 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	4 th July 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	6	WARD: Reigate Central

APPLICATION NUMBER:	18/00328/F	VALID:	23 rd February 2018
APPLICANT:	Redhill Living (Regent) Ltd	AGENT:	WS Planning & Architecture
LOCATION:	ABBEY CITROEN, HATCHLANDS ROAD, REDHILL		
DESCRIPTION:	Demolition of existing buildings and erection of an apartment building comprising 7 flats with associated parking and landscaping.		
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 car showroom and erection of a single building containing seven apartments. Parking would be to the rear accessed from Devon Crescent.

The site is located within the Shaws Corner Conservation Area. The existing building is not considered to be of particular merit or make a positive contribution to the Conservation Area, hence, its replacement with a suitable alternative is not objectionable in principle. Through the course of the application, significant improvements to the scale, massing, roof form and appearance of the building have been secured such that the proposed building is now considered to respond sensitively to the character of the Conservation Area, its prominent corner location and would read comfortably in townscape terms alongside nearby locally listed buildings, including The Hatch pub opposite. The scheme would offer an opportunity to soften the road frontage with Hatchlands Road with new planting and landscaping which would represent an improvement compared to the disruptive effect of the forecourt car parking associated with the car showroom.

The relationship of the development to, and separation distances with, neighbouring properties are such that the proposed development would have no adverse impact on the amenity of neighbouring properties.

The proposals would include seven car parking spaces which would be to the rear of the building and accessed from Devon Crescent. Whilst the number of spaces would fall below that advised by the Council's maximum standards, the County Highway Authority has

raised no objection from a highway safety perspective given the presence of on-street parking restrictions in the locality which would prevent dangerous parking nor has any unacceptable amenity impact been identified. The site is within a relatively sustainable location between Redhill and Reigate town centres and on a main bus route. Taking all of the above into account, refusal on this matter is not considered to be sustainable.

The scheme would make a positive contribution towards local housing requirements with consequent social and economic benefits, including contributions through CIL and would make better use of a brownfield urban site without any identified harm to character or amenity.

RECOMMENDATION(S)

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

Consultations:

Conservation Officer: No objection subject to conditions.

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

The developer is proposing 7 car parking spaces rather than the 10 spaces that should be provided on the site for the proposed mix and type of flats. The shortfall in parking is three spaces, however, due to the presence of on street car parking [restrictions] that would prevent dangerous parking on the highway; the shortfall is unlikely to cause a highway safety problem. The proposed parking arrangements would allow drives to enter and leave the site in forward gear.

The developer is proposing a refuse collection point within the site at a point that is less than 25 metres from the highway, in compliance with Manual for Streets. The service point is off Devon Crescent where the developer is proposing to retain an existing access. The existing properties along Devon Crescent are also serviced from the highway, so to would the proposed development due to the location of the refuse collection point and the layout of the site.

Contaminated Land Officer: Potential for ground contamination to be present on and/or in close proximity to the site and therefore conditions recommended.

Reigate Society: Comments on design and preference for “borrowing” details from the neighbouring building at no.55 and finished in brick. Comments that car parking would be better arranged in undercroft and that the amount of parking will probably be insufficient in practice.

Representations:

Letters were sent to neighbouring properties on 6th March 2018 on the originally submitted plans and subsequently on 12th June on the amended plans. A site notice was posted 8th March 2018 and the application was advertised in the local press on 15th March 2018.

Responses were received from two interest parties in relation to the original plans (note that there were multiple responses by one individual) and a further two responses were raised in relation to the amended plans. The following issues are raised in these responses:

Issue	Response
Harm to Conservation Area	See paragraphs 6.3-6.14 and conditions 3, 5, 9 and 10
Out of character with surrounding area	See paragraphs 6.3-6.14 and conditions 3, 5, 9 and 10
Poor design	See paragraphs 6.3-6.14 and conditions 3, 5, 9 and 10
Overdevelopment	See paragraphs 6.3-6.14

Amenity for future occupants	See paragraph 6.18
Overlooking and loss of privacy	See paragraphs 6.15-6.19
Overshadowing	See paragraphs 6.15-6.19
Overbearing relationship	See paragraphs 6.15-6.19
Hazard to highway safety	See paragraphs 6.20-6.24 and conditions 6, 11, 12, 13 and 14
Increase in traffic and congestion	See paragraphs 6.20-6.24
Inconvenience during construction	See paragraphs 6.20-6.24 and condition 6
Inadequate parking	See paragraphs 6.20-6.24 and conditions 11 and 13
Loss of private view	Not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The site comprises of the existing car showroom, situated prominently at the corner of Hatchlands Road and Devon Crescent. The site is within the Shaws Corner Conservation Area and in proximity of a number of locally listed buildings, including the Hatch pub (opposite) and United Reformed Church (to east).
- 1.2 The existing building is two storey building with hipped roof accommodating car showroom with "shopfront" windows at ground floor level with cars being displayed on the front forecourt. Ancillary office floorspace and a flat are presently provided at the first floor. There is a significant change in levels across the site, with land rising steeply up Devon Crescent. As a result, to the rear of the site, at a higher level, is a customers' car park and servicing/bodyshop elements at the rear of the building with access off Devon Crescent.
- 1.3 The area surrounding the site is predominantly residential in character, including those areas within and outside the Conservation Area, predominantly residential consisting of terraced, semi-detached and detached properties. There are however some commercial and community uses in the immediate vicinity, including the Hatch pub opposite. The historic focus of the Conservation Area is the triangular village green, 50m to the south-east, although the application site is at a prominent and visible location.
- 1.4 Whilst there are some exceptions, the character of this part of the Conservation Area is largely defined by two storey buildings whose frontages are generally well set back from the road with render/stucco Victorian Villas with short span roofs (defined as the Shaws Corner Green sub-character/identity area in the Conservation Area Appraisal).
- 1.5 The application site as a whole extends to 0.068ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice regarding the redevelopment of the site. Advice was given that there was no in principle objection to residential redevelopment; however, the need to be sensitive in design terms to the Conservation Area and adjoining heritage assets was identified. Advice was also given in respect of the design scale and design/appearance which should be adopted to reflect the character of the Conservation Area.
- 2.2 Improvements secured during the course of the application: Significant amendments were secured to the scale, design and form of the building which can be summarised as follows:
- Reduction in the eaves height of the building by approximately 0.8m
 - Change in roof form and pitch (to 49 degrees), particularly to provide a more traditional roof form and avoid the “crown top” on the front of the building
 - Re-design of the elevations, including reduction in the number of windows and dormers on the front elevation to give solid to void ratios more characteristic of the Victorian villas in the Conservation Area
 - Simplification of elevational detailing and ornamentation to reflect Victorian buildings characteristic of the Conservation Area
- 2.3 Further improvements could be secured: Conditions prescribing appropriate heritage materials and details and requiring the submission of detail drawings (for e.g. in relation to the dormers) are recommended to ensure a high quality development. Conditions requiring the submission of details of boundary treatments, including the boundary to Devon Crescent and for landscaping of the site are also recommended, along with a requirement for a Tree Protection Plan in respect of the existing Lime Tree on the boundary with 2 Devon Crescent.

3.0 Relevant Planning and Enforcement History

- 3.1 There is various planning history dating back to the 1970s associated with the use and adaptation of the building for car sales and associated activities, including numerous advertisement applications.
- 3.2 There are also more recent applications for the redevelopment/change of use of the site for a convenience store as follows:

13/02162/CU	Change of use from car showroom at ground floor and ancillary office at part first floor (sui generis) to retail use (class a1), erection of single storey side and rear extension of 102sqm, external alterations to replace the existing shopfront, together with the provision of 6 car parking spaces and 4 cycle parking spaces	Refused 21 March 2014
15/00041/CU	Change of use from car showroom at ground floor and ancillary office at part first floor (sui generis) to retail use (class a1), erection of	Refused 22 October 2015

single storey side and rear extensions of 109sqm, external alterations to replace the existing shopfront, together with the provision of 6 car parking spaces and 6 cycle parking spaces. Amended via letter 10/07/2015.

