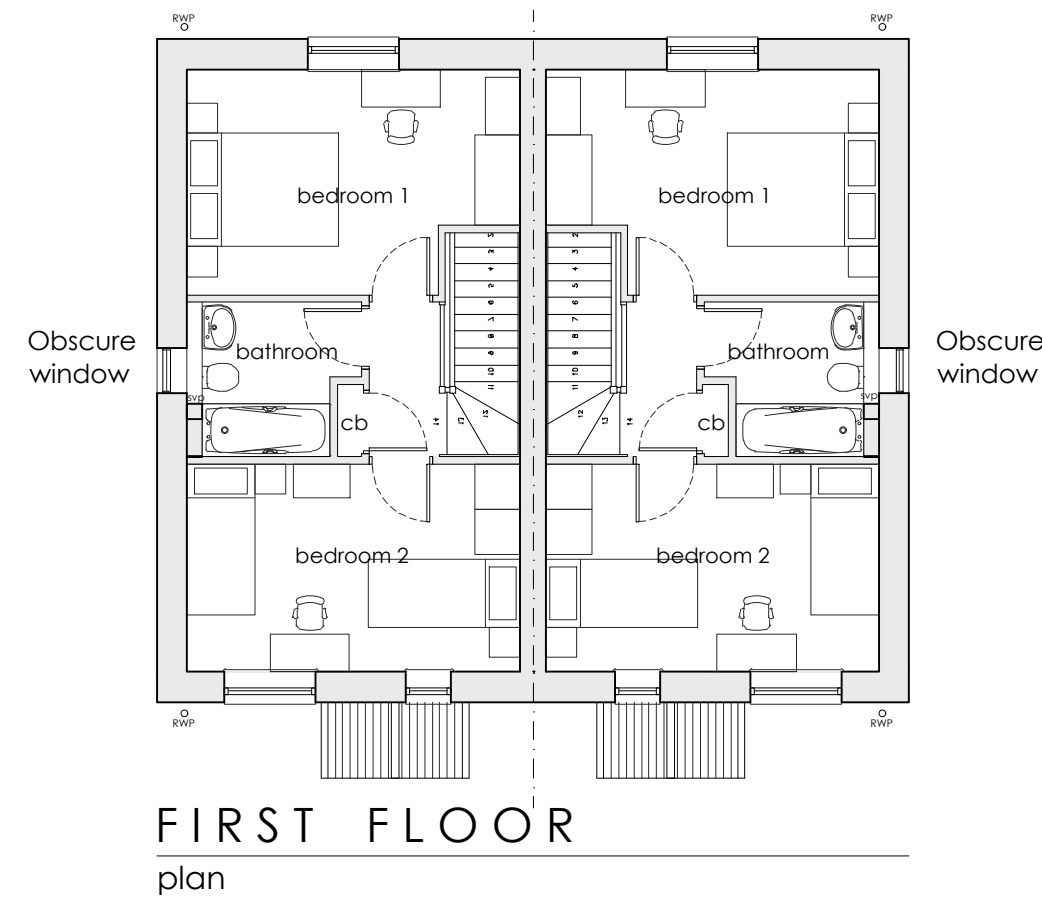
PLOTS SHOWN 1-2 & 5-6

2 bed 4 person house

UNIT AREA SCHEDULE	Int. Area
Living / dining	17.76 sq.m
Kitchen	7.73 sq.m
wc	1.84 sq.m
Bedroom 1	12.13 sq.m
Bedroom 2	12.09 sq.m
Bathroom	4.28 sq.m
Total Internal Area	72.00 sq.m

PROPOSED MATERIALS

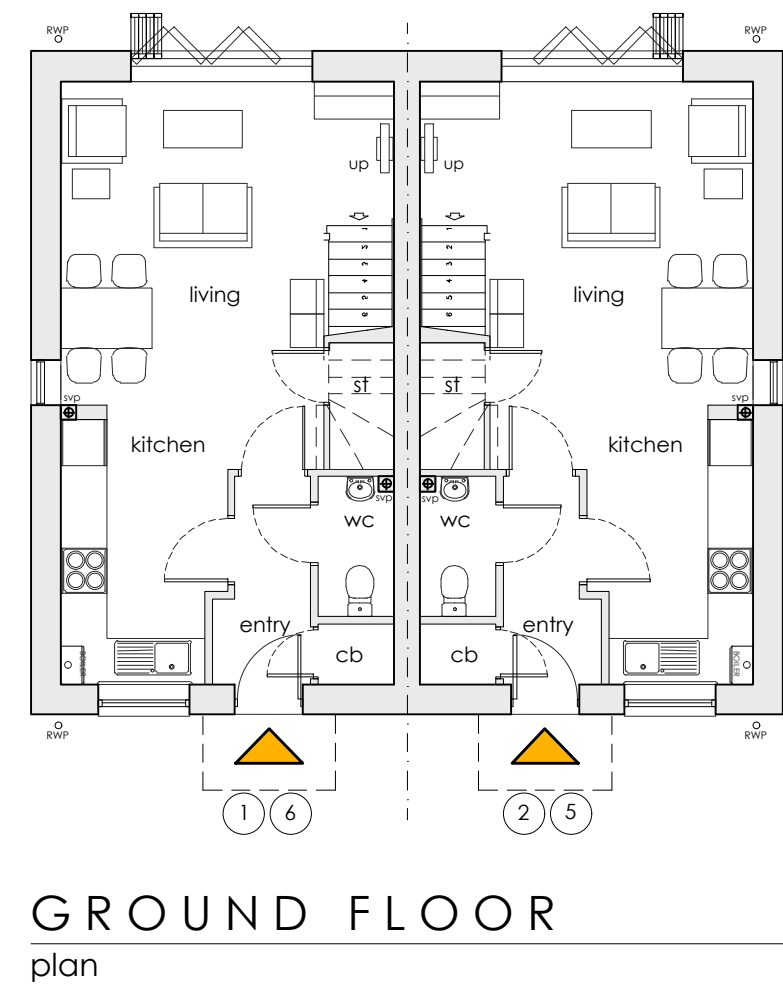
Location	Material
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Windows	White upvc cottage casement windows
Doors	PAS 24 compliant entrance doorsets
Rainwater goods	White upvc



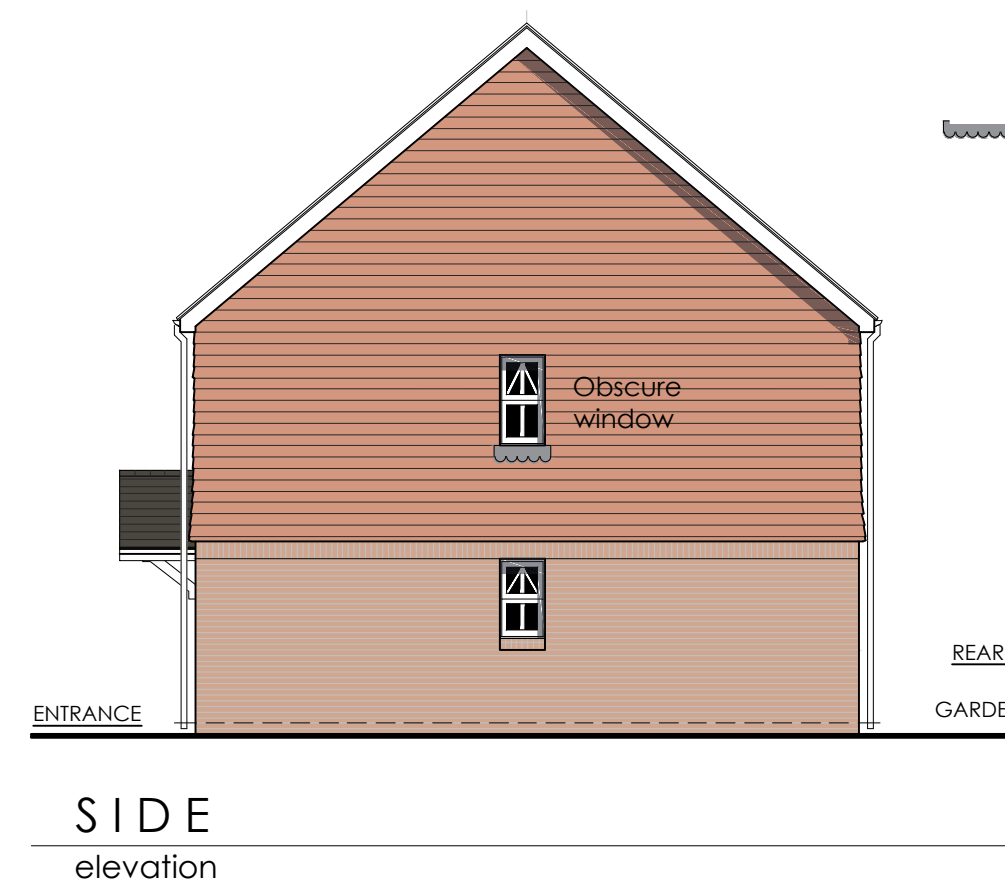
FIRST FLOOR plan



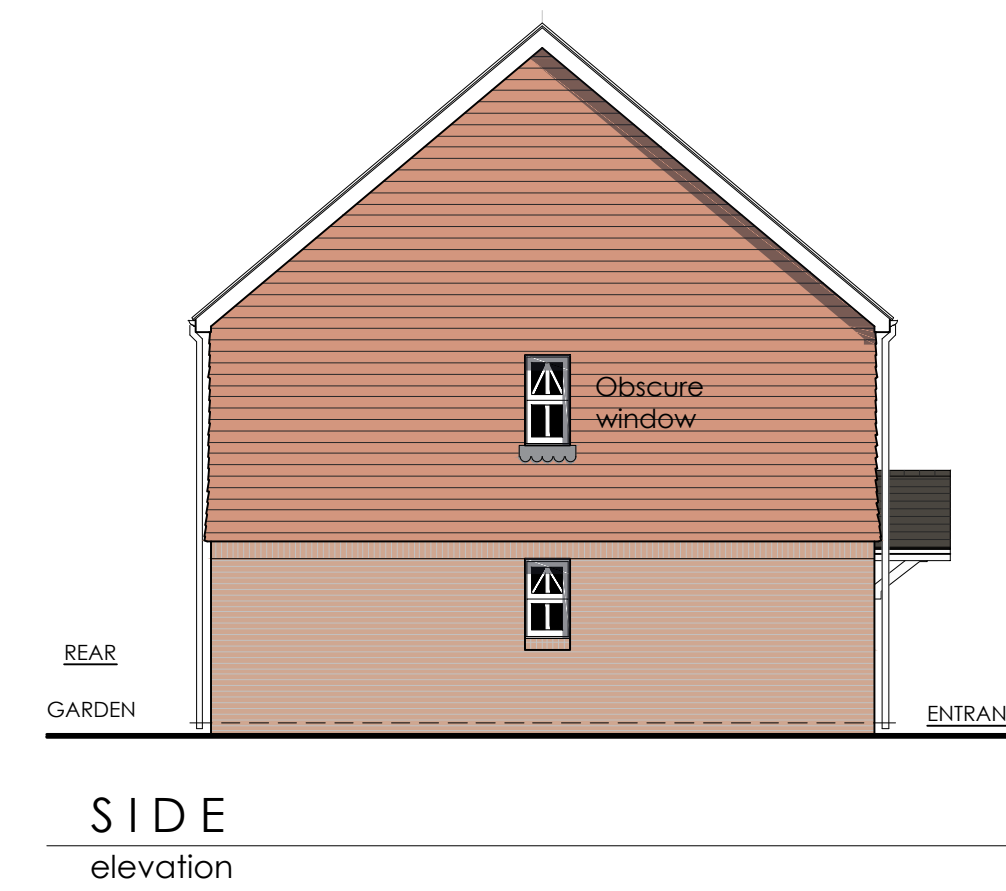
REAR elevation



GROUND FLOOR plan



SIDE elevation



SIDE elevation

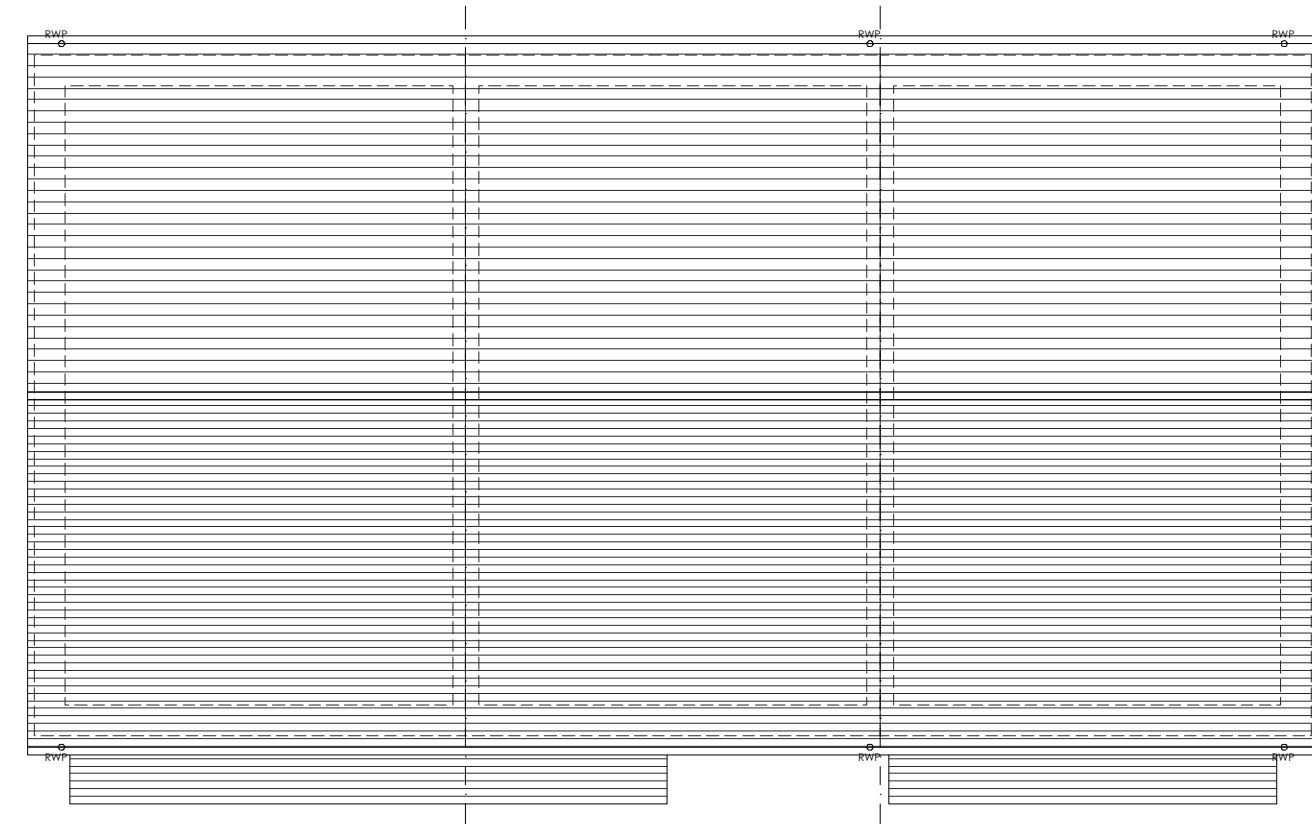


Client Approval

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Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date
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PLOTS SHOWN 9-11



