 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	6 <sup>th</sup> June 2018
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
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<b>AGENDA ITEM:</b>	10	<b>WARD:</b> Banstead Village

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

## SUMMARY

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

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

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

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

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

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

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

## **RECOMMENDATION(S)**

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

## **Consultations:**

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

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

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

UK Power Networks: No comment

Banstead Village Residents Association: No comment

## **Representations:**

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

No representations have been received.

## **1.0 Site and Character Appraisal**

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

## **2.0 Added Value**

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

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

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

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

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

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

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

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

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

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

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

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

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

Site area	0.25 ha
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## 5.0 Policy Context

### 5.1 Designation

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

### 5.2 Reigate and Banstead Core Strategy

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

### 5.3 Reigate & Banstead Borough Local Plan 2005

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

### 5.4 Other Material Considerations

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

## **6.0 Assessment**

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

### Design appraisal

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



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

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

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

#### Neighbour amenity

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

#### Highway matters

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

#### Community Infrastructure Levy (CIL)

- 6.17 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development. This development would not be CIL liable.

## CONDITIONS

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

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

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

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

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

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

Reason:

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

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

Reason:

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

Informative:

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

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

Reason:

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

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

Reason:

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

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

Reason:

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

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

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

Reason:

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

- 12a Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.
- 12b. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason:

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

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

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

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

## INFORMATIVES

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

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

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

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

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

7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders, (Highways Act 1980 Sections 131, 148, 149).
8. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.