- 3.3 The latter was refused on highway safety grounds due to perceived risk of short term parking on the A25 arising from the proposed convenience store use and pedestrian safety concerns due to the likelihood of customers having to cross the A25.

4.0 Proposal and Design Approach

- 4.1 The proposal seeks to demolish the existing building and replace it with a building containing seven flats with parking to the rear (part undercroft, part surface) accessed off Devon Crescent.
- 4.2 To the front on Hatchlands Road, the building would be two storeys with a further floor of accommodation within the roof served by a small number of dormer windows. To the rear, the building would be 1.5 storeys, reflecting the higher land levels at the rear of the site, with the second floor of accommodation set partially within the roof.
- 4.3 The building would have a traditional design with a steep pitch clay tile roof, sash windows, bay windows and painted render elevations. The area to the front of the building on Hatchlands Road would be given over to landscaping.
- 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 application site is located within a predominantly residential area, situated on the corner plot of Hatchlands Road and Devon Crescent. The site is within the Shaws Corner Conservation Area – the majority of buildings in the Conservation Area are residential with a mixture of terraced, detached and semi-detached dwellings. Some commercial and community uses are also in the immediate vicinity. The D&A contains an analysis of building heights in the locality and shows these to be predominantly two storeys in the core of the Conservation Area, albeit with a number of three storey (e.g. with either lower ground floors or rooms in the roof). St Paul's Church is identified as the exception to this.
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	The trees to the rear of the site along the shared boundary with 2 Devon Crescent (including the lime tree on-site) are mature and visually important features. The proposal seeks to retain these. The existing building is not identified as being of particular merit.
Involvement	The D&A explains the pre-application consultations undertaken with the Council prior to submission. There is no evidence of wider community engagement within the D&A.
Evaluation	The statement does not identify any other development options considered but identifies how the proposals have evolved in response to the constraints of the site and the pre-application advice given.
Design	The applicant sets out that the design has sought to respond to the prominent Victorian character of the surrounding buildings that ultimately contribute to the character of the Conservation Area. A good quality landscaping scheme is proposed to the front and side boundary to enhance the appearance of the Conservation Area. The form and scale has been led by an assessment of the local street scene and seeks to respect the adjoining properties, including the examples of 2.5 and 3 storey buildings which exist in the surrounding area.

4.5 Further details of the development are as follows:

Site area	0.068ha
Existing use	Car sales showroom (Sui Generis) with offices and residential flat above
Proposed use	Residential (flats)
Net increase in dwellings	7
Proposed site density	102dph
Density of the surrounding area	Devon Crescent – 37dph Blackstone Hill – 50dph Doran Drive – 20dph
Proposed parking spaces	7
Parking standard	10 (maximum – BLP 2005)
Estimated CIL contribution	c.£18,500 (subject to indexation)

5.0 Policy Context

5.1 Designation

Urban Area
Shaws Corner Conservation Area

5.2 Reigate and Banstead Core Strategy

CS1 Presumption in favour of sustainable development
CS4 Valued Townscapes and Historic Environment
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	Pc4
Heritage	Pc9, Pc10, Pc12, Pc13
Housing	Ho9, Ho13, Ho16
Movement	Mo5, Mo7
Utilities	Ut4

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance

Supplementary Planning Guidance/Documents	Local Distinctiveness Design Guide Affordable Housing SPD 2014 Developer Contributions SPD 2016
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Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 (as amended) Planning (Listed Buildings and Conservation Areas) Act 1990 Draft Conservation Area Appraisal – Shaws Corner
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6.0 **Assessment**

6.1 The application site comprises a car showroom situated in within the Shaws Corner Conservation Area and adjacent to locally listed buildings at 42-44 Hatchlands Road (inc. the Hatch Pub) and Redhill United Reformed Church. The proposal is to demolish and erect a building containing seven apartments.

6.2 The main issues to consider are:

- Design approach and impact on character of the Conservation Area and setting of locally listed buildings
- Neighbour and residential amenity
- Highways issues
- CIL, infrastructure contributions and affordable housing

Design approach and impact on character of the Conservation Area and setting of locally listed buildings

- 6.3 The proposal would see the demolition of the existing two storey car showroom and its replacement with a single building containing seven apartments.
- 6.4 In terms of the Conservation Area, the present building is not considered to be of particularly special merit and its contribution to the character and appearance of the Conservation Area is relatively neutral. The use of the front forecourt for car parking is a somewhat less positive and disruptive features in terms of the street scene of the Conservation Area. In this context, the loss of the building (and consequent cessation of the car showroom use) and its replacement with a well-designed alternative sensitive to the Conservation Area is no objectionable in principle.
- 6.5 The proposed building would predominantly front onto Hatchlands Road, presenting its main elevation onto this key thoroughfare; however, by virtue of its roughly L-shaped footprint, it would also address Devon Crescent. This approach is considered to be an appropriate response to this corner plot.
- 6.6 In terms of siting, the proposed building would in part follow the building line of the existing building which is slightly behind the prominent three storey building at no.55. Whilst the line western half of the building at the corner of Devon Crescent would be slightly pulled forward, it is considered to retain adequate set back from the road, consistent with what is typical of the Conservation Area and sufficient to ensure that the building would not appear unduly prominent or dominant on this exposed corner and gateway to the Conservation Area. The staggering of the footprint in this way is also considered to help articulate and break down the front elevation, avoiding the perception of it being an unbroken, unyielding building.
- 6.7 The siting of the building would enable meaningful landscaping and planting to be introduced along the Hatchlands Road frontage which would help to soften this part of the Conservation Area and provide a continuation of the verdant frontage which typifies the stretch of Reigate Road to the east. This would enhance the character of the Conservation Area when compared to the “cluttering” effect of the existing cars on the road frontage.
- 6.8 Through negotiations during the course of the application, the form, scale and design of the building has been significantly amended and improved such that it is now considered to appropriately respond to, and preserve, the character of the Shaws Corner Conservation Area and the setting of the adjoining locally listed buildings, including late 17th century grouping including The Hatch pub on the opposite side of Hatchlands Road. In particular, the eaves height of the proposed building has been lowered by almost 1m such that it now sits just above the headers of the first floor windows. The change has resulted in the building having a less grandiose scale such that it is now more in keeping with the scale and proportions of the Victorian villas which exist within the Conservation Area and resulting in a less dominant built form on the corner of Devon Crescent. The building – as now proposed – also reads comfortably against the height and scale of the locally listed Hatch pub building opposite and the general townscape of the area. Whilst additional accommodation is proposed in the roof, this has been

sensitively handled with a modest number of dormers proposed to the front such that they would not dominate the roof plane nor look out of keeping in the context of the character of the Conservation Area where other examples of modest dormers do exist.