ROOF
plan

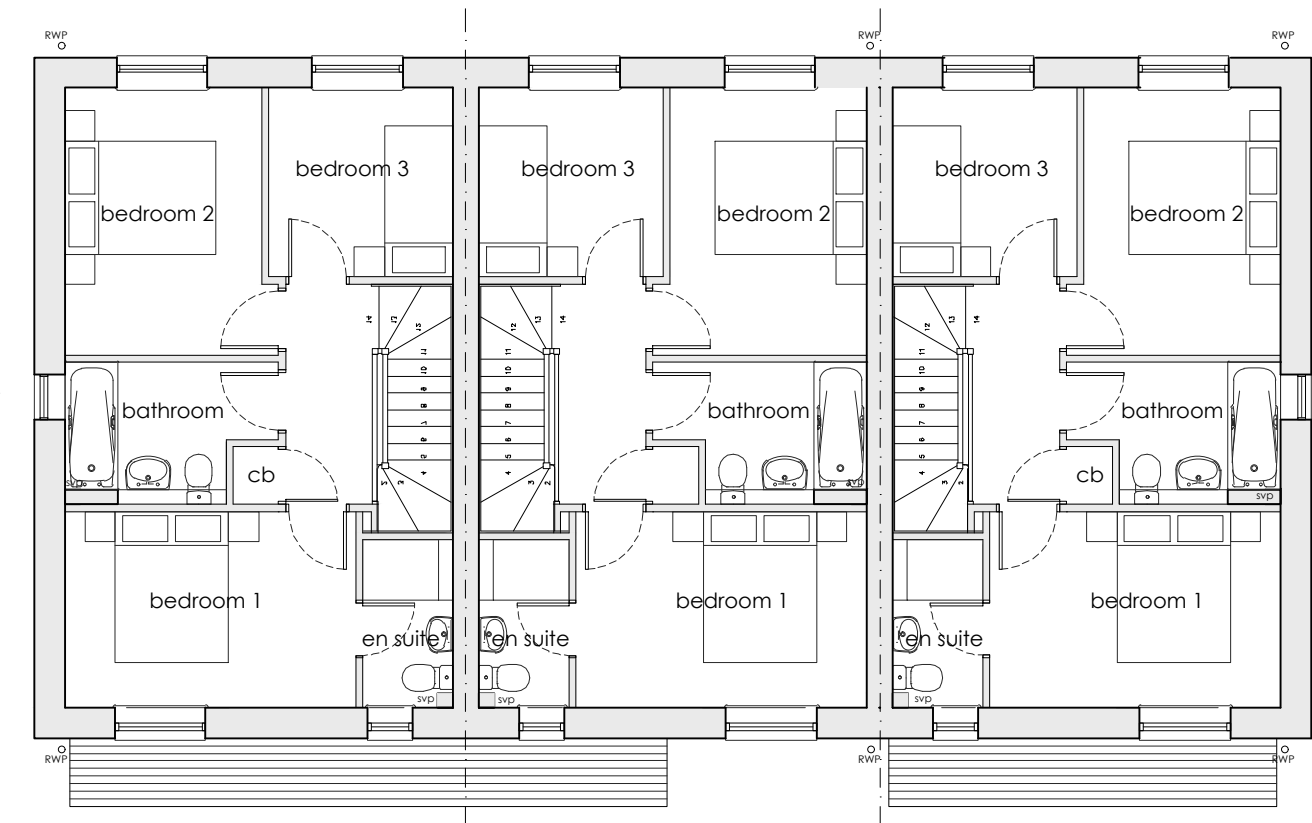


FRONT
elevation

PLOTS SHOWN 10

3 bed 5 person house

UNIT AREA SCHEDULE	Int. Area
Living / dining	23.19 sq.m
Kitchen	9.80 sq.m
wc	2.17 sq.m
Bedroom 1	12.82 sq.m
Bedroom 2	9.39 sq.m
Bedroom 3	6.07 sq.m
Bathroom	4.31 sq.m
Total Internal Area	84.00 sq.m



FIRST FLOOR
plan

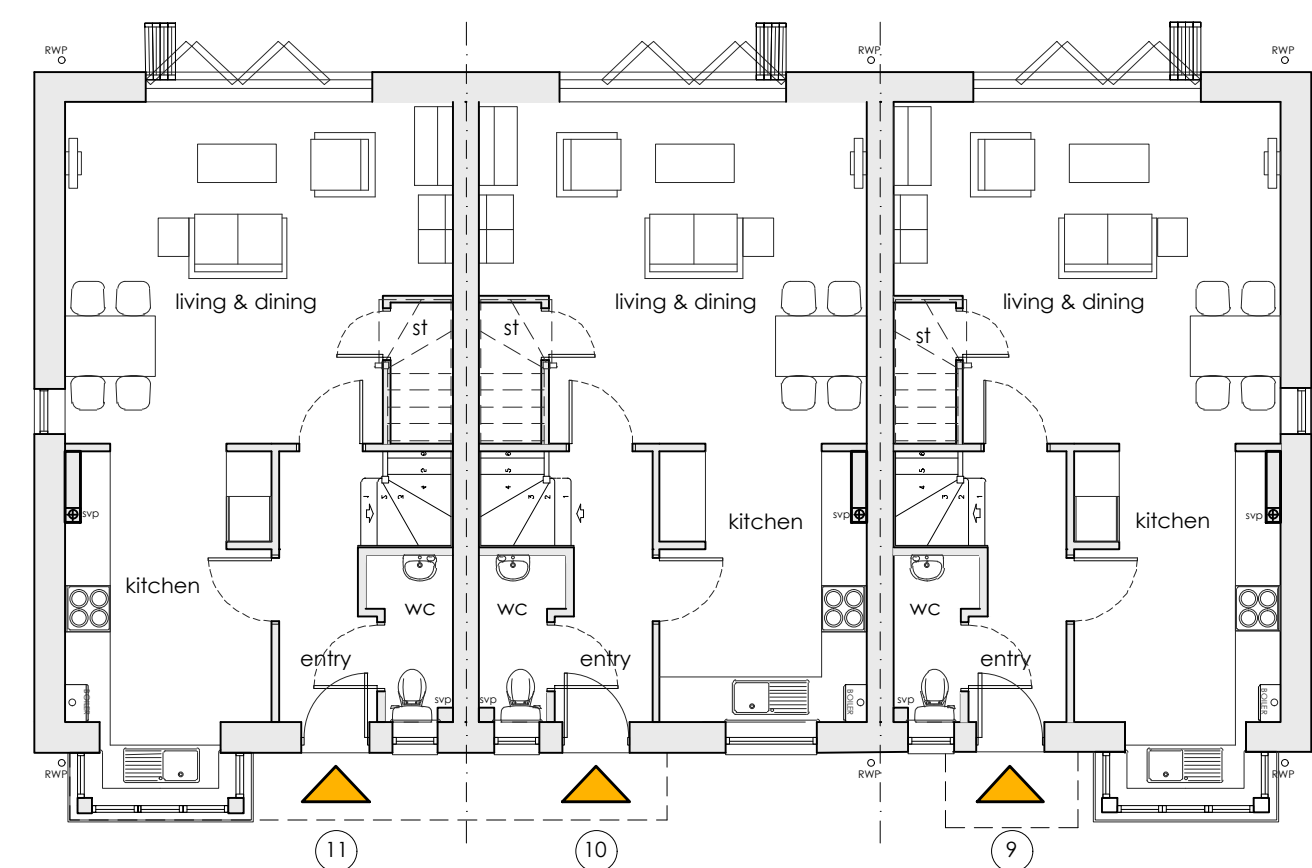


REAR
elevation

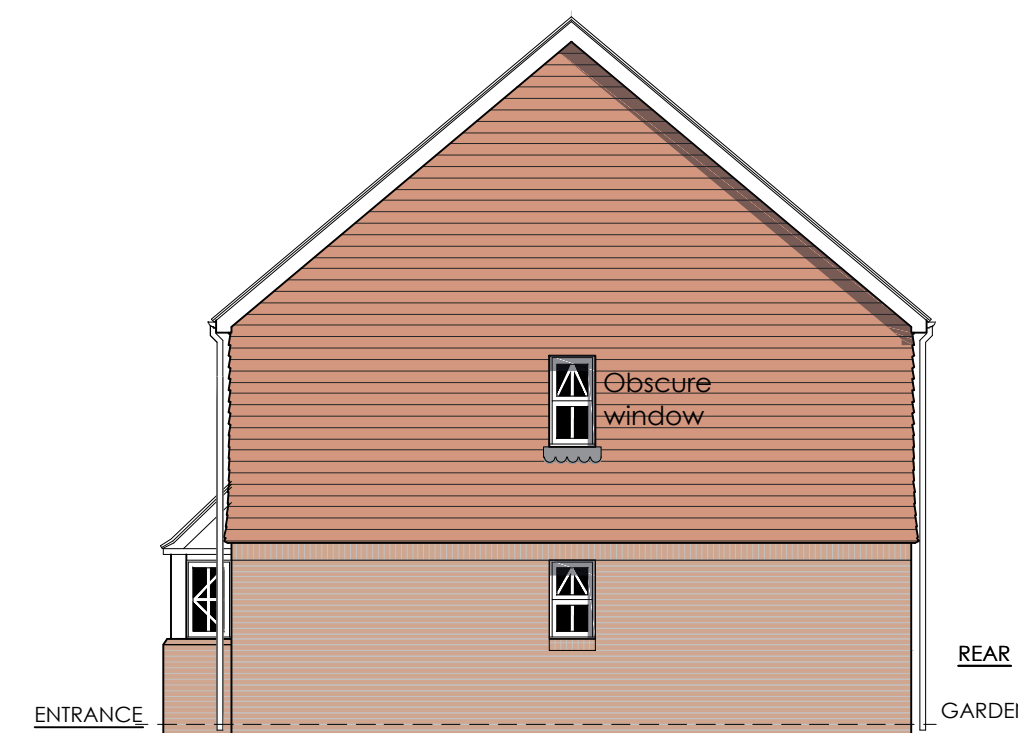
PLOTS SHOWN 9 & 11

3 bed 5 person house

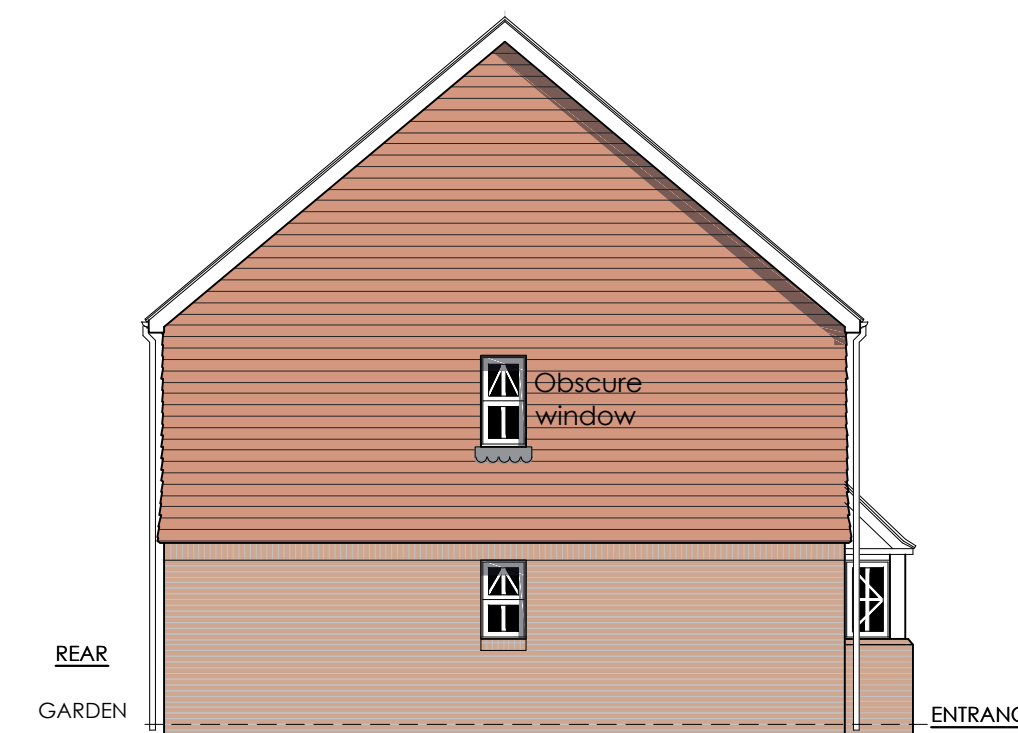
UNIT AREA SCHEDULE	Int. Area
Living / dining	23.19 sq.m
Kitchen	12.23 sq.m
wc	2.17 sq.m
Bedroom 1	12.82 sq.m
Bedroom 2	9.39 sq.m
Bedroom 3	6.07 sq.m
Bathroom	4.31 sq.m
Total Internal Area	85.50 sq.m



