

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate		TO:	PLANNING COMMITTEE
DATE:		3 rd November 2021	
REPORT OF:		HEAD OF PLANNING	
AUTHOR:		Matthew Sheahan	
TELEPHONE:		01737 276514	
EMAIL:		Matthew.sheahan@reigate-banstead.gov.uk	
AGENDA ITEM:	7	WARD:	SWH - South Park And Woodhatch

APPLICATION NUMBER:	21/00679/OUT	VALID:	17/03/2021
APPLICANT:	Subud Britain	AGENT:	Mr Steve Dance
LOCATION:	SUBUD HALL ALLINGHAM ROAD REIGATE SURREY RH2 8HX		
DESCRIPTION:	Use of site for two residential dwellings.		
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 an outline application with all matters reserved for the erection of two dwellings, having been amended from the initial submission which was for three dwellings.

The site is located to the south-east side of Allingham Road in Reigate and is occupied by a former chapel which has been owned by Subud Britain for over 40 years. The area is pre-dominantly comprised of semi-detached Victorian/ Edwardian dwellings, with a smaller number of later 20th Century developments within the wider area.

The two proposed dwellings would be two storeys in height and comprised of three bedrooms with parking to the front and garden space to the rear. They would be of a simple pitched roof design with matching elevations. Whilst the application is submitted in outline with details of appearance being reserved matters, the dwellings as indicated are not considered to be out of keeping with the character and pattern of residential development along Allingham Road. The properties would appear reasonably spaced within their respective plots, with distances to the side boundaries being consistent with other neighbouring dwellings.

Regarding the loss of the existing building, the property was placed on the market in March 2020 and was marketed for in excess of 11 months. During this period 17 enquiries were made. Four of these were from religious groups/ places of worship, two for a surgery, two for gyms, one for a music studio and others for refurbishment/ redevelopment. Of those expressing interest in the property, none were able to proceed toward a purchase. The main reasons cited for this were lack of bank finance or that the building would not entirely meet their needs, particularly due to the lack of parking associated with the property. The site was marketed in accordance with the

requirements of Annex 3 of the Councils' Development Management Plan 2019, and these marketing requirements were submitted in support of the application. In addition, the applicants conducted an assessment of suitable alternative community facilities within 3 miles of the application site that could accommodate a range of community uses. This information was reviewed by the Councils Planning Policy team who are satisfied that the loss of the existing building would not result in a shortfall of local provision of this kind, and that Policy INF2 has been satisfied.

The development would provide two parking spaces for each dwelling, which would accord with the Councils' parking standards for residential developments.

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 conditions.

Representations:

Letters were sent to neighbouring properties on 1st April 2021. A total of 9 responses were received. Following the submission of amended plans neighbouring properties were re-notified on 14th October 2021. The following issues have been raised:

Overdevelopment	See paragraph 6.6-6.8
Out of character with the surrounding area	See paragraph 6.6-6.8
Loss Of buildings	See paragraph 6.2-6.5
Overdevelopment	See paragraph 6.6-6.8
Poor Design	See paragraph 6.6-6.8
Overlooking and loss of privacy	See paragraph 6.13-6.16
Overbearing relationship	See paragraph 6.13-6.16
Loss of light/ Overshadowing	See paragraph 6.13-6.16
Loss of/ harm to trees	See paragraph 6.17
Loss of private view	See paragraph 6.18
Hazard to highway safety	See paragraph 6.18
Inadequate parking	See paragraph 6.18
Increased traffic congestion	See paragraph 6.18 & condition 12
Inconvenience during construction	See paragraph 6.18 & condition 12
Increased Noise and disturbance	See paragraph 6.18 & condition 12