- 6.9 The other significant improvement secured through the course of the application is in relation to the roof form. As submitted, the proposals incorporated an expansive area of crown “flat top” roof which was highly prominent on the corner of Devon Crescent, uncharacteristic of the Conservation Area and unacceptable. The revised plans, which have been developed with input from the Conservation Officer, now achieve a traditional roof form to the front on Hatchlands Road, with a much smaller area of flat roof concealed in behind. The pitch of the roof, at c.49 degrees, is now considered to be within the range which is generally observed on the Victorian villas in the Conservation Area (as identified in the draft Conservation Area Appraisal) and of clay tile Surrey vernacular roofs more generally.
- 6.10 The rear projecting leg of the building would reduce to 1.5 storeys (with the first floor accommodation being partially within the roof) reflecting the steep change in levels across the site. In addition, the rear leg would be set back from the flank of the frontage building and have a slightly reduce ridge height, giving this element of the building and appropriate degree of subservience. The gable form towards the rear of the Devon Crescent elevation is a feature characteristic of the Victorian era buildings in the locality and provides articulation which helps to break up the massing and roof plane.
- 6.11 Parking would be laid out to the rear of the building as a combination of surface and undercroft spaces, accessed off Devon Crescent as is the case with the current car showroom. The siting and layout of the parking to the rear is considered to be the optimal solution in terms of minimising impact on the Conservation Area and sensitive Hatchlands Road frontage. The layout would enable the retention of the existing lime tree and landscaping along the shared boundary with 2 Devon Crescent.
- 6.12 The appearance of the building has been refined during the course of the application and is considered to respond appropriately to the characteristics of the Victorian buildings within the Conservation Area. Features such as the angled bay windows with clay plain tile roofs add interest in a way which is compatible with the surrounding area whilst avoiding unnecessary embellishment. Whilst it is noted that the adjoining group of buildings including The Hatch pub are predominantly brick/stone elevations, seeking to slavishly mimic this late 17th century group is not considered to be the appropriate response. The use of render in this case is considered to be appropriate, particularly as it is identified in the Conservation Area Appraisal as the predominant elevational material and is also considered to give the building a lightness which reflects the wider townscape, avoiding a too “heavy” feel on this prominent corner. The Conservation Officer has advised that in his opinion the proposal in design terms accords with policy and would be acceptable in this Conservation Area location, subject to a number of details and materials to be reserved by condition to ensure that a high quality implementation is achieved.

- 6.13 As identified above, the site is in close proximity to Redhill United Reformed (St Paul's) church which is a locally listed building of 1901 and also nearby to the Grade II listed war memorial. However, for the reasons above, it is not considered that the building would detract from the setting of these heritage assets nor unduly interfere with important views of them.
- 6.14 It is therefore concluded that the proposed building, with the significant improvements secured, would be an appropriate and acceptable replacement for the existing in terms of its scale, form and design and would preserve the character of the Shaws Corner Conservation Area. The proposals would not give rise to harm to the setting of the nearby listed and locally listed heritage assets. The proposal is therefore considered to comply with policies Pc9, Pc10, Pc12, Pc13, Ho9, Ho13 and Ho16 of the Local Plan 2005, policies CS4 and CS10 of the Core Strategy and the relevant provisions of the Framework.

Neighbour and residential amenity

- 6.15 The proposal would bring the built form of the building closer to the boundary with the neighbour at no.2 Devon Crescent (which is communal flat accommodation); however, there would remain separation distance of around 10m between the proposed building and the side flank of this property. Given this separation, together with the fact that this neighbour is at a higher land level and the height of the rear element of the proposed building would be only 1.5 storeys, it is concluded that the proposal would not be unduly overbearing or have an unacceptable overshadowing effect on this neighbour. The proposed building would have a number of first floor windows facing towards no.2 Devon Crescent; however, given the separation distances and intervening landscaping which is under the control of the neighbour, it is not considered that there would be harmful mutual overlooking towards the side windows of no.2. This neighbour's main amenity space is to the rear (east) and south side of the building and would therefore be unaffected by the proposals.
- 6.16 The building on the opposite side of the corner of Devon Crescent is sufficiently distant from the proposals and founded at a higher land level such that the proposals would not be detrimental to their amenity. The Hatch pub opposite has a flat above with a side facing window towards the proposed building: this window would be a sufficient distance so as to not be unduly affected in terms of overbearing or overshadowing and, at any rate, the room which it serves is also served by other large windows to the front of the building. Any minor change in relationship with this window is not therefore considered to be unduly detrimental to the overall amenities of the occupants of this flat.
- 6.17 There are also flats on the upper floors of the building at no.55 to the east of the site. Whilst the proposed building would be deeper than the existing on the site, it is not considered that this depth would cause unacceptable overshadowing or overbearing effect given the flats are at first floor and above and acknowledging the position of the rear windows. The rooms which are served by the rear windows which may be affected by the additional depth are secondary and the rooms are also served by other front facing windows (based on a review of historic plans). There is a side facing window in the end flank of the second floor of no.55; however, as the footprint of the proposed building would remain set back at this point

(following the existing), it is not considered that this window would be unduly affected in terms of overshadowing, dominance or outlook. No side facing windows are proposed in the flank immediately adjacent to no.55 thus there is not considered to be an overlooking issue.

- 6.18 In terms of the proposed units, each of these would be of adequate internal space (meeting the Nationally Described Space Standards although not locally adopted) and would provide satisfactory outlook and daylighting given the number and positioning of windows. Concerns have been raised regarding ventilation; however, each of the flats would have multiple windows to either front and rear, or front and side and would not thus be reliant on a single aspect. Details matters of ventilation and air changes would be dealt with under Building Regulations. The site is not within an Air Quality Management Area so is not identified as suffering from unacceptable air pollution.
- 6.19 Taking the above into account, it is considered that the proposals would be acceptable in terms of impact on neighbour amenity and the standard of accommodation for future occupants, thus compliant with Policy Ho9 and Ho13 of the Local Plan 2005.

Highways, parking and transport issues

- 6.20 The proposals would retain the existing access point from Devon Crescent which would serve the parking spaces to the rear of the building. A total of 7 spaces would be provided as a combination of undercroft and surface spaces.
- 6.21 The number of spaces would be below the maximum standard in the Borough Local Plan (which would advise 10 spaces). However, the County Highway Authority has confirmed that they have no objection as the presence of on street parking restrictions in the locality would prevent dangerous or injudicious parking on the highway and thus the notional shortfall in parking against the maximum standards would be unlikely to cause a highway safety problem. The applicant has vehicle tracking plans which demonstrate the drivers would be able to enter and exit the site in forward gear. Displacement parking is not considered to give rise to an unacceptable impact on residential amenity.
- 6.22 The proposed residential use is unlikely to result in a significant increase in vehicle movements across the average day compared to the existing car showroom use which would attract staff, visitors and additional movements associated with test drives, etc. On this basis, the proposal is not considered to give rise to an unacceptable impact on traffic and congestion. The proposal is in a reasonably sustainable location in terms of being equidistant between Redhill and Reigate Town Centres, on a bus route along the A25 (with stops in the immediate vicinity) and with dedicated on carriageway cycle routes between the site and Reigate Town Centre in particular.
- 6.23 The County Highway Authority has recommended a condition regarding positioning and nature of new boundary planting along the Hatchlands Road frontage of the site so as to ensure that any vegetation would not interfere with visibility at the Devon Crescent/Hatchlands Road junction. Given the location of the site on the A25, the

County Highway Authority has also recommended a Construction Transport Management Plan which is considered reasonable and necessary in order to ensure construction activities would not give rise to undue highway safety or amenity impacts.

- 6.24 The proposal would not therefore give rise to unacceptable highway, parking or transport impacts and thus complies with Policy Mo5 and Mo7 of the Local Plan.

CIL, infrastructure contributions and affordable housing

- 6.25 The proposal would result in the creation of additional residential units and accordingly would be liable for the Community Infrastructure Levy. The exact amount of liability would be determined and collected after the grant of planning permission (and subject to indexation); however, based on the information provided by the applicant to date, CIL liability in this case is estimated to be approximately £18,500.
- 6.26 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.
- 6.27 In terms of affordable housing, whilst the proposal would result in the creation of additional residential units, it would fall below the small sites threshold introduced by the Government through the Planning Practice Guidance and Written Ministerial Statement. On this basis, it is not considered necessary or justified to seek contributions towards affordable housing in this case.