GROUND FLOOR
plan



SIDE
elevation



SIDE
elevation

PROPOSED MATERIALS

Location	Material
External walls	Red stock brick (with expressed details) Red concrete tile hanging
Roofs	Red/brown concrete roof tiles
Windows	White upvc cottage casement windows
Doors	PAS 24 compliant entrance doorsets
Rainwater goods	White upvc

69



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SOUTH - EAST
elevation



SOUTH - WEST
elevation

PROPOSED MATERIALS

Location	Material
External walls	Red stock brick (with expressed details)
	Red concrete tile hanging
Roofs	Red/brown concrete roof tiles
Windows	White upvc cottage casement windows
Doors	PAS 24 compliant entrance doorsets
Rainwater goods	White upvc



NORTH - WEST
elevation



NORTH - EAST
elevation

70

Development at Unit 1, Pitwood Park
 Waterfield, Tadworth
 KT20 5HQ
 Reigate & Banstead Borough Council

Drawing title: **Flats Elevations Plots 17-25**

Drawn	Date	Checked	Date	Scale
CJP	April 18			1:100

Job No.	Pro.	Dir.	Zone	Level	Type	Role	No.	Rev.
18-023	PWP	MHA	00	XX	DR	A	011	P5

Purpose of Issue: **PLANNING APPLICATION**

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 Southern Gate | Chichester
 West Sussex | PO19 8EZ


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Agenda Item 7

Planning Committee
5th September 2018

Agenda Item: 7
17/02890/OUT

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	5 th September 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Billy Clements
	TELEPHONE:	01737 276087
	EMAIL:	billy.clements@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: Merstham

APPLICATION NUMBER:	17/02890/OUT	VALID:	11 December 2017
APPLICANT:	Education And Skills Funding Agency	AGENT:	JLL
LOCATION:	ST NICHOLAS SCHOOL, TAYNTON DRIVE, MERSTHAM		
DESCRIPTION:	Outline planning application for the demolition of the existing school buildings, including main school buildings, sports hall and ancillary building and erection of new secondary school, car parking, play space, landscaping and ancillary works		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This application seeks outline planning permission with all matters reserved except access for demolition of the existing St Nicholas School and the erection of a new secondary school with associated car parking and other works.

The site is within the Metropolitan Green Belt. Whilst the application is in outline, the applicant has identified clear maximum size and volume parameters for any building which would be secured through condition. Based on these parameters, the footprint of proposed building would be only 2% larger than the existing, the volume 6.5% larger and the height would be reduced. The increases would therefore be relatively modest and arguably would not be inappropriate by virtue of the exceptions in the Framework which allow for replacement buildings where they would not be “materially larger” than the existing.

Notwithstanding this, the applicant has provided clear evidence of the need for a new secondary school to serve the Merstham/Redhill/Reigate area (a fact which is supported by commentary from Surrey County Council and by this Council’s own infrastructure needs evidence) and have conducted an alternative site search which demonstrates that this need could reasonably not be met on any other sites within the catchment. As such, even if the building were considered to be inappropriate development, it is considered that the significant benefits associated with meeting the well-established need for secondary school provision in the local area are sufficient to establish very special circumstances, particularly in light of advice in the Framework which advises that “great weight” should be given to the need for new schools in planning decisions.

Access to the site would be via two vehicular accesses from Taynton Drive, with the main access point broadly opposite Sutton Gardens. A further pedestrian access would also be created. The County Highway Authority has considered these access points and the transport implications of the proposed 900 pupil secondary school and considers them to be acceptable in terms of safety and operation subject to conditions, including a Travel Plan.

Specific and detailed consideration has been given to the impact of the movements from the proposed school on the School Hill/A23 junction and, whilst it is acknowledged that there would be some impact in terms of queuing in the AM peak, the County Highway Authority concludes that this would not be so severe as to warrant refusal and the recommended Travel Plan would assist in further mitigating any such impacts. The internal layout of access road and parking areas would be a matter for detailed consideration a Reserved Matters stage; however, it is considered that there is adequate space within the "zone" identified on the parameter plans to achieve sufficient parking whilst also preserving character and amenity.

The application is in outline and as such, there is limited detail as to the final form and appearance of the building at this point. However, based on the building size and siting parameters proposed by the applicant, and subject to the conditions recommended, it is considered that an acceptable relationship to the character of the area and neighbouring properties could be achieved.

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) A contribution of £3,000 towards a review and implementation of parking restrictions for up to two years past full occupation of the site;
- (ii) A contribution of £6,150 towards Travel Plan monitoring
- (iii) 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 December 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 the monitoring of sustainable travel measures and local parking demand and therefore could give rise to a situation prejudicial to highway safety or which would fail to promote sustainable travel, contrary to policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS17 of the Reigate and Banstead Core Strategy 2014.

Consultations:

County Highway Authority: No objection on highway safety or capacity grounds subject to conditions. Comments as follows:

Tree Officer: No objection subject to conditions

Environment Agency: No objection subject to conditions in respect of groundwater and flooding. In respect of flooding, notes that flood risk advisor has reviewed the FRA and think we can be confident that the development is all being undertaken in FZ1.

Surrey Wildlife Trust: Recommends conditions to secure ecological mitigation and further bat surveys

County Archaeologist: No objection and no further requirements for investigations/conditions.

UK Power Networks: No objections

Representations:

Letters were sent to neighbouring properties on 3rd January 2018; a site notice was posted 5th January 2018 and the application was advertised in local press on 18th January 2018.

5 responses have been received raising the following main issues as set out below.

Issue	Response
Overshadowing	See paragraphs 6.29-6.31 and conditions 2, 3 and 9
Hazard to highway safety	See paragraphs 6.42-6.46 and conditions 10, 16, 17 and 21
Inadequate parking	See paragraphs 6.39-6.46 and conditions 2, 3, 16, 18, 19 and 20
Increase in traffic and congestion	See paragraphs 6.32-6.41 and conditions 15, 20 and 21
Noise & disturbance	See paragraphs 6.30 and 6.63 and condition 10
Crime fears	See paragraphs 6.64
Health fears	See paragraphs 6.64
Drainage/sewage capacity	See paragraphs 6.48-6.51 and conditions 6, 14 and 24
Flooding	See paragraphs 6.48-6.51 and conditions 6, 14 and 24
Loss of buildings	See paragraphs 6.62
Loss of private view	This is not a material planning consideration

Letters of support to the application was received from the GLF schools (who are the intended operator of the facility) and the proposed Headteacher of Merstham Park School.

1.0 Site and Character Appraisal

- 1.1 The site consists of the existing St Nicholas special school which is set within extensive grounds located on the southern edge of the Merstham urban area. The site is wholly within the Metropolitan Green Belt but accommodates the existing school buildings and associated facilities.
- 1.2 The existing main school buildings are largely two storey structures, arranged in a long, thin footprint towards to the north-west corner of the site. Slightly to the south of this is the large sports hall building which is again the equivalent of two storey scale. Parking, hardstanding and other facilities associated with the school are also present. The remainder of the site comprises open grounds either laid out as formal sports pitches or left to a more natural environment. The existing school buildings are deeply set back into the site, with a high degree of tree cover along the road boundaries and a large open grassed area between them and the Taynton Road frontage which provides a pleasant street scene and contributes positively to the character of the area.
- 1.3 The site is bounded by the Merstham estate to the north which comprises mainly inter/post-war housing. To the south, the site is bounded by a narrow belt of trees, beyond which are public allotments and which are within the Green Belt. To the east, the belt of trees is more pronounced and separates the site from the adjoining lake/body of water. The character transitions very quickly from urban to rural countryside to the south of Merstham, all of which is within the Green Belt.
- 1.4 As a whole, the application site extends to approximately 7.95ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice relating to the redevelopment of the site has been sought on several occasions since 2015. Advice was given in relation to the Green Belt and very special circumstances, design/layout and accessibility, highways and parking.
- 2.2 Improvements secured during the course of the application: None required. Additional information and modelling regarding highways impacts was secured during the course of the application.
- 2.3 Further improvements to be secured through planning conditions or legal agreement: Conditions would control the parameters any reserved matters in terms of the size and siting of any building. Conditions to deal with highway matters and provision and implementation of a travel plan to encourage sustainable travel are also proposed. A condition restricting pupil numbers to 900 as specified is also recommended.

3.0 Relevant Planning and Enforcement History

- 3.1 There is various planning history associated with the expansion and operation of St Nicholas School, with most applications determined by SCC as the Local Planning Authority for such works.
- 3.2 A separate, related planning application (17/02891/F) for the erection of temporary school provision (modular buildings) for a period of two years on part of the site to enable the new school to operate whilst construction is on-going was determined and GRANTED by the committee on 18 April 2018.

4.0 Proposal and Design Approach

- 4.1 The proposed development seeks outline planning permission for the demolition of the existing school buildings and the erection of a new secondary school (900 pupils) with associated works including new car parking.
- 4.2 At this stage, all matters are reserved except access. An outline application is proposed to allow any future contractor some flexibility in terms of final design and specification. The applicant has however provided a plan which sets out parameters for the siting and size of any building proposed through any future reserved matters. These include:
- Maximum building footprint of 4000sqm
 - Maximum building height of 7.5m (cill to eaves)
 - Maximum building volume of 29,000m³
 - Defined “zones” within which the building footprint and car parking/access will be located
 - Fixed minimum distances between the building and adjacent residential occupiers
- 4.3 Access would be taken from Taynton Drive in broadly the same location as those serving the existing school.
- 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 site is located within the Metropolitan Green Belt and a small portion of the site is within Flood Zone 2/3. The site is largely flat, surrounded by trees and hedgerows. The existing buildings are largely two storey and set back deeply into the
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	<p>site. To the north, the school is adjacent to residential dwellings and to the west also although separated by Taynton Drive. To the south are allotment gardens and to the east another school.</p> <p>Most of the trees on the site will be retained to maintain screening.</p>
Involvement	<p>The Planning Statement and Statement of Community Involvement identifies that pre-application advice was undertaken and that a public consultation event held in the school in November. Feedback is summarised as being largely positive with the main issues being traffic, parking and issues of privacy/impact on residential amenity.</p>
Evaluation	<p>The Planning Statement set out how the proposals have evolved in relation to the pre-application advice, the constraints of the site and the space requirements of a new secondary school which are dictated by the Department for Education.</p>
Design	<p>The applicant sets out that it proved possible to have a feasible solution on the footprint of the existing school and similar scale and massing to the existing building. In this way, it will ensure that the building is not out of proportion to its surroundings and achieve similar minimum distances to nearby dwellings. The location of the permanent school is intended to keep buildings close to existing urban development so as to minimise impact on the Green Belt, whilst maintaining enough distances from the boundary to minimise visual and neighbour amenity impacts.</p>

4.6 Further details of the development are as follows:

Site area	7.95ha
Existing use	School (Use Class D1)
Proposed use	Secondary School (Use Class D1)
Built volume	27,243m ³ (existing) 29,000m ³ (proposed maximum parameter)
Building footprint	3,922m ² (existing) 4,000m ² (proposed maximum parameter)
Proposed parking spaces	80 minimum (indicative)
Parking standard	BLP 2005 - individual assessment – BLP states that <i>“only operational requirements should be provided for...Pupil parking and drop off/pick up</i>

5.0 Policy Context

5.1 Designation

Metropolitan Green Belt
Flood Zone 2/3 (part of site)
Adjacent to Site of Nature Conservation Importance

5.2 Reigate and Banstead Core Strategy

CS1(Presumption in favour of sustainable development)
CS3 (Green Belt)
CS4 (Valued townscapes and historic environment)
CS5 (Valued people/economic development),
CS8 (Area 2a (Redhill))
CS10 (Sustainable development),
CS11 (Sustainable construction),
CS12 (Infrastructure delivery)
CS17 (Travel options and accessibility)

5.3 Reigate & Banstead Borough Local Plan 2005

Countryside	Co1
Landscape & Nature Conservation	Pc2C, Pc2G, Pc4, Pc8
Community Facilities	Cf1, Cf2
Recreation	Re11
Movement	Mo4, Mo5, Mo6, Mo7, Mo13
Utilities	Ut4