The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

## **REASON FOR PERMISSION**

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

## **Proactive and Positive Statements**

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

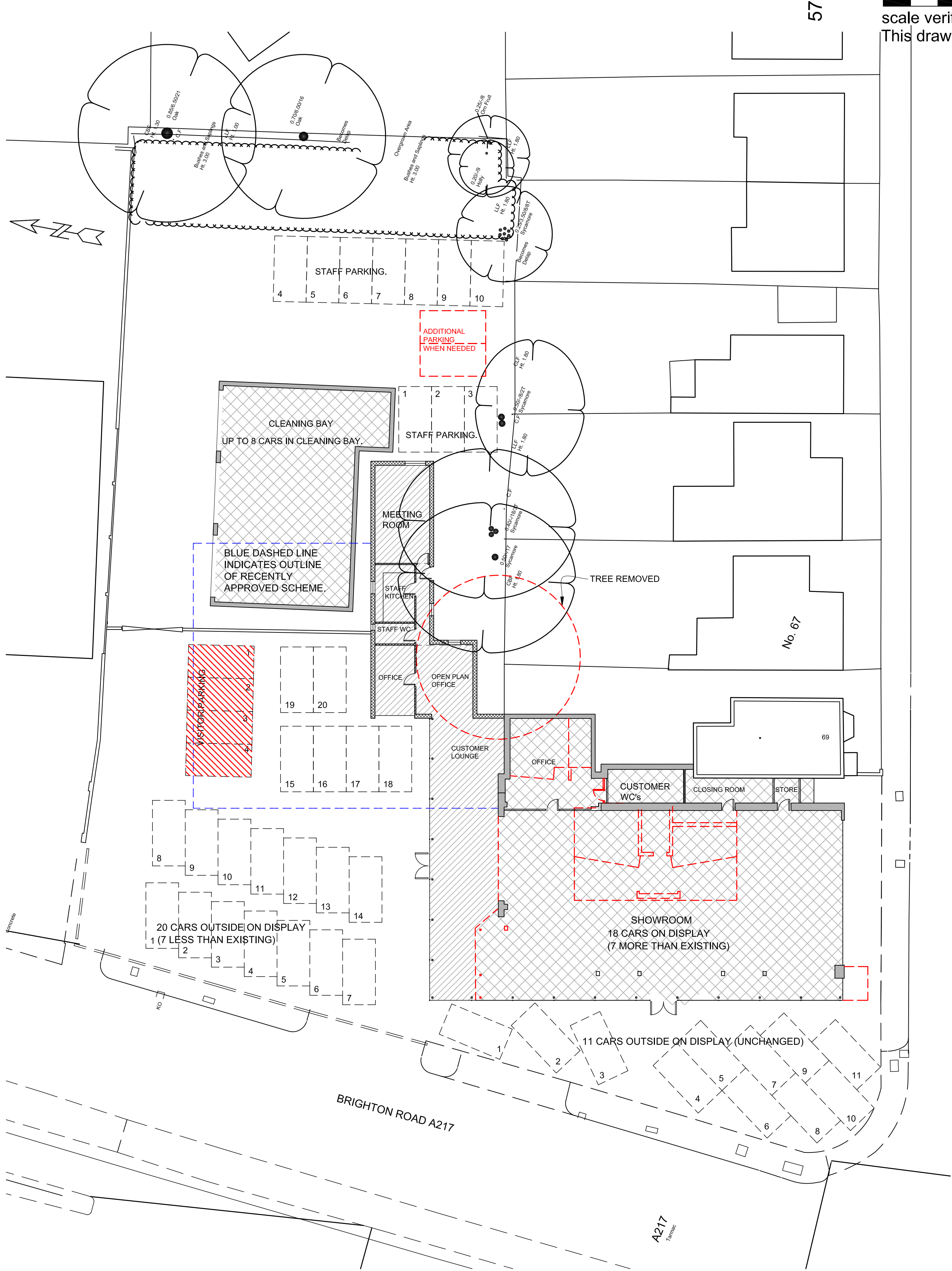
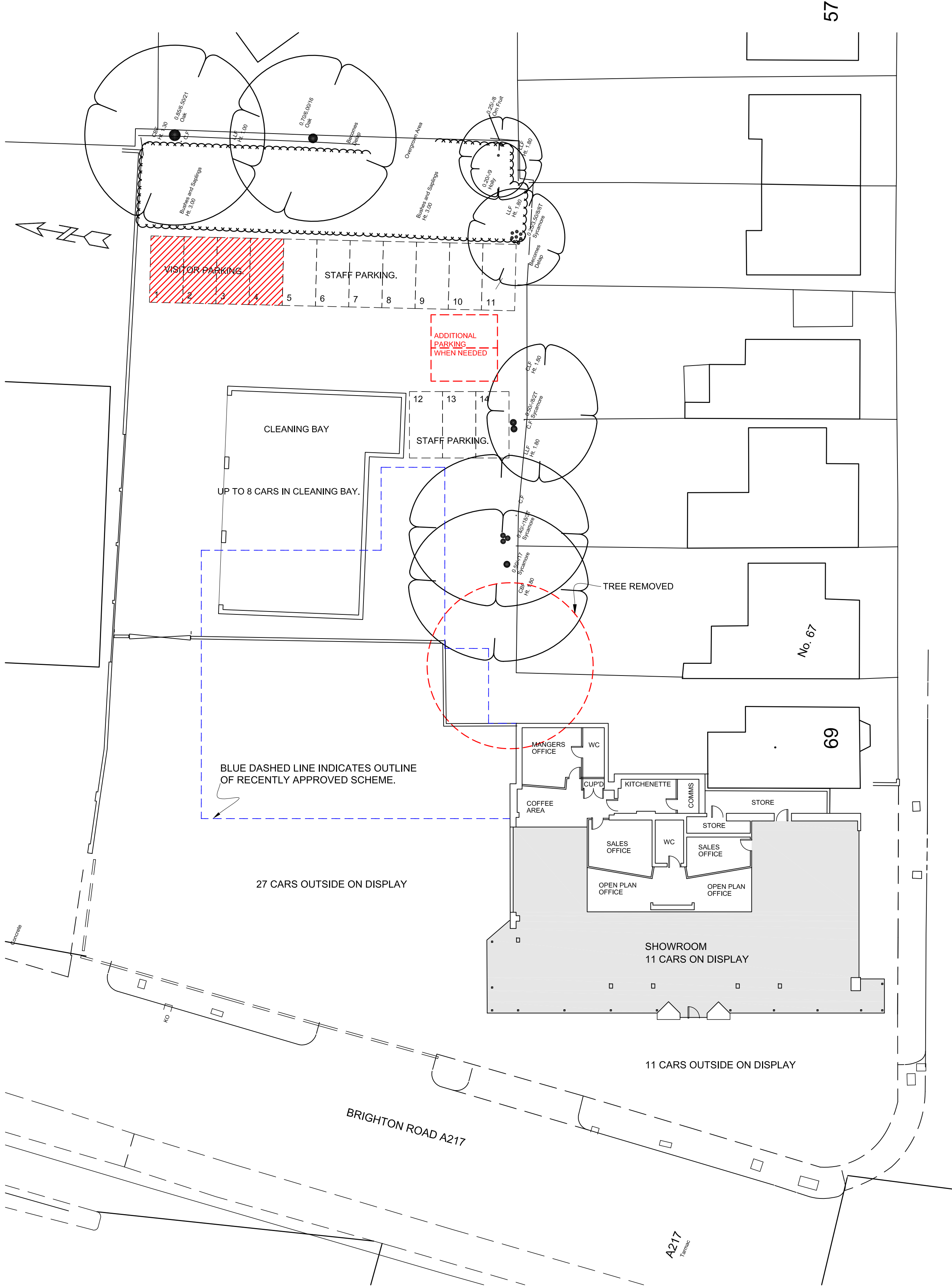