Other matters

- 6.3 The proposal would make a positive contribution towards meeting the housing needs and requirements of the borough, with associated social and economic benefits. This attracts a limited amount of additional weight in favour of the application.
- 6.4 The site is presently a relatively barren environment in terms of trees and vegetation; however, there is a lime tree on the southern boundary with no.2 Devon Crescent which is considered to be a notable specimen in the context of the Conservation Area. The site layout confirms that this tree is to be retained and the Tree Officer considers this to be realistic given the position of the tree and the fact that the rear parking and access would be very similar to existing. No detailed arboricultural protection information has been provided with the application so the Tree Officer has recommended that this be secured by condition in the usual way.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Floor Plan	PL101	B	11.06.2018
Floor Plan	PL102	B	11.06.2018
Elevation Plan	PL200	B	11.06.2018
Section Plan	PL300	B	13.06.2018
Street Scene	PL201	A	13.06.2018
Site Layout Plan	PL103	C	19.02.2018
Existing Plans	PL010		23.02.2018
Existing Plans	PL060		23.02.2018
Location Plan	PL012		23.02.2018
Existing Plans	PL055		09.02.2018
Existing Plans	PL056		09.02.2018
Existing Plans	PL057		09.02.2018
Existing Plans	PL011		09.02.2018

Reason:

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

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

Reason:

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

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

Reason:

To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policies Pc13 and Ho9.

4. No development shall commence including demolition and or groundworks preparation until a revised scaled Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings. The tree protection barriers/ground protection shall only be removed on the completion of all construction activity, including hard landscaping. 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, Pc12 and Ho9 of the Reigate and Banstead Borough Local Plan.

5. No development shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of the existing landscape features has been submitted and approved in writing by the local planning authority.

The landscaping scheme shall include details of hard and soft 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 and management programme. The scheme shall adhere to the following specific requirements:

- (a) The lime tree to the southern boundary with no.2 Devon Crescent shall be retained
- (b) The front hedge shall be of privet
- (c) All footpaths, drives and parking bays shall be of fixed gravel

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, Pc12 and Ho9 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

6. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) HGV deliveries and hours of operation
 - (f) measures to prevent deposit of materials on the highway

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

Reason:

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

7. No development shall commence until a written comprehensive Phase 1 environmental desktop study report is required to identify and evaluate possible on and off site contamination sources, pathways and receptors and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include any 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 broad accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR11) 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 policy CS10 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

8. Should the Phase 1 study identify ground contamination which requires remediation, the following additional information, and any additional requirements that the Local Planning Authority may specify, should be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and prior to any activities specified:
- (a) A contaminated land site investigation proposal detailing the extent and methodologies of sampling, analyses and proposed assessment criteria to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model
 - (b) Prior to any site investigation work being commenced on site, a contaminated land site investigation and risk assessment undertaken in accordance with the above site investigation proposal as approved and reported in accordance the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS10175 which determines the nature and extent of contamination on the site
 - (c) If applicable, ground gas assessments completed in line with CIRIA C665 guidance
 - (d) Prior to any remediation being commenced on site, a detailed remediation method statement that explains the extent and method(s) by which the site is to be remediated and provides details of the information to be included in a validation report
 - (e) 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.

Following approval of the details in relation to parts (b) and (d) above, the Local Planning Authority shall be given a minimum of two weeks before the relevant investigation or remediation works commence on site.

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.

9. Notwithstanding the drawings, the proposed external finishing materials and details shall be carried out using the external facing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority:
- (a) The roof shall be of Wealden handmade sandfaced plain clay tiles with bonnet tiles to hips and handmade clay ridge tiles.
 - (b) All elevations shall be of white painted stucco render of a single colour with the stringcourse and window arches omitted
 - (c) All external joinery including doors shall be of painted timber, with architraved bargeboards to gables with no box ends.
 - (d) All dormers, including half dormers, shall have an ogee cornice of cyma recta profile. Details of the dormers shall be submitted to and approved in writing by the Local Planning Authority
 - (e) All windows shall be white painted timber vertically sliding sashes with single vertical glazing bar of traditional profile, set back behind the reveal at one brick depth where set in masonry. The dormers may, if required, have side hung casement windows of white painted timber with casements in each opening set back behind the reveal at one brick depth. Details and specification of the windows shall be submitted to and approved in writing by the Local Planning Authority.
 - (f) All fascias shall be no more than two bricks depth.
 - (g) All rainwater goods shall be of black painted cast metal or black plastic cast metal profile.
 - (h) Any rooflights shall be black painted metal conservation rooflight with a single vertical glazing bar
 - (i) The gable wall to the east boundary with 55 Hatchlands Road shall be made good to match the gable brickwork above following the removal of the existing frontage building, before the occupation of the new building including colour matching, toning in and pointing of making good brickwork to match the gable brickwork.

Where specified above, samples or details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any above ground works on the building hereby approved. The development shall thereafter be carried out in strict accordance with the above requirements and any subsequently 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, Ho13, Pc10, Pc12 and Pc13.

10. Notwithstanding the approved drawings, the development hereby approved shall not be first occupied unless and until a plan indicating the positions, design, materials and type of any boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority.

Unless otherwise agreed through this condition, the existing wall on the west boundary to Devon Crescent shall be retained and any making good, alteration or extension of the wall shall be in dark multistock brick in Flemish bond to match existing, including any proposed wall to the south of the bin store.

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

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, Ho13, Pc10, Pc12 and Pc13.

11. 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.

12. The development hereby approved shall not be first occupied unless and until the existing western vehicular access to the site at the Devon Crescent junction with Hatchlands Road has been permanently close and any kerbs, verge, footway fully reinstated.

Reason:

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

13. The development hereby approved shall not be first occupied unless and until the proposed bin store and cycle store has been provided in accordance with the approved plans. The bin store shall thereafter be retained and maintained for its 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 2012.

14. No boundary treatments above 0.6m high shall be erected and no vegetation planted within 0.5 metres of the entire Hatchlands Road site frontage between the tangent point of the Devon Crescent site frontage (set at four metres back along the Devon Crescent junction with Hatchlands Road) and the proposed front entrance path as shown on the approved site layout plan (PL103 Rev C).

Reason:

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

15. The development hereby approved shall not be first occupied unless and until 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'.

Reason:

To demonstrate the effectiveness of remediation works and demonstrate 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 Policy and the NPPF.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. 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.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out

between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;

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

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

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

- 5. The 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.
- 6. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form or modify a vehicle crossover or to install dropped kerbs. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
- 7. When 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.
- 8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 9. 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.

10. The applicant's attention is drawn to the specific requirements of the contaminated land conditions, particularly in respect of the timing of submissions and requirements for prior notice to be given before commencement of site investigations and/or remediation. The submission of information not in accordance with the specific timing requirements 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.
11. The applicant is advised to use the 'Secured by Design' scheme to design out crime by the use of effective crime prevention and security standards.