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Local Distinctiveness Design Guide Developer Contributions SPD 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 an existing school complex within the Metropolitan Green Belt but adjoining the defined urban area. The proposals seek outline permission for a replacement secondary school

- 6.2 The main issues to consider are therefore:
- development within the Metropolitan Green Belt
 - design and impact on the character of the area
 - effects on the amenity of neighbouring properties
 - access, parking and highway implications
 - other matters

Development within the Metropolitan Green Belt

- 6.4 Being within the Green Belt, paragraph 145 of the NPPF applies. This allows for, amongst other provisions, the replacement of a building provided the new building is in the same use and not materially larger than the one it replaces and the partial/complete redevelopment of previously developed sites provided it would not have a greater impact on the openness of the Green Belt or purposes of including land within it.
- 6.5 There is no definitive test by which to consider whether the replacement building would be materially larger than that which it replaces. However, a number of factors are considered to be relevant and these are discussed below.
- 6.6 The site is occupied by the existing main school buildings and a number of associated ancillary buildings. The applicant's Planning Statement provides an assessment of the existing site in terms of built footprint and volume, and other dimensional calculations. This identifies that the existing buildings on site (i.e. those which would be demolished to make way for the new permanent school) have a footprint totalling some 3,922sqm, a volume of 27,243cum and a maximum height to the ridge of 10m. In addition, there are also significant existing areas of hardstanding both for recreation and access/car parking.
- 6.7 In comparison, the parameter plan which has been provided with the application (and with which any reserved matters would be required to comply as per condition 3) limits the proposed building to a footprint of 4,000sqm and a volume of 29,000cum, equivalent to a 2% and 6.5% increase respectively. In addition to this, the replacement school would be of a lower height profile compared to the existing, with the height being capped at 7.5m compared to the c.10m of the existing building.
- 6.8 The existing buildings are also spread across the site, particularly the existing sports hall building located to the south-east of the main school which projects out into the more open parts of the site. In contrast, whilst the footprint of the proposed school would potentially be slightly larger based on the maximum parameter of 4,000sqm, the built form would be less spread across the site and focussed closer towards the existing built up area.
- 6.9 Taking all of the above considerations into account, in particular the fact the modest increases in the footprint and volume, the reduction in spread of buildings across the site and the potentially reduced visual impact owing the fixed lower height, it could reasonably be argued that the replacement building would not be materially larger than the existing or, if the proposal were treated as a redevelopment of a previously developed site, that it would not cause greater impact on the openness of

the Green Belt. Thus, the development would comply with the exceptions at paragraph 145 of the Framework and would not be inappropriate.

- 6.10 Even if the converse view was taken, the applicants have advanced a number of considerations and benefits which are considered to justify the development, namely the need for additional secondary school provision and the lack of alternative sites. Many of the factors advanced by the applicant apply to both this application (for a permanent replacement school) and to the separate application for short term temporary provision on the site). The various considerations, and the respective evidence for each, is discussed below:

Need

- 6.11 The applicant provides evidence of the need for new secondary school provision in this area. Firstly, the applicant highlights that the Secretary of State has approved the Glyn Learning Foundation (GLF) Trust's application to create a new secondary free school. The application process used by the Government for free schools includes a requirement to *"provide valid evidence that there is a need or demand for this school in the area"*. The fact that this application has been approved therefore provides some credence to the argument that there is a genuine need.
- 6.12 In addition, the applicant has provided within their Planning Statement a letter of support from Surrey County Council – the Local Education Authority – for the opening of a new Free School on the Chart Wood/St Nicholas site. This letter confirms Surrey CC's view that *"the proposed new school is justified in terms of increased pupil demand in the secondary sector that will continue to grow, over the short to medium-term (driven by a historic rise in pupil numbers that are feeding through from the primary sector)*. More specifically, the letter from SCC highlights that *"At present, our pupil projections show a need for an additional four secondary forms of entry in the Reigate/Redhill Planning Area for September 2018, increasing to five forms of entry by September 2019, six forms of entry by 2021 and eight-to-nine forms of entry thereafter. These forecasts take into account the additional one form of entry already supplied at both The Warwick and St Bede's School, meaning that the aforementioned deficits represent demand that will not be met if the new Merstham Park Free School is not forthcoming"*.
- 6.13 The letter of support from Surrey CC is considered to be unambiguous evidence of the clear and immediate need for additional secondary provision to serve the Reigate/Redhill area. Furthermore, the commentary regarding The Warwick and St Bede's School demonstrates that options to provide for the need within the existing school estate within the urban area have been explored and exhausted, thus necessitating the opening of a new school. SCC's letter of support concludes that *"the proposal to deliver a new, six form entry school in Merstham, with a phased opening in temporary accommodation for the first two academic years (at a four form entry intake) is well aligned with the forecast demand profile in the area..."*.
- 6.14 The Council's own policies and evidence also support the need for new secondary provision in this area. Policy CS8 (Area 2a) of the Core Strategy identifies a *"new 6-form entry secondary school"* as one of the infrastructure priorities for the Redhill area and at that point it was envisaged that it would be needed by 2017.

Furthermore, evidence prepared to support the Development Management Plan (Regulation 18 Stage) consultation concludes that “*Urban growth in the Redhill/Reigate catchment is projected to generate a need for an additional 10 forms of entry (300 places) at YR 7 by 2022. Potential urban extension sites are projected to generated demand for a further 27 places at YR 7 (i.e. a further 1FE) over and above this baseline urban growth*”.

- 6.15 The combination of the Government’s approval of a free school application for this area, together with the County Council’s support and school needs projections and this Council’s own evidence and policy position (as set out in the Core Strategy) is considered to be conclusive evidence of a clear need for secondary provision in the Redhill/Reigate catchment. Mindful of the Framework and subsequent Government Policy Statement “Planning for Schools Development”, both of which advise that “great weight” should be attached to the need for new or expanded schools in planning decisions and that “there should be a presumption in favour of the development of state-funded schools”, it is considered that this evidence of need is compelling and attracts significant weight. The consequent social benefits of meeting this need also weigh in favour of the proposal.

Lack of alternative sites

- 6.16 The applicant’s also argue that there are no alternative, available sites upon which the proposed new school to serve the Reigate/Redhill catchment could be accommodated given the specific requirements. This argument is supported by a “Sequential Site Assessment”.
- 6.17 The alternative site search considers both land and buildings of sufficient size to provide a school meeting Department for Education/ESFA standard guidelines within a suitably wide search area covering Redhill, Reigate and as far south as Salfords but limited by the M25 and M23 motorways to the north and east. These governing criteria are considered to be appropriate and proportionate.
- 6.18 A total of 10 sites were identified, including large sites within the Green Belt, large office buildings and sites within industrial areas. However, the majority of these are assessed by the applicant – as a result of investigations with the landowners – as not being available for development of a school. Others – such as the sites identified in the industrial locations – are identified as having access constraints or being unable to provide an appropriate environment for a school.
- 6.19 Overall, it is acknowledged and accepted that the particular requirements for a new school (most notably the size of accommodation required) is likely to significantly reduce the available pool of suitable sites. Furthermore, the findings of the site search are considered to be robust and it is therefore accepted that the identified need could not be met on an alternative site within the catchment. This attracts further significant weight in favour of the application.

Overall conclusions in relation to Green Belt

- 6.20 As above, given the modest increases in the footprint and volume of the building which would result if the maximum size limits in the parameter plan are adopted, it

is concluded that the replacement school would not be materially larger than the existing. On this basis, it would fall within the ambit of the exceptions within paragraph 145 of the Framework and thus would not be inappropriate development.

- 6.21 Even if a contrary view was taken on this point, it is considered that very special circumstances have been demonstrated as the harm to the Green Belt (which would be relatively modest given the comparative increases) would be clearly and demonstrably outweighed by the significant benefits associated with providing a new school to meet undoubted and immediate need within the Reigate/Redhill catchment, a need which could not reasonably be met on any other alternative site. In coming to this balance, account has been taken of the support in Policy CS5 of the Core Strategy for delivering improved and increased education facilities and the clear national policy support for meeting education needs in both the Framework and associated policy statements.
- 6.22 The development would therefore accord with Policy Co1 of the Borough Local Plan, CS3 of the Core Strategy and the relevant provisions of the NPPF.

Design and impact on the character of the area

- 6.23 The application is in outline and as such, there is limited detail as to the final form and appearance of the building at this point. There would be further opportunity at Reserved Matters stage to consider these detailed matters.
- 6.24 However, as above, the applicant has provided a parameters plan which sets out a number of governing principles for the layout, siting and size of the proposed building.
- 6.25 The existing buildings on the site are set back from the road frontage, allowing for a generous soft landscaped and tree lined frontage which is considered to give a pleasant, open character to Taynton Drive, particular when read with the large verge at the bend in Taynton Drive. The "Build Zone" shown on the parameter plan shows that this set back would be largely retained, enabling this relationship and positive open character to be retained.
- 6.26 It is considered that – subject to detailed design – the parameters for the volume, footprint and height will ensure a building of appropriate scale, bulk and massing for the locality and the fixed lower height of 7.5m would likely help to mitigate the visual impact and prominence of the building within the street scene. The Landscape and Visual Impact Assessment submitted with the application concludes that the proposals would not have any significant landscape or visual effects and these findings are agreed.
- 6.27 The parameter plan allows for a broad "zone" for access/car parking to the front (north-west) of the building and between it and properties fronting onto Taynton Drive. Whilst this would result in a potentially larger area of hardstanding/hard surfacing that presently exists, there is considered to be ample space (given the generous size of the "zone" which has been allowed) to ensure that – in the detailed design and layout which will come forward at Reserved Matters stage - the existing open, grassed and landscaped frontage of the site can be maintained and to enable

appropriate new landscaping to be introduced to soften and screen this parking area, both visually and from neighbours. Given this, it is not considered that the parking areas would be unduly prominent or harmful to the character of the area. Given the constraints of the site (being in the Green Belt) this siting of the car parking areas (closer to the existing built up area) is considered to be most appropriate and would avoid encroaching unnecessarily into the more open landscape of the site.

- 6.28 In conclusion, taking the above into account, and acknowledging the parameters indicated submitted plans, it is considered that a scheme of a layout, scale, massing and appearance appropriate to the character of the area could be achieved. On this basis, the outline parameters comply with the requirements of Policy Cf2 insofar as is relevant at this stage.

Effects on the amenity of neighbouring properties

- 6.29 As above, the submitted parameter plan identifies on it a "Build Zone" within which the footprint of the replacement building would be sited. This "Build Zone" would ensure than a separation of a minimum of 35m would be retained between the new school building and the residential properties to the north and west on Taynton Drive. Based on the parameter plan, the school building would also be approximately 20m from the rear gardens of the adjoining dwellings on Taynton Drive. At these distances, and mindful of the 7.5m height limit established by the parameter plan, it is not felt that the proposals would enable an acceptable neighbour amenity relationship (in terms of overshadowing, overbearing or loss of privacy) to be maintained.
- 6.30 A larger area of car parking (for a minimum of 80 vehicles) would be introduced to the rear of the neighbouring residential properties on Taynton Drive. The current application was supported by a Noise Impact Assessment which considers the potential effect of the car parking areas and general use of school outside areas on the nearest residential receptors on Taynton Drive. Against a measured background noise level of 49dB(A), the assessment identifies that the noise level experienced at the rear windows of the nearest adjoining residential properties from the activity in the car park during the peak morning period (including vehicle engine noise, car doors and conversations) would be 48dB, i.e. less than the background noise level. On this basis, it is not considered that the indicated broad siting of the car park would give rise to unacceptable noise and disturbance for neighbouring properties. Nonetheless, the detailed design and layout of the parking area would be dealt with at Reserved Matters stage and further consideration would be given to effects on neighbour amenity at that point. The parking "zone" indicated on the parameter plans is considered to be of ample size such that there is flexibility as the design develops to ensure that adequate separation and landscaped screening can be achieved between the car park area and neighbouring properties to further mitigate any perceived amenity impacts.
- 6.31 On this basis, subject to detailed design, the proposal would is not considered to give rise to any serious adverse impacts on neighbour amenity and therefore complies with policies Cf2 and Cf3 the Borough Local Plan 2005.