18/00478/F - Romans Garage, Brighton Road, Banstead



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PROJECT

ROMANS INTERNATIONAL  
BRIGHTON ROAD, BANSTEAD,  
SURREY SM7 1AT

DRAWING

EXISTING & PROPOSED SITE PLAN

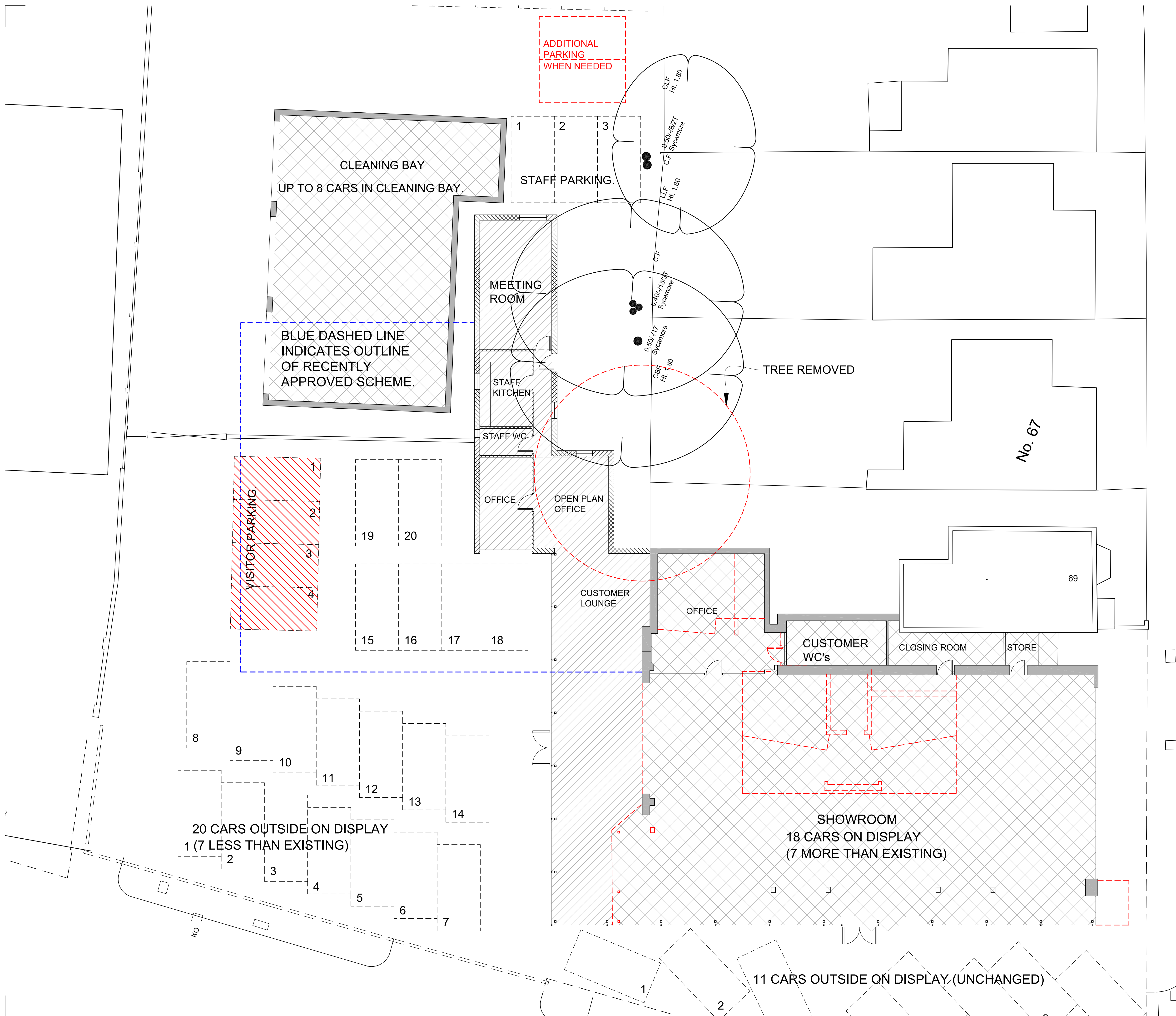
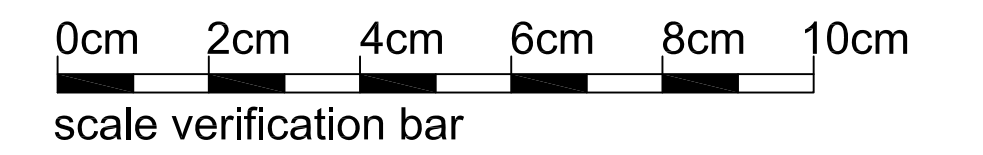
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DRAWING NO REVISION