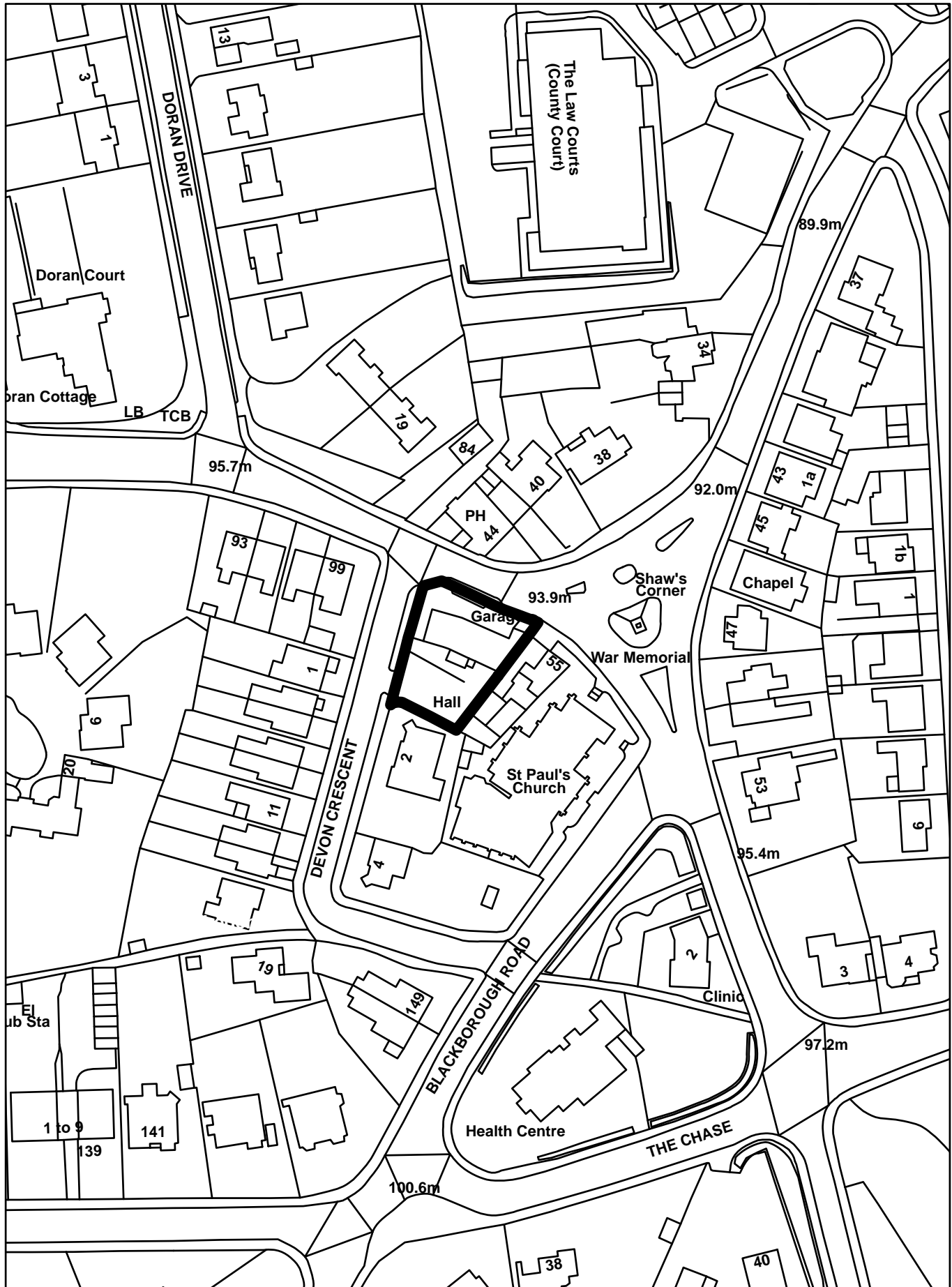
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies Pc4, Pc9, Pc10, Pc12, Pc13, Ho9, Ho13, Ho16, Mo5, Mo7, CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15 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.

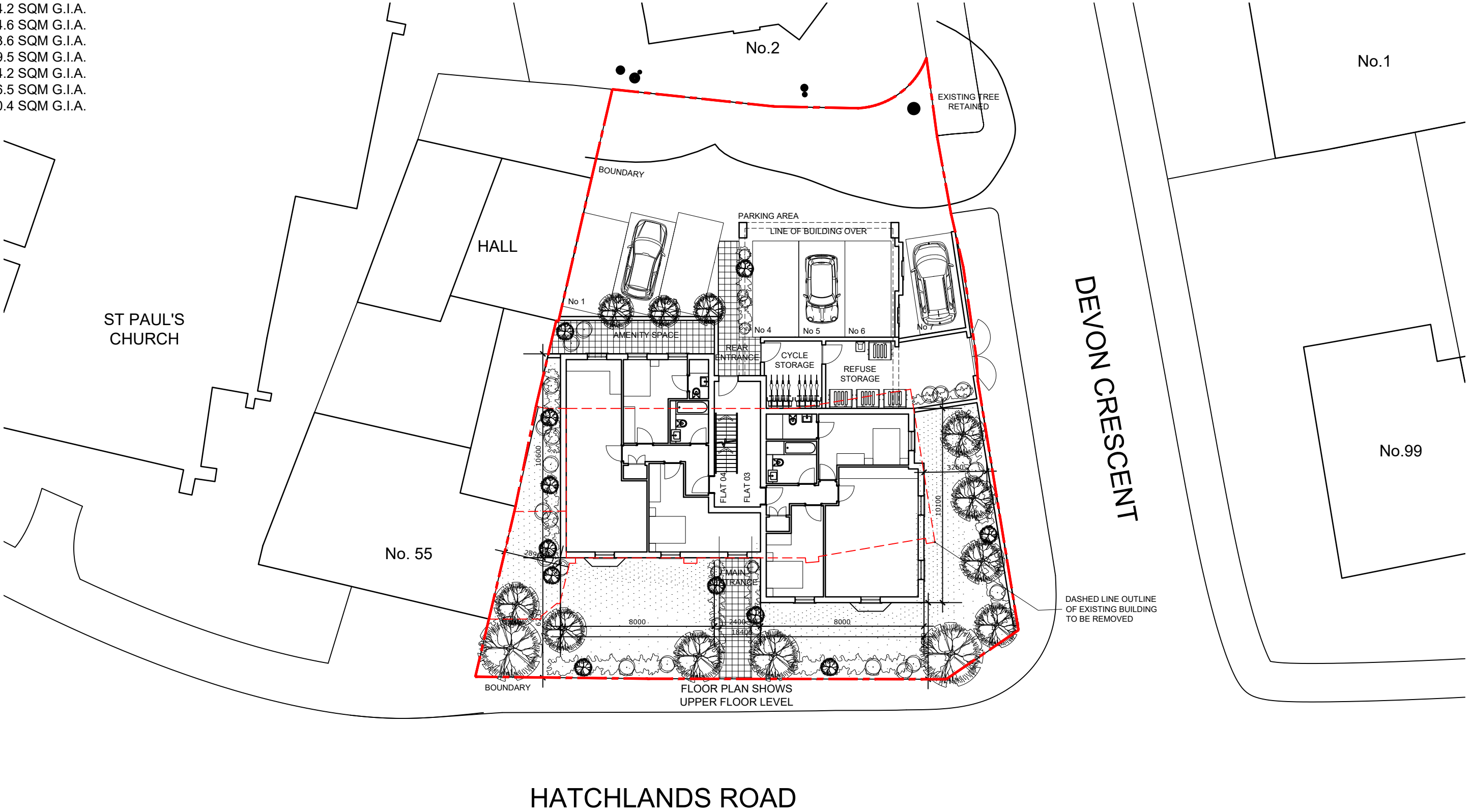
18/00328/F - Abbey Citroen, Hatchlands Road, Redhill



AREAS:

- 01 74.2 SQM G.I.A.
- 02 74.6 SQM G.I.A.
- 03 73.6 SQM G.I.A.
- 04 79.5 SQM G.I.A.
- 05 54.2 SQM G.I.A.
- 06 56.5 SQM G.I.A.
- 07 70.4 SQM G.I.A.

exedra architects

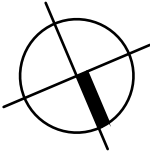
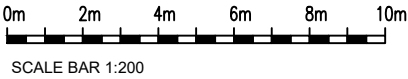


PROPOSED SITE LAYOUT 1:200 @ A3

canbury park studio 116 canbury park road kingston KT2 6JZ
tel: 020 8546 2115
www.exedra-architects.co.uk



client.
REDHILL LIVING
project.
HATCHLANDS ROAD
REDHILL, RH1 6AU
drawing title.
PROPOSED SITE LAYOUT