Accessibility, parking and highway implications

- 6.32 The application was accompanied by a Transport Assessment which examines the travel patterns, parking demand and trip generation which would be associated with the proposed secondary school use (up to 900 pupils when fully operational). Trip generation has been calculated by reference to planned staff and pupil numbers and the modal share has been informed by data from both the School Census and the 2011 Census in respect of Travel to Work for staff. In terms of vehicular movements, the distribution and routing of likely trips has been informed by existing pupil postcode data from the likely feeder primary schools which has been corroborated by postcode data for the first 50 pupil applications to the proposed new school. Modal split was based on two similarly sized secondary schools elsewhere in Surrey, neither of which presently operates at School Travel Plan. On this basis, the approach taken in identifying the likely number, pattern, distribution and mode of movements to the new school is considered to be robust and realistic.
- 6.33 The application site is considered – in transport terms – to be a sustainable location for a new secondary school, being located on the edge of an established residential neighbourhood, in close proximity to its likely catchment population and feeder primary schools (both of which are presently some distance from the nearest secondary school) and with good access to bus routes and services. These characteristics are likely to facilitate walking, cycling and bus journeys to school, particularly by pupils. In broad terms, the proposal is therefore felt to be consistent with the thrust of local and national policy, both of which seek to locate developments which could generate significant movement to accessible locations where the need to travel is minimised and opportunities for sustainable modes are maximised.
- 6.34 In terms of the more micro-effects on the surrounding highway and transport network, it is for the most part agreed that the proposal is unlikely to give rise to any significant impacts, particularly with the imposition of a School Travel Plan. However, during the course of the application, concerns were raised with the applicant regarding the absence of modelling of the School Hill/A23 junction which has previously identified as experiencing congestion at peak times due to the throughput and geometry of the junction. As a consequence, at the request of both Officers and the County Highway Authority, the applicant undertook further specific modelling of this junction. This was based on a modelling methodology which was verified and approved by the County Council.
- 6.35 The results of the modelling shows that, over the period to 2025, there would undoubtedly be an impact on School Hill/A23 junction insofar as there would be an increase in movements through this junction as a result of the school and consequently some worsening of queueing and congestion at the junction. This impact would be largely limited to the northbound "arm" of School Hill towards the A23 with relatively modest impacts on the other approaches/exits of the junction. Furthermore, the impact would be felt most during the AM peak hour (08:00-09:00) due to the combined effect of both the school and highway experiencing peak

demand in terms of general traffic attraction. During the PM peak (15:00-16:00 for a school) the impact is much less pronounced as movements associated with pupil travel/pick-ups at the end of the school day generally do not coincide with the normal PM travel peak (17:00 to 18:00) on the highway network.

- 6.36 In terms of the scale of the impact, the outputs of the modelling predict that - by 2025 and even without the proposed school - the School Hill junction (towards the A23) would be operating over capacity in the AM with a ratio of flow to capacity (RFC) of 1.15. With the school in place and fully operational (as it is expected to be by 2025 if permitted), the RFC in the AM peak is predicted by the model to exceed a value of 0.95 for a period of one hour between 0800 and 0900 during the week Monday to Friday. Furthermore, in terms of queues, the model predicts that - as a worst case scenario - these could potentially extend back as far as Nutfield Road (c.350m) for a 30 minute period during the AM rush hour before dissipating.
- 6.37 However, the applicant argues that the outputs of the model significantly underestimates the performance of the School Hill junction and as a result, in reality, the junction will operate better and queues will be significantly shorter than predicted.
- 6.38 To justify this claim, the County Highway Authority requested that the applicant undertook traffic counts/surveys on the junction which was completed between 9th and 15th May 2018. The results of these surveys strongly support the applicant's position. During the weeks survey (weekdays only), the average queue length on the School Hill arm of the junction was 12 vehicles during the AM peak (08:00-09:00), with an average delay/wait of 2 minutes 2 seconds. This compares to the model which – over the same period – shows a queue length of 10 vehicles and an average delay of 4 minutes 28 seconds. Hence, in practice, queues are flowing through the junction twice as fast as the model estimates.
- 6.39 In addition, as above, the travel mode (i.e. percentage of movements by car, bus, walk, cycle, etc.) assumptions which underpin the Transport Assessment and number of vehicle movements are based on two comparator secondary schools, neither of which presently operates a School Travel Plan. The application was supported by a draft School Travel Plan which details the various measures to be introduced by the school in order to promote sustainable travel. The draft Travel Plan follows the Modeshift STARS programme (a national programme for schools) and sets out the intention for initiatives to be in place for the school to meet the Silver accreditation upon opening of any permanent school.
- 6.40 Subject to such a Travel Plan, the proposed school would likely achieve a modal split more in favour of sustainable travel than those comparator schools (which show c.30% of pupil journeys being by private car) and thus private vehicle movements from the school (and through School Hill specifically) generated by the proposed school would likely be reduced. The County Highway Authority has therefore recommended that – in order to make the development acceptable - a final Travel Plan with appropriate monitoring contributions should be secured through a legal agreement.
- 6.41 Whilst there would be some residual impact on the School Hill junction as a result of the proposal permanent school, taking account of the Transport Assessment,

additional junction modelling and surveys and subject to securing the Travel Plan, the County Highway Authority concludes that the impacts would not be so severe as to warrant refusal (mindful that the Framework advises that development should only be prevented or refused if the residual cumulative impacts on the road network would be severe). Given the basis of the transport modelling and assessment has been a school of 900 pupils, the effects on the highway network of the school operating with greater pupil numbers than this is untested. On this basis, it is considered reasonable and necessary to impose a condition limiting pupil numbers to 900 such that, should any increase be required in the future, the highways implications of this can be fully assessed and considered.

- 6.42 In terms of access arrangements, vehicular access to the new permanent school is proposed to be taken from Taynton Drive opposite Sutton Gardens. This is an existing access which would be improved – as part of the works pursuant to the already approved temporary scheme – to enable it to become the main vehicular access to the school. The application was supported by drawings showing these works (including road markings/restrictions) and demonstrating that adequate visibility can be achieved, even acknowledging the bend of the road. The County Council has confirmed that, subject to the improvements, this access would be appropriate and safe. A new separate pedestrian access from Taynton Drive would also be constructed which would provide a means of segregating pedestrian and vehicular movements within the site.
- 6.43 Given the anticipated staffing levels (up to 75 FTE at full occupation – 84 in total) and staff travel patterns (the comparator schools indicate 67% of staff either drive or car share), the proposed travel plan measures and the likely visitor numbers to the school, the proposed provision of 80 spaces for the permanent school is considered to be acceptable. The submitted parameter plan proposes that this parking area would be sited between the proposed school and the dwellings on Taynton Drive to the north: in principle, this siting is considered to be an appropriate position in principle (taking account of Green Belt issues), and there would be ample opportunity within the large “zone” which has been given over to parking/access on the plan to achieve an acceptable layout at Reserved Matters stage. The County Highway Authority has recommended a condition specifying that a maximum of 90 parking spaces are provided on site to support the effectiveness of Travel Plan measures.
- 6.44 Provision for parent/pupil parking or pick up/drop off within the site itself is not included, this is in full accordance with standards in the Borough Local Plan 2005 which specifically state that *“only operational requirements should be provided for...Pupil parking and drop off/pick up areas are discouraged as this encourages car usage”*. This position is supported by the County Highway Authority.
- 6.45 The application was also supported by a delivery and servicing plan which identifies how such movements will be accommodated and managed. The submitted version does however suggest that bus pick-ups/drop-offs associated with the school would be carried out on Taynton Drive; however, the County Highway Authority has confirmed that such movements should be managed within the site. A condition requiring a revised delivery and servicing plan to be drawn up and submitted for approval is recommended, supported by an informative setting out the expectations

that bus/coach pick-ups and drop-offs should be on-site. This would also be expected to be reflected in any subsequent Reserved Matters application for the detailed layout of the site.

- 6.46 As above, the CHA has confirmed they have no objection to the proposed school subject to conditions and a legal agreement to secure funding from the application to cover the cost of reviewing and implementing local parking restrictions as identified in the Transport Statement (including restrictions on Taynton Drive/Sutton Gardens junction and School markings outside the entrance to the school) and for monitoring of the effectiveness of the Travel Plan.
- 6.47 Taking all of the above into account, include the expert advice of the CHA following their detailed review of the application, it is considered that the scheme complies with policies Mo4, Mo5, Mo6 and Mo7 of the Local Plan and Policy CS17 of the Core Strategy.

Flooding and drainage

- 6.48 The application site is largely in Flood Zone 1; however, a very small part of the site at its western boundary with Taynton Drive is in Flood Zone 2/3.
- 6.49 As above, evidence has been provided by the applicant to demonstrate that there are no available alternative sites which could accommodate the school. On this basis, the site is considered to be the most sequentially preferable. Given the flood profile, the Environment Agency was consulted on the application and they have raised no objection on flood risk grounds, noting that all of the development can be undertaken in Flood Zone 1 given the extent of the “build zone” identified on the parameter plan (which can be secured through condition). On this basis, the development is considered to be acceptable in respect of flooding.
- 6.50 The application was supported by a drainage strategy statement which considers the potential drainage solutions for the site, including in respect of surface water. The County Council – as the Lead Local Flood Authority – has reviewed this information and considers it to be sufficient to support the scheme subject to conditions to secure the detail at a later date. The Environment Agency has also considered the application in terms of groundwater implications and has recommended conditions to ensure no adverse impact would occur.
- 6.51 Based on the above and subject to conditions, the proposals comply with policy Ut4 of the Local Plan and CS10 of the Core Strategy.

Community Infrastructure Levy (CIL) and requested contributions

- 6.52 The proposal, being for a new school, falls outside of the uses which attract a charge based on the Council’s adopted Charging Schedule and as such the development would not be liable to pay CIL.
- 6.53 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, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on.

6.54 In this case, no such contributions or requirements have been requested.

Trees and landscaping

6.55 The application was supported by a Tree Survey and Arboricultural Impact Assessment which shows the implications of the development for trees and tree cover and the site and the tree protection measures to be put in place. A number of trees would be lost or removed as part of the development.

6.56 The Tree Officer was consulted on the application and has reviewed the information submitted, including the arboricultural report. The Tree Officer has confirmed that the tree losses are mainly confined to lower category trees, most of which are small specimens typical of planting around a school, and that the losses will – in his view - not result in any significant loss of visual amenity. The Tree Officer concludes that the removed trees can be easily replaced with more suitable species to ensure continued tree cover and visual amenity in the long term. With regards to retained trees, the Tree Officer confirms that it is possible to manage the effects on these with appropriate protection and working methods during construction.

6.57 The response from the Tree Officer also notes that there would be opportunities to include replacement tree planting within the permanent car parking zone which would help soften this area. This would require consideration of appropriate planting pits to ensure successful establishment. The requirement for suitable landscaping within the parking areas will be reflected in the landscaping condition.

6.58 Based on the above, it is considered that – subject to conditions – the effect of the development on existing tree cover and local landscape character would be acceptable. It therefore complies with policies Pc4 and Cf2 on this issue.

Other matters

6.59 Although the site itself is not subject to any specific nature conservation designations, it is located adjacent to the Holmethorpe Sandpits Complex Site of Nature Conservation Importance which covers the adjoining lagoon and allotments as well as a much larger area to the south. Being a large land area, there is also potential for the site to support various habitat and, as such, the application was supported by a Preliminary Ecological Appraisal. This concludes that the habitats within the site are generally of lower value. The appraisal identifies some potential for protected species to be present on the site and makes recommendations as to mitigation to ensure that the development would have a neutral effect on these. A condition will be imposed to ensure compliance with these recommendations.

6.60 In respect of bats, the appraisal notes that the main school building is reported as having a bat roost, whilst the other buildings on site are considered to have limited

opportunities for bat roosting. On this basis, it recommends further emergence surveys to establish the present of bats in the main building and in order to inform the full mitigation which might be required. A further condition requiring completion of these surveys prior to any demolition or clearance of the existing buildings and for the development to be carried out in accordance with any recommendations which might arise. This condition is considered necessary to ensure compliance with Pc2G of the Local Plan 2005, CS2 of the Core Strategy and relevant legislation.

- 6.61 The application was accompanied by a Desk Based Archaeological Assessment which is required due its size (over 0.4ha). The study concludes that the site has low archaeological potential and that any archaeological remains are likely to be of local significance only. It also notes that the replacement school, being located largely on the footprint of the existing, is likely to have little or no impact on archaeology. The County Archaeological Officer was consulted on the application and concludes that the area of the proposed new buildings will have been disturbed by previous buildings thus further removing the potential for any significant surviving archaeology. On this basis, no further investigations or conditions are requested by the Archaeological Officer.
- 6.62 Concerns have been raised regarding the loss of buildings, specifically housing associated with the school. The existing "School Cottage" is not identified as being demolished. Whilst it is noted that there is residential accommodation within the main school buildings (used by staff), this is integral to and used in conjunction with operation of the school and not general housing stock. Given this, its loss is not considered to conflict with Policy Ho1, particularly mindful of the points set out at amplification point 3 to this policy.
- 6.63 Whilst some disturbance might arise during the construction process, this would by its nature be a temporary impact. Other environmental and statutory nuisance legislation exists to protect neighbours and the public should any particular issues arise. A Construction Transport Management Plan condition has been recommended by the County Highway Authority to ensure that any activity and movements associated with construction would not cause a highway issue; this would also support management of wider issues (e.g. in respect of delivery timings and avoiding vehicles waiting on residential roads which could also cause disturbance).
- 6.64 Concerns have been raised in relation to crime and health; however, no specific issues have been identified. Whilst the presence of the school would give rise to an increase in the number of pupils and level of activity, there is no clear evidence in this case that this in itself would give rise to additional crime. Policies and monitoring/management of pupil behaviour – including anti-social behaviour – would be a matter for the school, assisted as appropriate by local policing.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Location Plan	34074 A 001		11.12.2017
Site Layout Plan	34074 A 002		11.12.2017
Site Layout Plan	34074 A 003		11.12.2017
Other Plan	34074 A 004		11.12.2017
Floor Plan	34074 A 005		11.12.2017
Site Layout Plan	34074 A 006		11.12.2017

Reason:

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

2. 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.

3. The details of the reserved matters to be submitted pursuant to this permission shall be in accordance with the approved Parameter Plan (drawing no. 34074 A 003) including the development zones and building footprint, height and volume parameters specified thereon.