ROM/2/100





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PROJECT

ROMANS INTERNATIONAL  
BRIGHTON ROAD, BANSTEAD,  
SURREY SM7 1AT

DRAWING

PROPOSED FLOOR PLANS

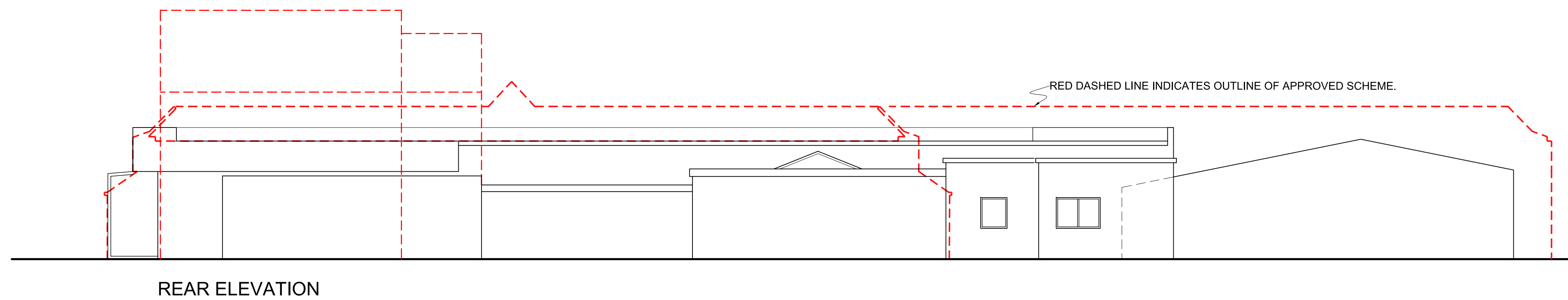
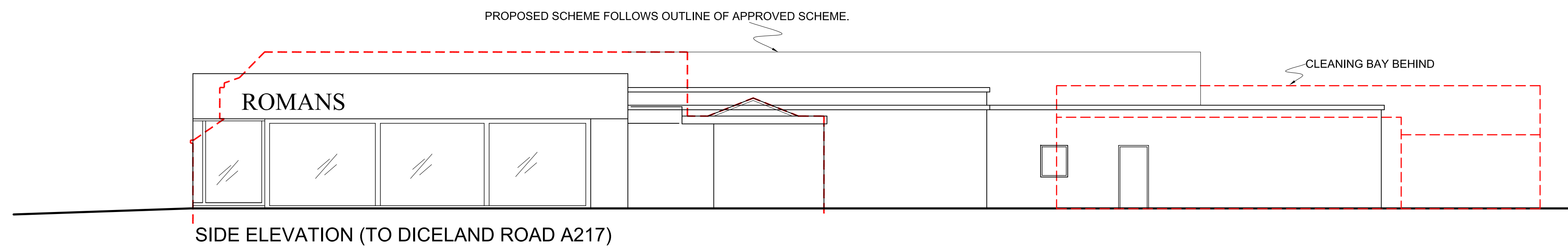
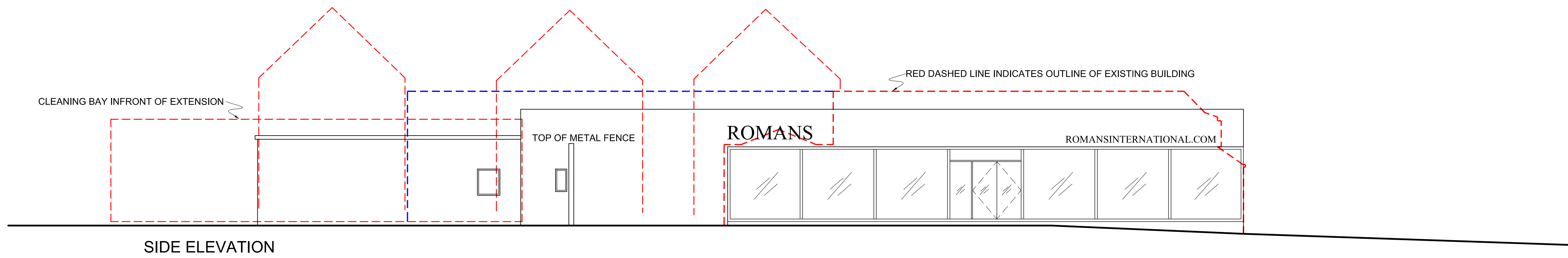
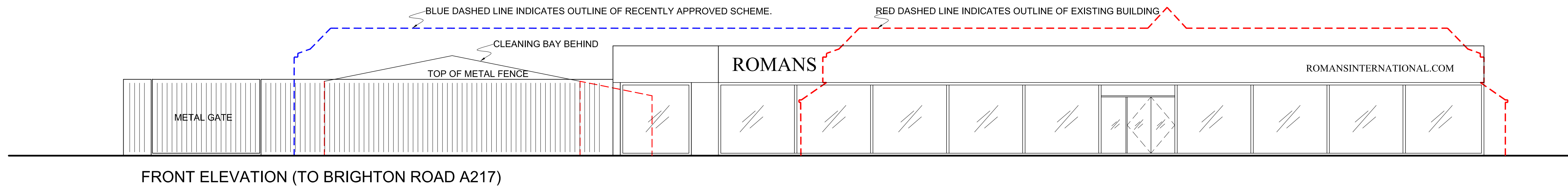
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PROJECT