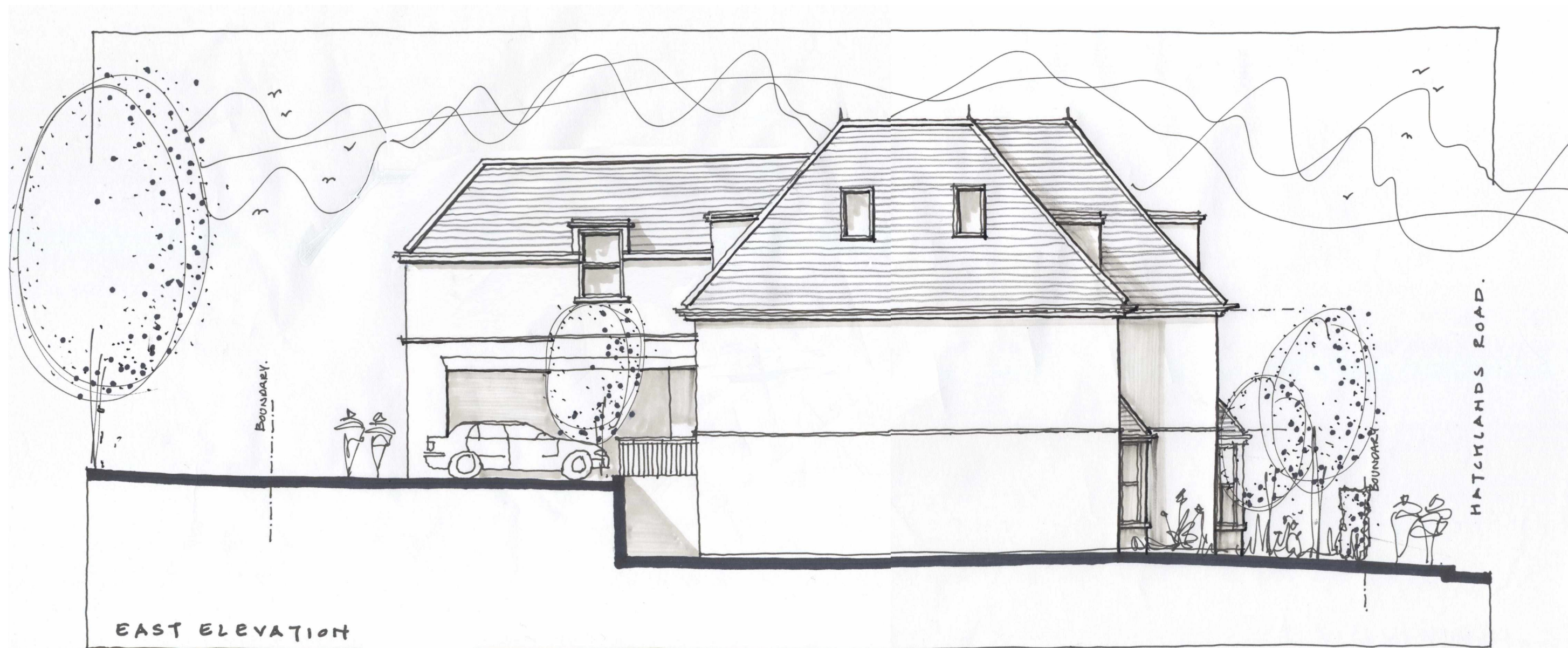
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drawing number. **PL103 c**
scale. at date.
1:200 A3 JAN 2018
author.
GA
drawing status.
PLANNING



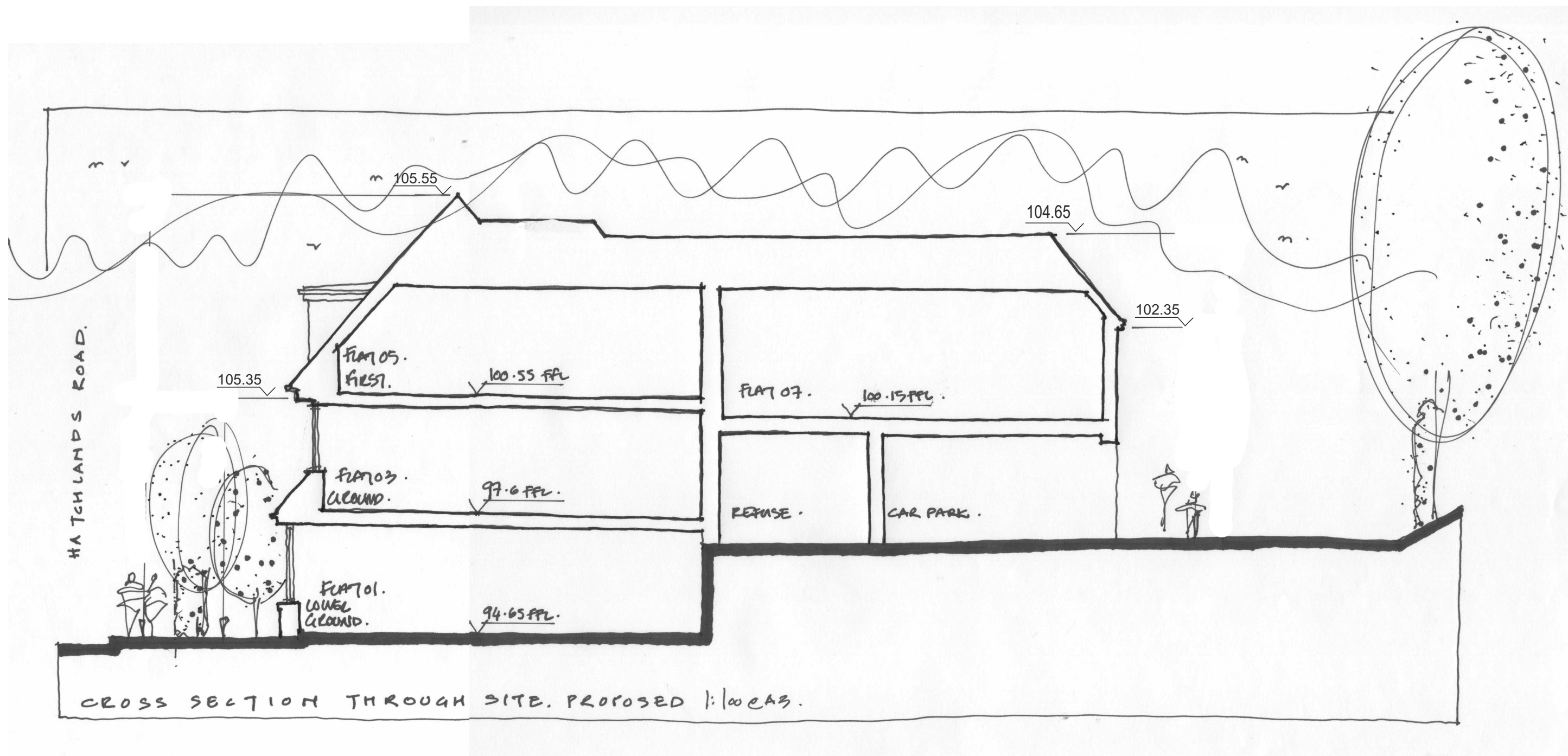
Redhill Living.
Hatchlands Road,
Redhill RH1 6AU
Proposed Street Elevations

project number 575 PL201 A
scale 1:200 A3
date January 2018
author Daren
drawing title Planning





exedra architects



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this drawing is to be read in conjunction with all other consultants drawings and specifications. use figured dimensions only any discrepancies found should be reported to the architect immediately. this drawing and design remains the copyright of exedra architects limited.