Reason:

To define the parameters of the development in recognition of the location of the site within the Metropolitan Green Belt with regard to policy Co1 of the Reigate and Banstead Local Plan 2005 and policy CS3 of the Reigate and Banstead Core Strategy.

4. No development, including demolition or site clearance, shall commence until a Bat Emergence and Re-Entry Survey covering the main school building, including any necessary measures for mitigation, compensation and enhancement has been carried out and submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the details and measures when approved.

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.

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

Reason:

To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to policy Cf2 of the Reigate and Banstead Borough Local Plan 2005.

6. No development, except demolition, shall take place until the detailed design of the surface water drainage system for the site has been submitted to and approved in writing by the Local Planning Authority. This shall include:
- (a) A design that satisfies the SuDS hierarchy and that is compliant with the national non-statutory technical standards for SuDS, NPPF and Ministerial Statement on SuDS
 - (b) Results of infiltration testing carried out in accordance with BRE Digest 365
 - (c) 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)
 - (d) Should the solution involve a discharge to the public surface water sewer, evidence that discharge rates and storage volumes shall be provided to achieve with a greenfield discharge rate of 10.7 litres per second unless otherwise agreed by the Local Planning Authority
 - (e) Should the solution involve a discharge to the public surface water sewer, evidence to confirm the consent of Thames Water to receive the aforementioned flows
 - (f) Evidence that any proposed infiltration will not give rise to unacceptable risk to Controlled Waters
 - (g) Detailed drawings showing the finalised drainage layout with location of SuDS elements, pipe diameters, levels, and long or cross sections of each drainage element including any flow restrictions
 - (h) Details of how SuDS elements will be protected from any root damage or ingress
 - (i) Details of construction phasing including how the surface water system or any temporary drainage will be managed and protected during the works, including dealing with flows, silt, prevention of pollution and construction loading
 - (j) Details of management and maintenance regimes and responsibilities for the SuDS system

Only the approved details shall be implemented during the construction of the development.

Reason:

To ensure that the SuDS are adequately planned, delivered and maintained and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

7. No development, except demolition, shall take place until evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate) indicating that the development can achieve a 'Very Good' rating has been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the development is constructed to appropriate sustainability standards with regard to Policy CS11 of the Reigate and Banstead Core Strategy 2014.

8. No development shall commence including demolition or any groundworks preparation until a detailed, scaled Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings. 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 Cf2 of the Reigate and Banstead Borough Local Plan.

9. No development, except demolition, 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. Such a scheme should include details of hard and soft landscaping; any tree removal/retention; planting plans; written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities; and an implementation and management programme. The scheme shall specifically include provision for appropriate tree and shrub planting within the car parking areas.

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.

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

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 and Cf2 of the Reigate and Banstead Borough Local Plan 2005.

10. No development shall commence until a finalised Construction Transport Management Plan has been submitted to and approved in writing by the Local Planning Authority. The final plan shall include details of:
- (a) parking and turning for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) provision of boundary hoarding behind any visibility zones
 - (e) construction vehicle routing to and from the site
 - (f) on-site turning for construction vehicles
 - (g) delivery, demolition and construction working hours, including measures to ensure that no HGVs associated with the development will be laid up, waiting in Taynton Drive, Sutton Gardens, Weldon Way, Worsted Green or Bletchingley Road during school pick up and drop off times
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- 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.

11. No above ground construction or superstructure works 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 Ho9 and Ho13.

12. The development hereby approved shall be carried out in accordance with the recommendations for mitigation, construction practice and ecological enhancement identified in the Preliminary Ecological Appraisal by The Landscape Partnership (dated November 2017).

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. 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 by the Local Planning Authority, 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 will not cause 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.

14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with any approved details.

Reason:

To ensure that the proposed development will not cause 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.

15. The number of pupils on roll at the school at any one time shall not exceed 900.

Reason:

To manage the intensity of use in recognition of the location of the site within the Metropolitan Green Belt and to manage the effect on the local highway network with regard to policies Co1 and Mo4 of the Reigate and Banstead Borough Local Plan 2005.

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

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.

17. Notwithstanding the submitted drawings, the development hereby approved shall not be first occupied unless and until the modified and improved vehicular and pedestrian accesses on Taynton Drive have been constructed in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority.

The scheme for the main vehicular access opposite Sutton Gardens shall be in broad accordance with the Robert West drawing numbered SK-02 Rev P3 attached to Appendix B of the Transport Assessment including:

- a) Double yellow lines on Sutton Gardens and Taynton Drive, including at the junction between the two roads
- b) School Keep Clear signs and markings on the carriageway on Taynton Drive next to the revised access
- c) Dropped kerbs and tactile paving at the pedestrian crossing points on Taynton Drive and Sutton Gardens

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.

18. The development hereby approved shall not be first occupied unless and until secure, accessible and covered cycle parking for a minimum of 100 bicycles has been provided within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the cycling parking shall be provided, retained and maintained in perpetuity in accordance with the approved details 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 9 "Promoting Sustainable Transport" in the National Planning Policy Framework.

19. The development hereby approved shall not be first occupied unless and until space has been laid out within the site for a maximum of 90 car parking spaces and for vehicles to turn so that they may enter and leave the site in forward gear in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the parking and turning areas shall be retained and maintained for their designated purposes.

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 9 "Promoting Sustainable Transport" in the National Planning Policy Framework.

20. The development hereby approved shall not be first occupied unless and until a final School Travel Plan through MODESHIFT STARS has been submitted to and approved in writing by the Local Planning Authority. Such a statement should be in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide" and in general accordance with the Robert West Technical Note dated 15 March 2018.

The approved Travel Plan shall be implemented upon first occupation of the development and thereafter the Travel Plan shall be maintained and developed through STARS 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 9 "Promoting Sustainable Transport" in the National Planning Policy Framework

21. The development hereby approved shall not be first occupied unless and until a revised, finalised Delivery and Servicing Plan reflecting the finalised layout and arrangements for the site has been submitted to and approved in writing by the Local Planning Authority.

The approved Delivery and Servicing Plan prior to first occupation of the development and thereafter monitored and reviewed in accordance with the approved document.

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.

22. 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 policy Cf2.

23. The development hereby approved shall not be first 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 and installed before the occupation of the development hereby permitted.

Reason:

To preserve the visual amenity of the area and the openness of the Green Belt with regard to the Reigate and Banstead Borough Local Plan 2005 policies Cf2 and Co1.

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

Reason:

To ensure that the SuDS are adequately planned, delivered and maintained and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

25. The development hereby approved shall not be first occupied until a final certificate demonstrating that BREEAM 'Very Good' rating is achieved for this development has been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development is constructed to appropriate sustainability standards with regard to Policy CS11 of the Reigate and Banstead Core Strategy 2014.

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 as part of meeting the BREEAM Very Good standard in order to reduce greenhouse gas emissions.
3. The applicant is advised that the Council will expect any future Reserved Matters application(s) and the School Travel Plan and Delivery & Servicing Plan required by the above conditions to make provision for coach, bus and minibus pick up within the site. The applicant is strongly encouraged to consider how this can be facilitated within the proposed layout, including how vehicles will flow around the site. The applicant is also strongly encouraged to consider making provision for dedicated School Buses as part of the Travel Plan.
4. The school is reminded that the travel plan should be submitted through MODESHIFT STARS through the following link <https://modeshiftstars.org>.
5. 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.

6. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
7. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
8. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form 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.
9. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. 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.
11. 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.

12. 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 and shall have a strong native or indigenous influence, suitable and appropriate cultivars of native species will be acceptable. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity, biodiversity, wildlife habitat and long term continued structural tree cover in this locality. It is expected that the replacement structural landscape trees will be of semi Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
13. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.