ROMANS INTERNATIONAL  
BRIGHTON ROAD, BANSTEAD,  
SURREY SM7 1AT

DRAWING

PROPOSED ELEVATIONS

SCALE DATE

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DRAWING NO REVISION

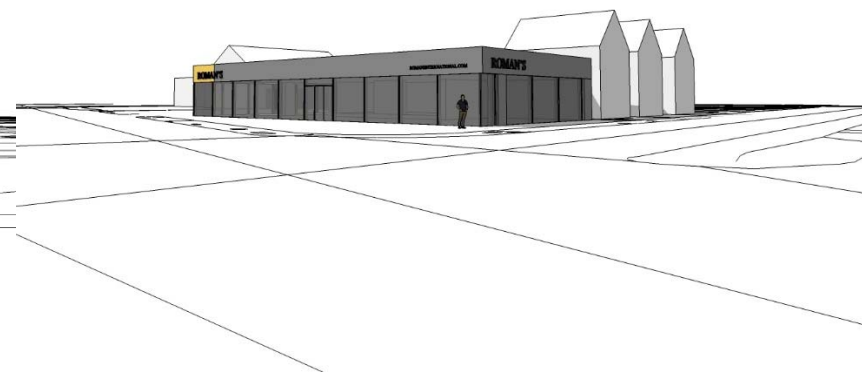
ROM/2/111



Elevation to Brighton Road. Looking South



Elevation to Brighton Road. Looking straight on



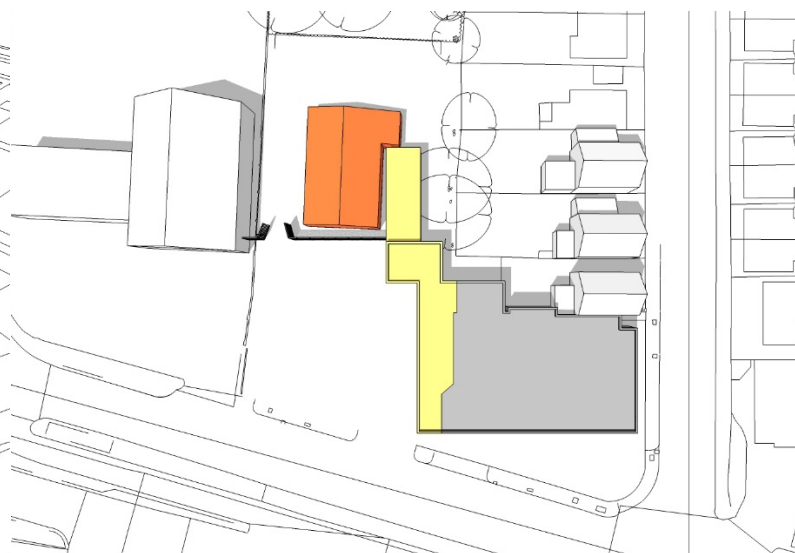
Elevation to Brighton Road. Looking North



Aerial view Looking North West



Aerial view Looking South East



Aerial view Looking on Plan

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

**ROM P 1000**