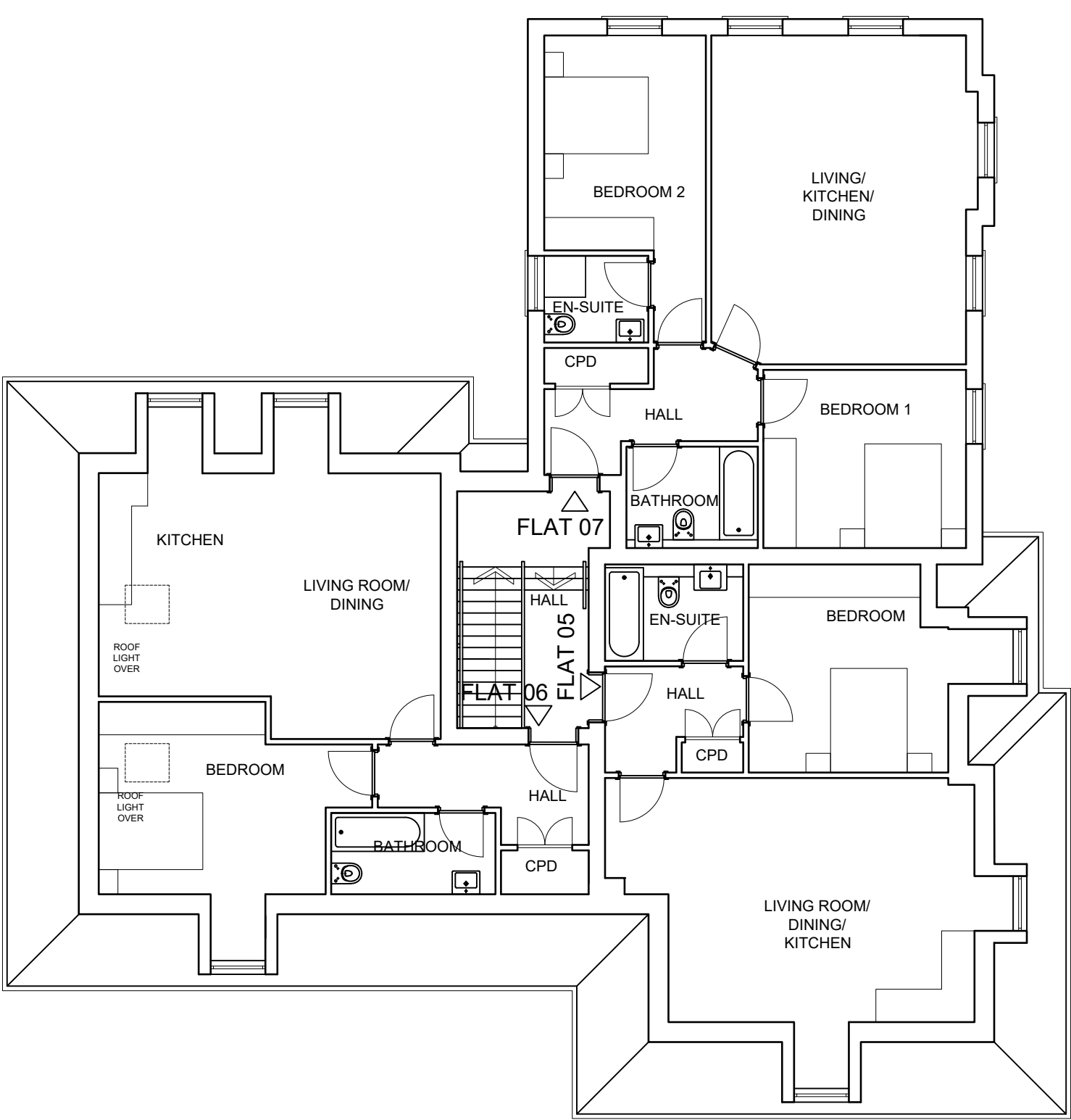
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Redhill RH1 6AU
drawing title.
Proposed Cross Section

project number. drawing number. Revision.

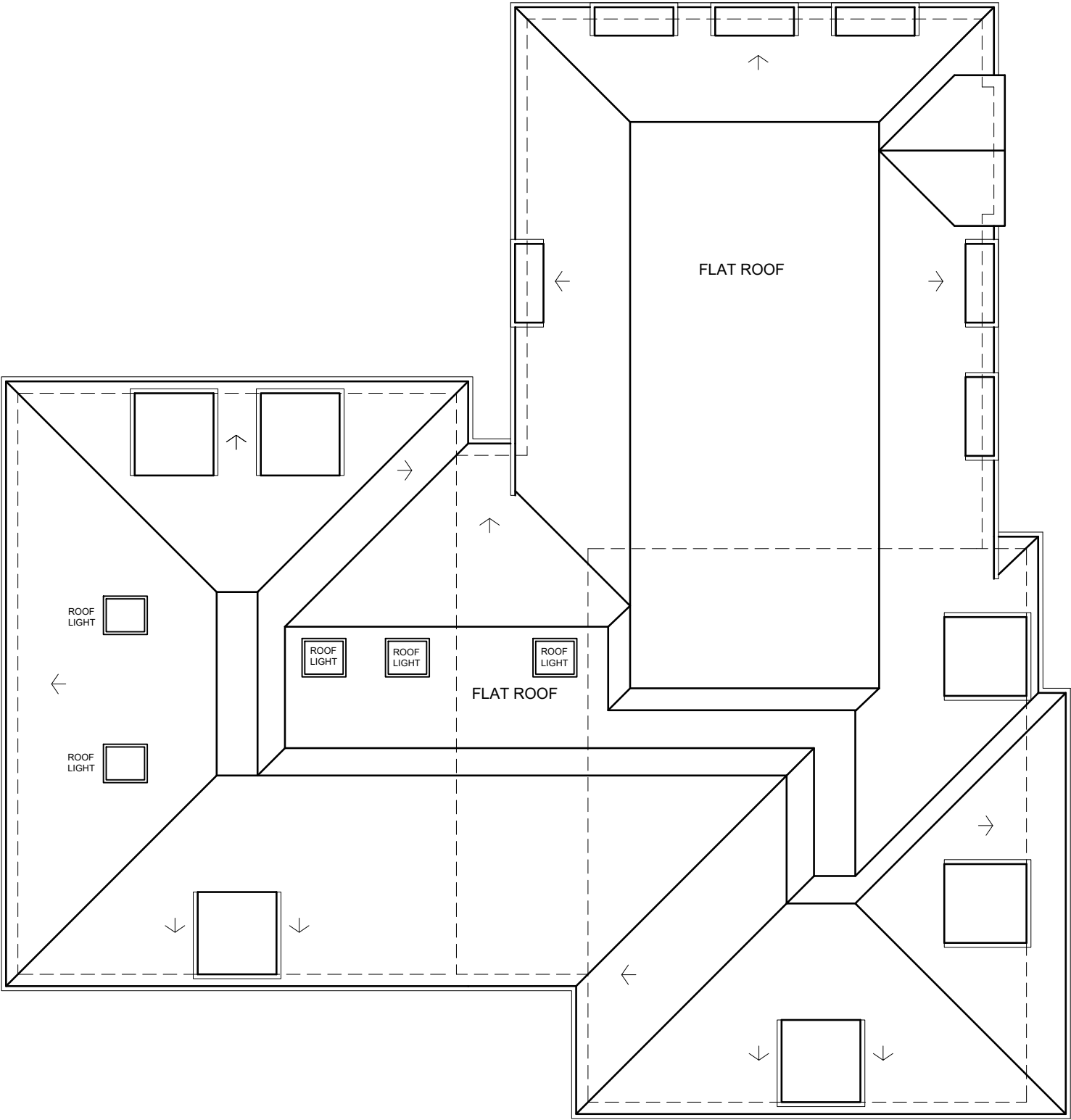
575 PI300 B

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1:100 A3 March 2018

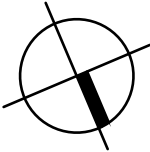
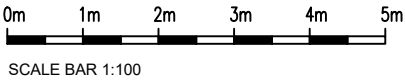
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Daren
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Planning.