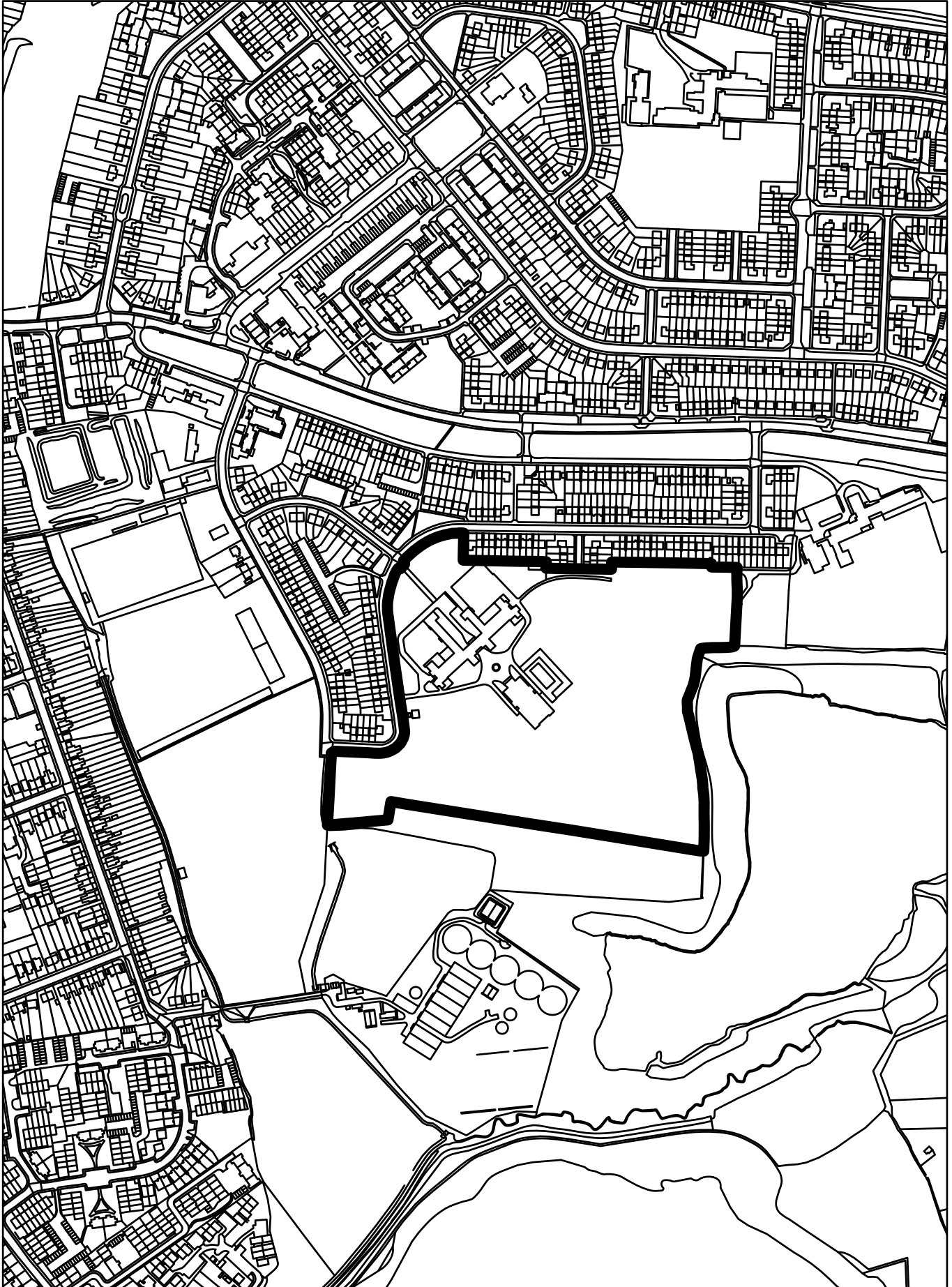
REASON FOR PERMISSION

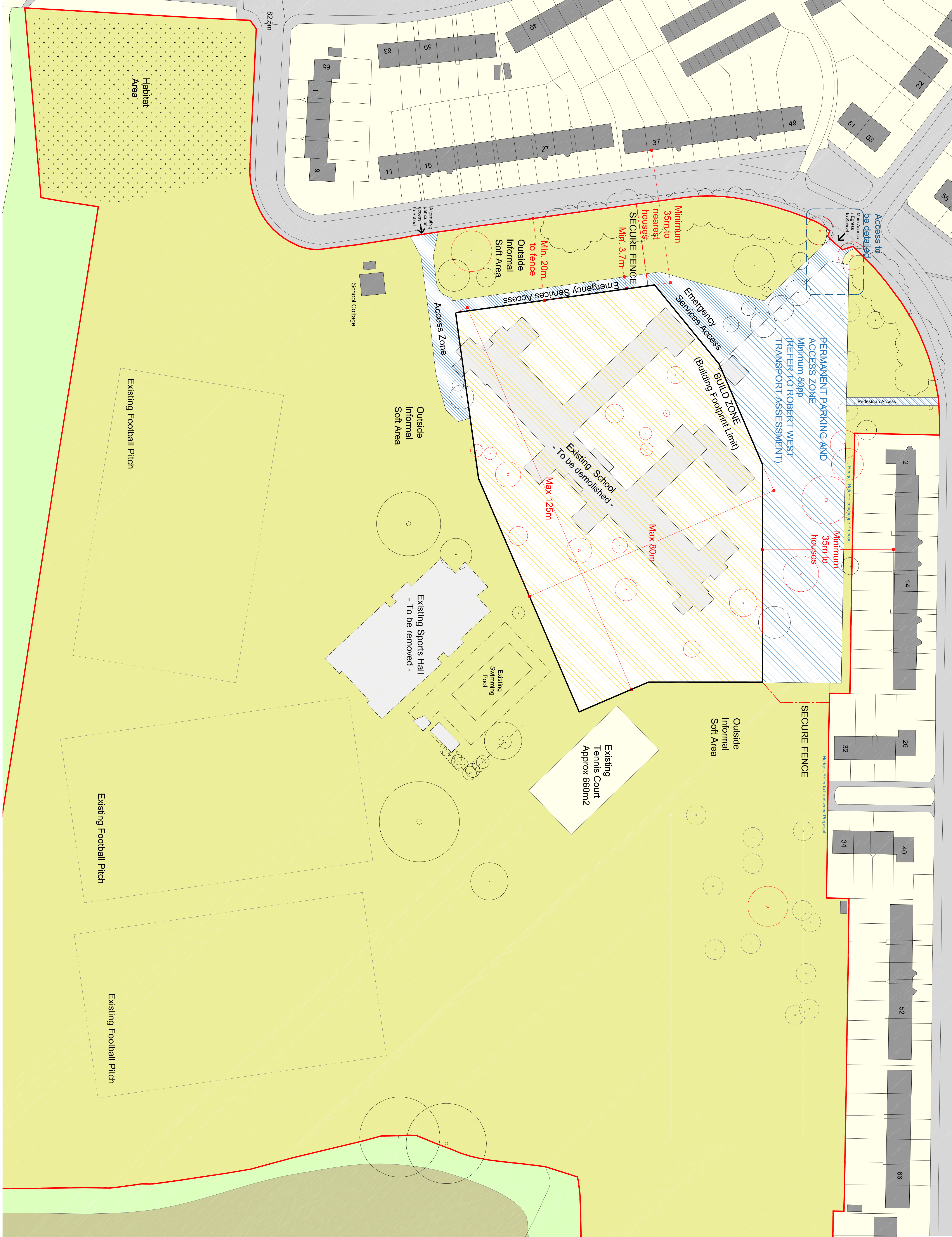
The development hereby permitted has been assessed against development plan policies CS1, CS3, CS4, CS5, CS8, CS10, CS11, CS12, CS17, Pc2C, Pc2G, Pc4, Pc8, Co1, Cf1, Cf2, Re11, Mo4, Mo5, Mo6, Mo7, Mo13 and Ut4 and material considerations, including third party representations. It has been concluded that 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.

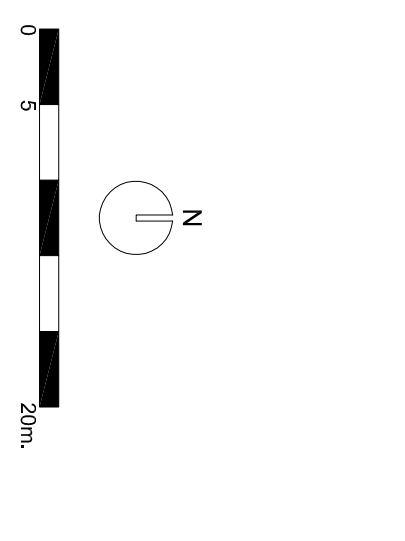
17/02890/OUT - ST NICHOLAS SCHOOL, TAYNTON DRIVE, MERSTHAM





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- KEY:**
- BUILD ZONE (New Building Footprint + Pavement + Ancillary hard landscaping Zone)
 - EXISTING SCHOOL FOOTPRINT (to be removed)
 - ACCESS ZONE
 - PARKING AND VEHICULAR ACCESS ZONE
 - OUTSIDE SOFT AREA
 - HARD PLAY AREA (Potential single storey area determined but dependent on detailed design)
 - SITE BOUNDARY
 - SECURE FENCE
 - EXISTING TREES - RETAINED
 - EXISTING TREES - REMOVED
 - PROPOSED NEW TREES



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Project Name	ANGLO ST JAMES PRIMARY SECONDARY SCHOOL IN SURREY
Client	SURREY COUNTY COUNCIL
Project No.	34074 A 003
Issue No.	1
Issue Date	04/12/2017
Author	JM
Checked By	FC
Scale	1:500 @ A1
Drawn By	FC
Issue Date	04/12/2017
Project No.	34074 A 003
Issue No.	1
Issue Date	04/12/2017

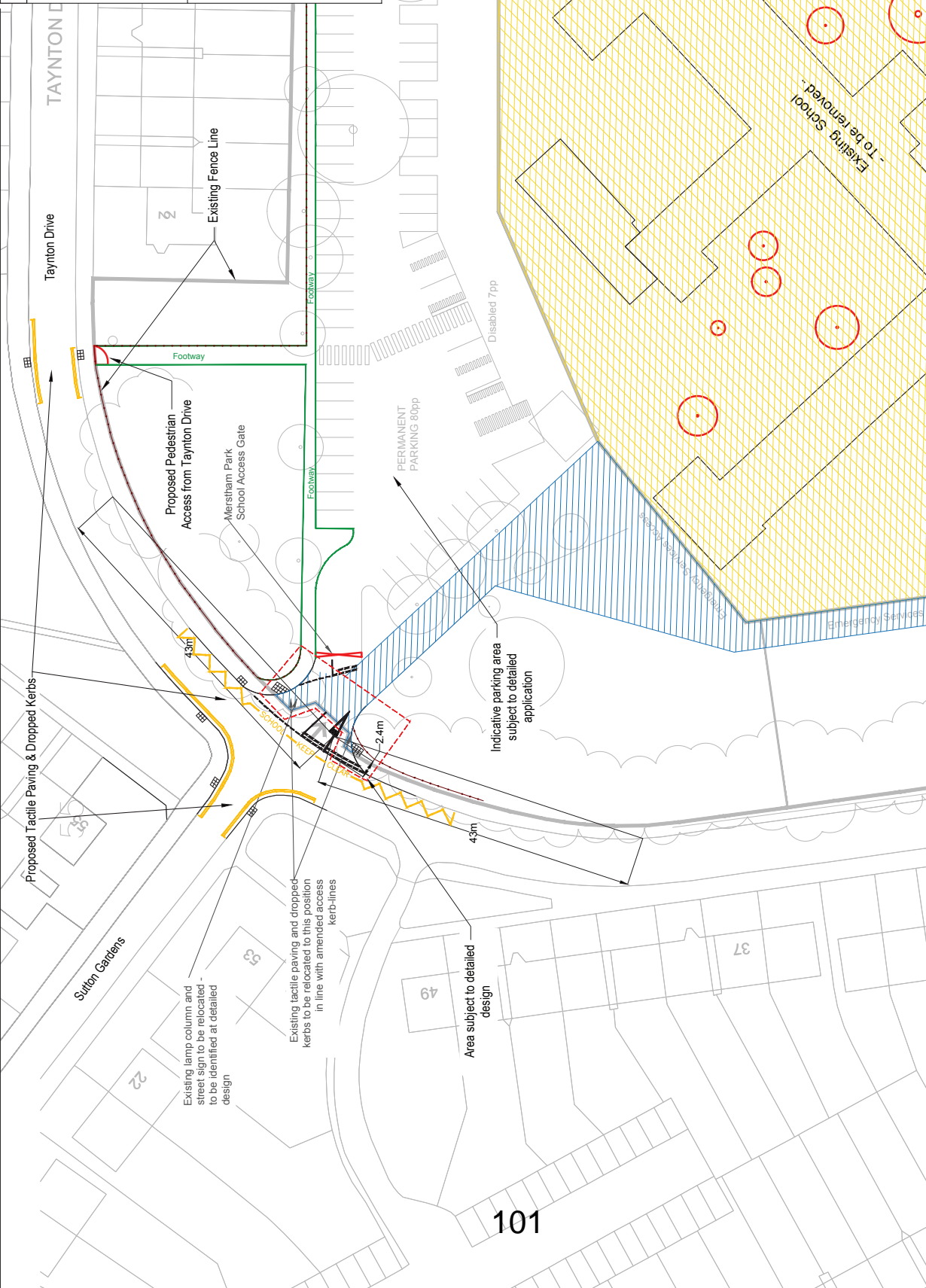
DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

Key

	Kerb Line
	Fence Line
	Realigned / Proposed New Footway
	Proposed Double Yellow Lines
	Build Zone
	Access Zone



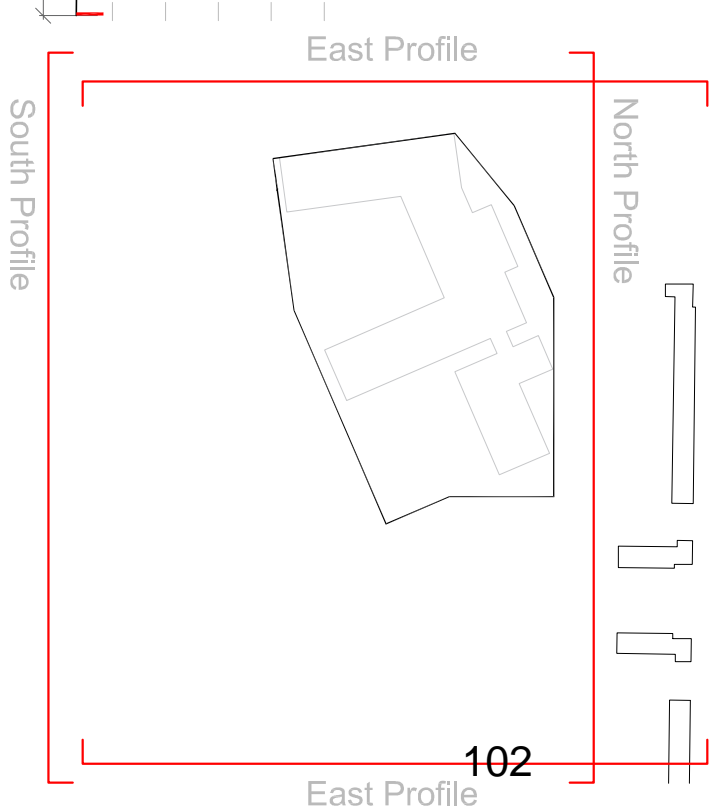
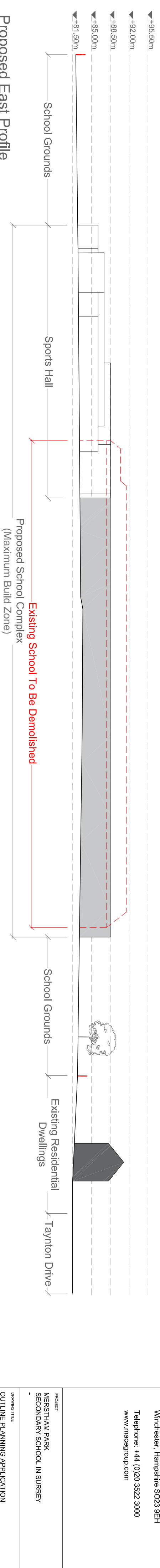
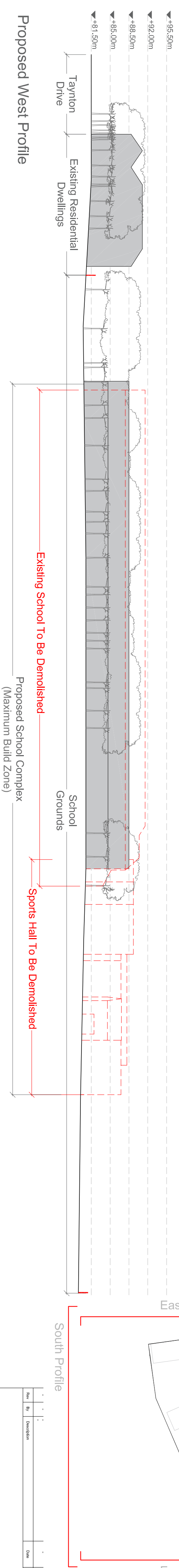
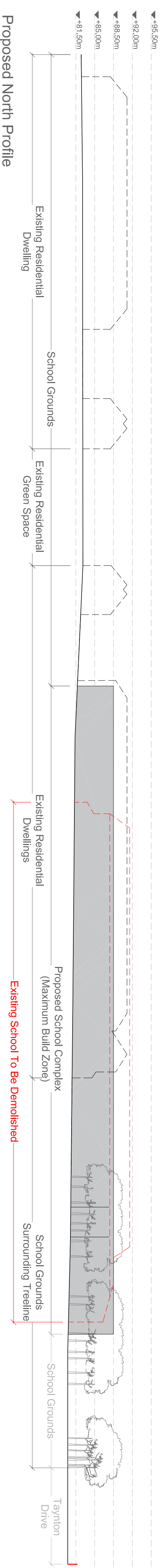
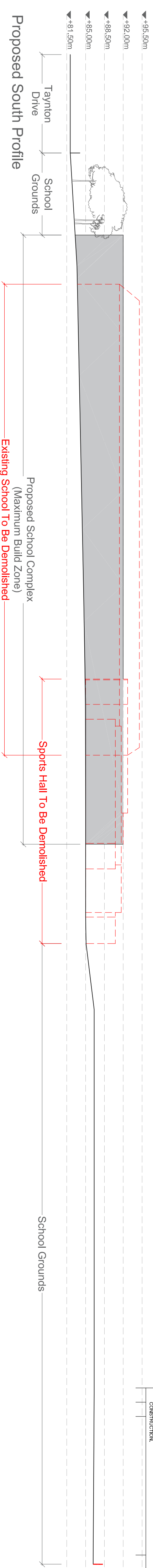
Rev	Date	By	Comment
P3	08/12/17	GM	Minor amendments
P2	04/12/17	GM	Minor amendments
P1	15/11/17	SM	Minor amendments

Status			
Drawn	Checked	Approved	Scale
By GM	By DH	By DH	1:500 @ A3
Date 28/06/2017	Date 28/06/2017	Date 28/06/2017	
Client No. 2915	Project No. 054	Discipline T	Drawing No. SK-02
			Rev P3

Client	Mace Group
Project	Merstham Park School
Drawing Title	Proposed Access / Egress Arrangement (Permanent Phase)

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PROJECT
**MERTHAM PARK
 SECONDARY SCHOOL, IN SURREY**

DRAWING TITLE
**OUTLINE PLANNING APPLICATION
 CONTEXTUAL SITE SECTIONS**


DRAWN BY	JM	DATE	04/12/2017
CHECKED BY	PC	SCALE	1:500 @ A2
PROJECT No.	34074	REQ No.	A 004
REV	-	REV	-

ISO 9001 CERTIFIED
 Application No: 02610717000 Management System Date: 02/04/2015
 Approved: 02/04/2017 10:00 Management System Date: 02/04/2015
 Approved: 02/04/2017 10:00 Management System Date: 02/04/2015

Agenda Item 8

Planning Committee
05 September 2018

Agenda Item: 8
18/01367/HHOLD

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	05 September 2018
	REPORT OF:	HEAD OF PLACES AND PLANNING
	AUTHOR:	Matthew Holdsworth
	TELEPHONE:	01737 276752
	EMAIL:	Matthew.Holdsworth@reigate-banstead.gov.uk
AGENDA ITEM:	8	WARD: Horley West

APPLICATION NUMBER:	18/01367/HHOLD	VALID:	27 July 2018
APPLICANT:	Mr J Haves	AGENT:	
LOCATION:	13 KILLICK ROAD, HORLEY		
DESCRIPTION:	Creation of additional area of hardstanding to front of property to create extra parking space.		
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 an officer of the Council.

SUMMARY

The proposed development seeks permission for the creation of an additional area of hardstanding within the front garden of the property for use as an additional off-street parking space. Planning permission would not normally be required for this but is in this case due to the development still being within the relevant 5-year period since its original permission for which the landscaping proposals must remain unaltered.

The proposal would be similar in appearance to the parking arrangements to the properties either side of the application site. 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 would be respected. The proposal is therefore considered acceptable.

RECOMMENDATION

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

Consultations:

Horley Town Council: No objections

Surrey Highways Authority: The application site is accessed via Killick Road, which is a private road and does not form part of the public highway; therefore it falls outside the County Highway Authority's jurisdiction. The County Highway Authority has considered the wider impact on the safety and operation of the adjoining public highway.

Representations:

Letters were sent to neighbouring properties on 31 July 2018. No representations have been received at the date of writing this committee report. Any comments received will be reported to the committee via an addendum item.

1.0 Site and Character Appraisal

- 1.1 The application site comprises recently constructed detached dwelling set within a relatively modest plot. The property is set within a plot commensurate with other plots in the locality.
- 1.2 The surrounding area is characterised by detached and semi-detached properties of a similar style. The property is set within Westvale Park, the new development to the north-west of Horley. There are examples in the immediate locality of greater hardstanding in the front gardens.

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 | 04/02120/RM1C | Reserved Matters Application for Phase A.2 of development at North West Horley (Appearance, Landscaping, Layout and Scale) pursuant to 04/02120/OUT for the erection of 600 dwellings | Granted –
18/04/2016 |
| 3.2 | 04/02120/NMAMD3 | Non Material Amendment to 04/02120/RM1C for minor alterations to the site layout and a limited number of residential | Granted
02/01/2018 |

units.

4.0 Proposal and Design Approach

- 4.1 This is a full application for an area of permeable hardstanding to the front of the property.
- 4.2 This would be for one car parking space.
- 4.3 It is noted that hardstanding would normally be permitted development under Class F of Part II of the GPDO (England) 2015. However, condition 5 of 04/02120/RM1C required all landscaping on the estate to be maintained for a period of no less than five years.
- 4.4 A design and access statement for development within the curtilage of a dwelling house is not required to be submitted with an application if that development is ancillary.

5.0 Policy Context

5.1 Designation

Urban Area

5.2 Reigate and Banstead Core Strategy

CS4 (Valued Townscapes and Historic Environment)

5.2 Reigate & Banstead Borough Local Plan 2005

Housing Ho9, Ho13, Ho16

5.3 Other Material Considerations

National Planning Policy Framework

Supplementary Planning Guidance Householder Extensions and Alterations

Other Human Rights Act 1998

6.0 Assessment

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development.
- 6.2 The main issues to consider are:
- Impact of local character
 - Neighbour amenity

Impact on local character

- 6.3 The proposal would be for an area of hardstanding similar to that adjacent to the site. This would be tarmacked in a similar style to the adjacent driveway with permeable asphalt.
- 6.4 It is considered that the proposal would be in keeping with the surrounding area and would be commensurate with the immediate adjacent properties that have a wider area of parking to the front of the houses.
- 6.5 There would be a minimal loss to the soft landscaping to the front of the property; however this is not considered to cause significant harm to the character of the area.

Neighbour amenity

- 6.6 Due to the location of the proposed hardstanding, to the front of the property and away from the adjoining property, it is considered that the amenity of any other properties would not 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
Location Plan	UNNUMBERED		27/07/2018
Block Plan	UNNUMBERED		27/07/2018

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 permeable asphalt as specified in the application to match the adjacent drives and no other 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 and Ut4.

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.

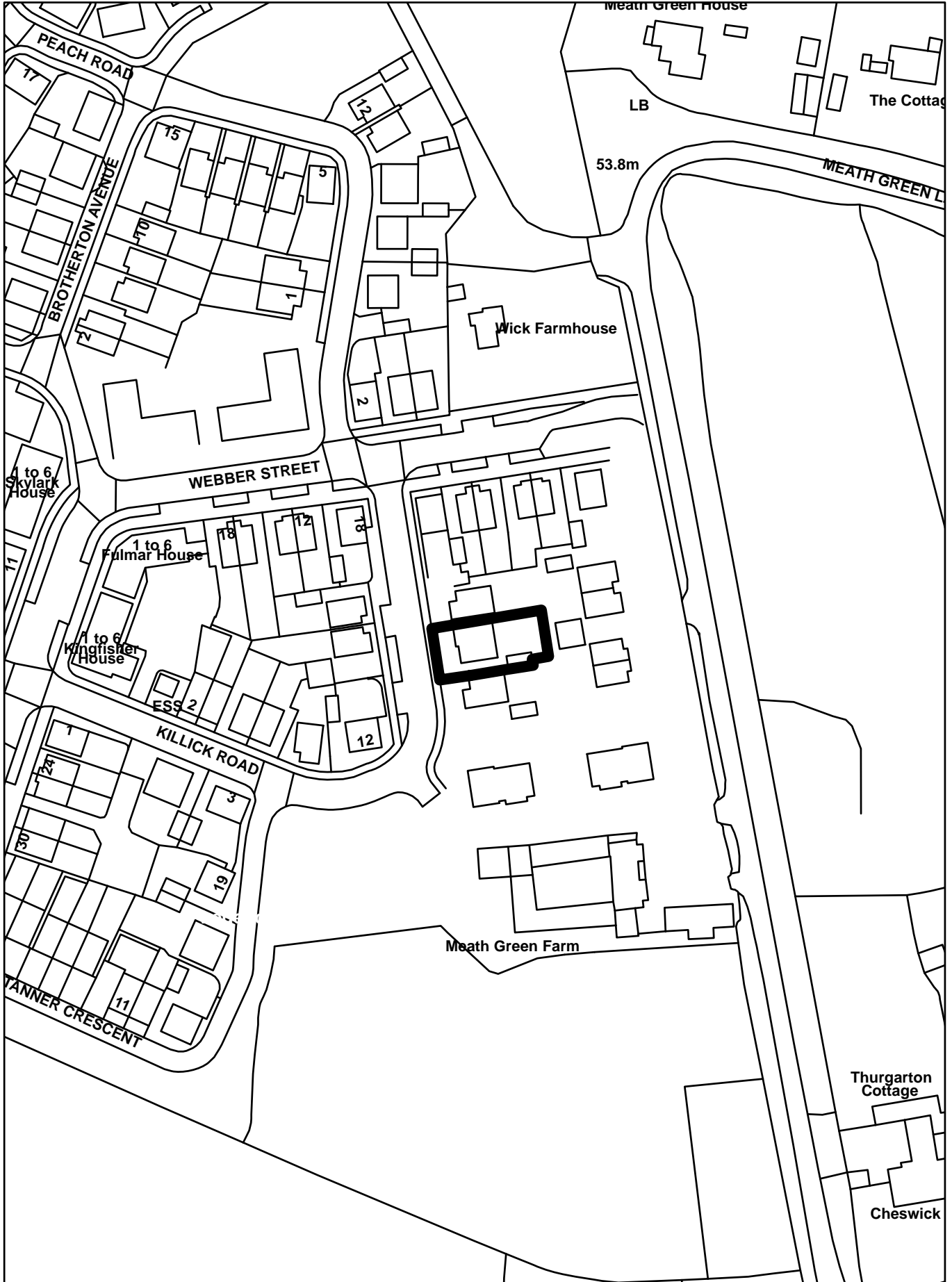
In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

REASON FOR PERMISSION

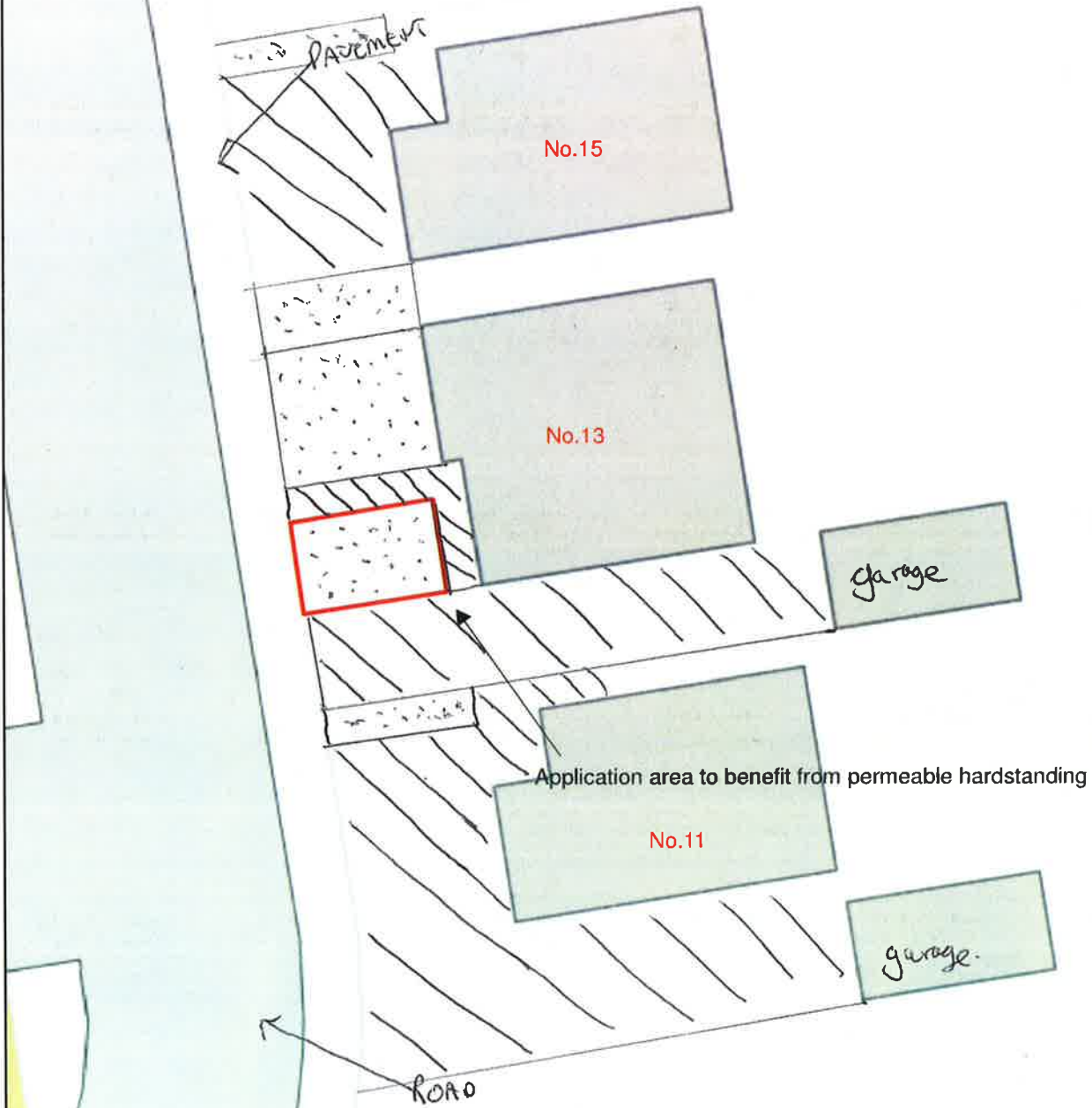
The development hereby permitted has been assessed against development plan policies Ho9, Ho13, Ho15, Ho16, and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations 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.



18/01367/HHOLD - 13 KILLICK ROAD HORLEY



13 Killick Road Block Plan



Key

-  Current Hardstanding (Asphalt/Pavers)
-  Current Grass or soft landscaping

Scale

1:200