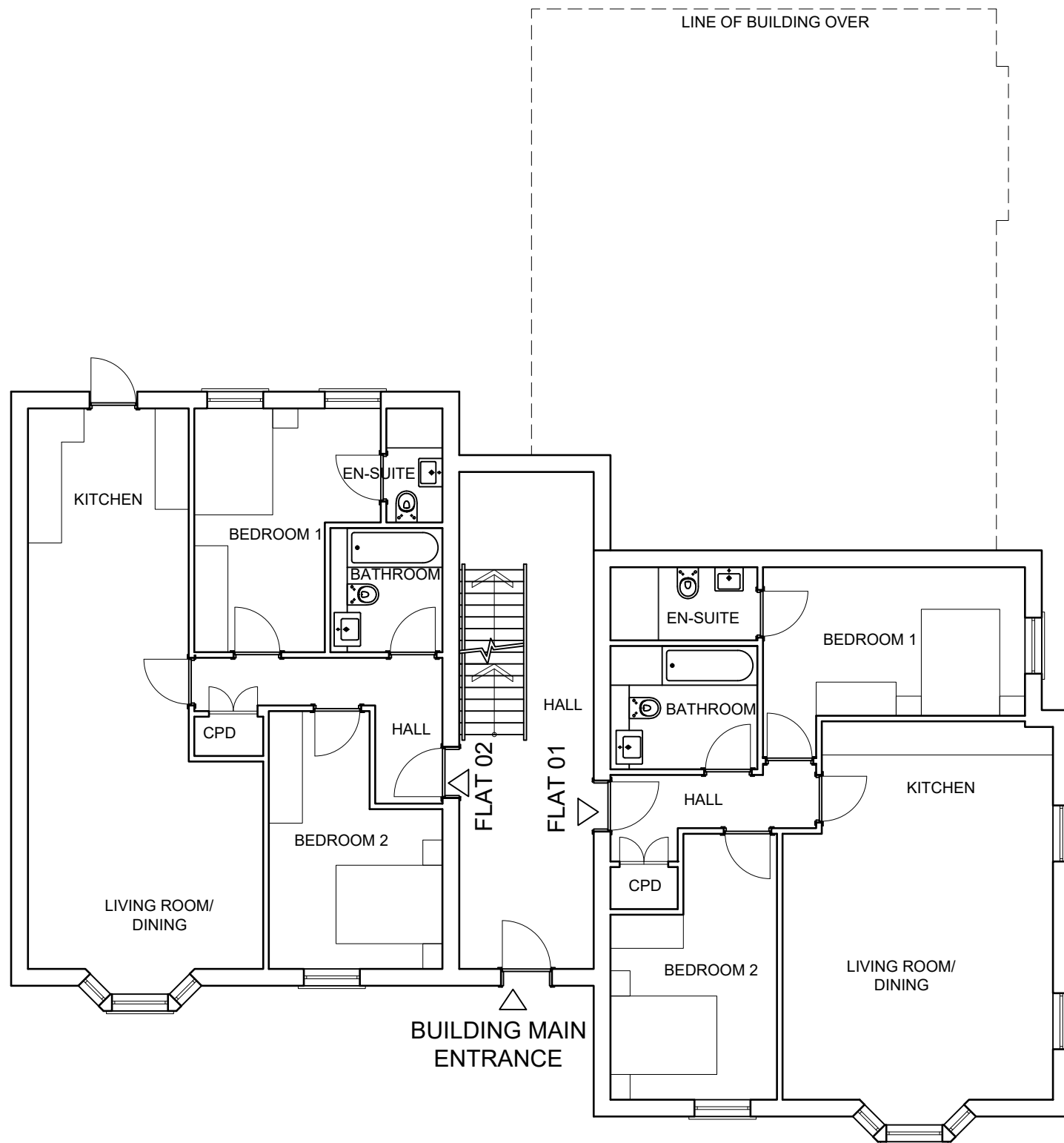


PROPOSED FIRST FLOOR PLAN 1:100 @ A3

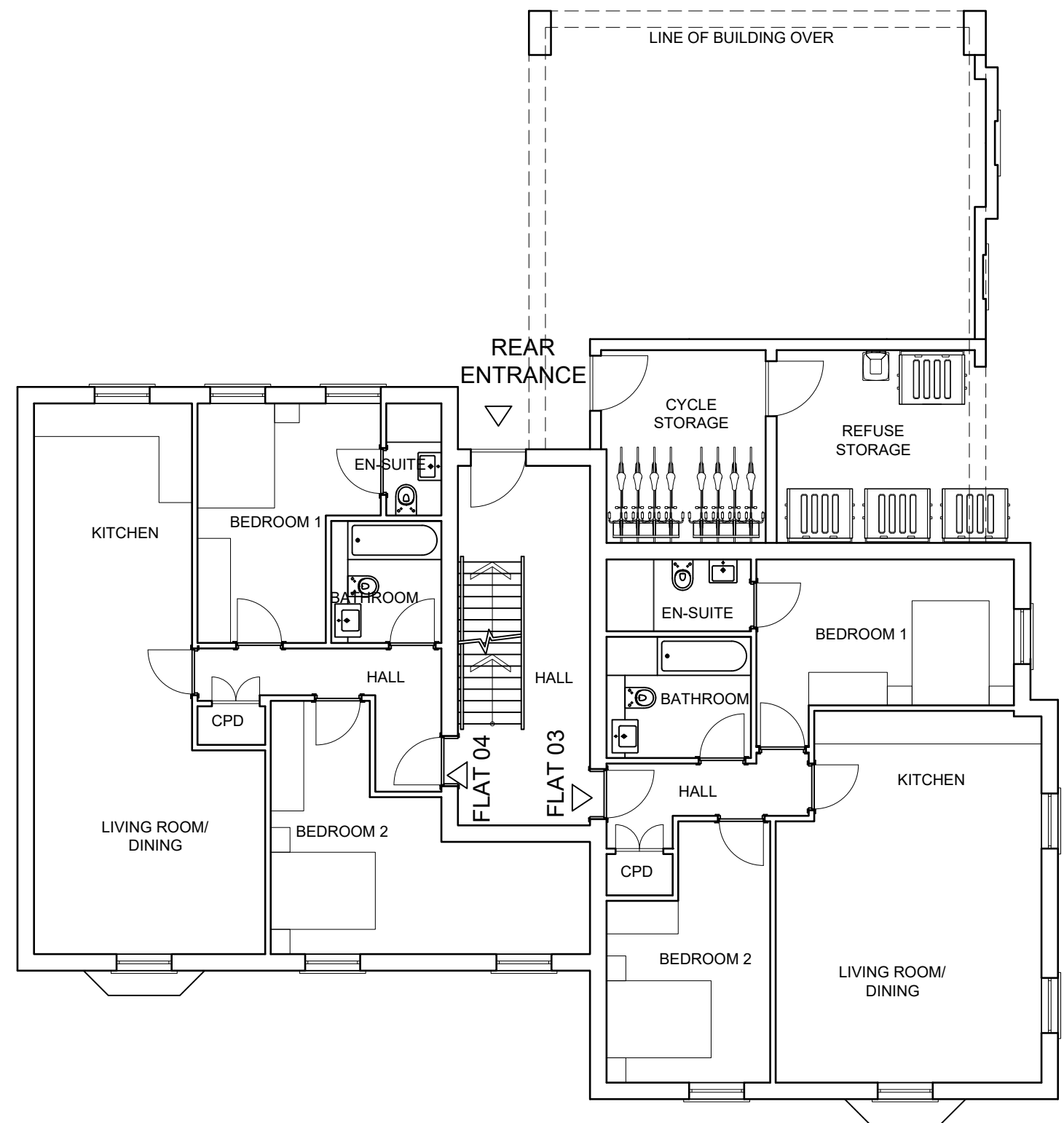


PROPOSED ROOF PLAN 1:100 @ A3

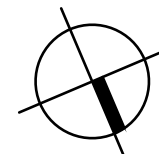




PROPOSED LOWER GROUND FLOOR PLAN 1:100 @ A3



PROPOSED GROUND FLOOR PLAN 1:100 @ A3



Photomontage 1 Rev B: Drawing No 575 PL201 A



Photomontage 2 - Drawing No 575 PL201 A