1.0 Site and Character Appraisal

- 1.1 The application site is located to the south side of Allingham Road in Reigate. At present the site is occupied by a former chapel building that has been occupied by the Reigate branch of Subud Britain, a charitable spiritual organisation, since 1975. Subud Britain has owned the building throughout that time and used the building for worship. The Reigate Subud group left the building in 2018 with most members moving to groups elsewhere.
- 1.2 The area is predominantly residential in character; however there are a number of other uses including a co-op to the west and Sandcross School to the north-east. Dwellings along Allingham Road and within the wider area are comprised

of semi-detached houses of late 19th/ early 20th Century in age set within good sized plots, however there are a number of more recent residential developments close by, including 27A-D opposite the site, as well as late 20th Century flatted developments on the corner of Stockton Road.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Formal pre-application advice was sought from the Local Planning Authority prior to the submission of the application.
- 2.2 Improvements secured during the course of the application: Additional marketing information was sought during the course of the application to justify the loss of the existing community facility.
- 2.3 Further improvements to be secured: Further improvements could be secured by way of suitably worded conditions and informatics.

3.0 Relevant Planning and Enforcement History

The following list of applications are relevant to the consideration of this application:

12/01812/F	Side extension to provide additional toilet accommodation including access WC and alterations to provide flush entrances to external doors	Granted 13 th December 2012
78P/1062	Erection of single storey extension to kitchen.	Granted 18 th December 1978
74P/0303	Erection of a two storey block of four flats with garages.	Granted 1 st October 1974

4.0 Proposal and Design Approach

- 4.1 This is an outline application with all matters reserved for the replacement of the existing building with two dwellings. The dwellings would take the appearance of a small semi-detached pair, with a pitched roof and matching frontages.
- 4.2 Externally each dwelling would be provided with a generous garden to the rear with area for the parking of two vehicles to the front. The indicative elevations

suggest a design that would be fairly plain in appearance, recognising that details of the design would be finalised at the reserved matters stage. Both the front and rear elevations would feature three rooflights. The overall height of the dwellings would be 8.4m to the extent of the ridge.

- 4.3 Regarding the level of spacing around the building, the dwellings would be 1.5m from the side boundaries at the closest point. This gap would widen towards the rear of the site, accounting for the widening of the plot from front to rear. Each dwelling would be accessed separately to the front with regards to parking.

- 4.4 Further details of the development are as follows:

Site area	0.095 hectares
Site Density	21 d.p.h
Existing Use	F1(f) Place of worship
Proposed Use	C3 Residential (2x3 bed dwellings)
Existing Parking Space	0
Proposed parking spaces	4
Parking standard	2 car parking spaces per 3 bedroom house in an area of low accessibility

5.0 Policy Context

- 5.1 Designation

Urban area

- 5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

- 5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES4 DES5 DES6 DES8
Access and Parking	TAP1 Annex 4 Parking Standards
Climate change resilience and flooding	CCF1
Natural and Historic Environment	NHE3
Community Facilities	INF2

5.4 Other Material Considerations

National Planning Policy Framework 2019	
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 seeks outline permission with all matters reserved for the replacement of an existing building with two dwellings.

- Loss of existing community facility
- Design Assessment.
- Amenity of future occupiers.
- Impact on neighbouring amenity.
- Trees and Landscaping.
- Highway Matters.
- Sustainability, Infrastructure and Climate Change
- CIL
- Affordable Housing

Loss of existing community facility

6.2 The existing use is defined as a community facility within paragraph 93(a) of the NPPF 2021. Where a development would result in the loss of a community facility, Development Management Plan 2019 (DMP) Policy INF2 states the following:

*1) Loss or change of use of existing community facilities will be resisted unless it can be demonstrated that the proposed use would not have an adverse impact on the vitality, viability, balance of services and/or evening economy of the surrounding community;
and:*

a. Reasonable attempts have been made, without success, for at least six months to let or sell the premises for its existing community use or for another community facility that meets the needs of the community (see Annex 3 for details on what will be required to demonstrate this); or

b. The loss of the community facility would not result in a shortfall of local provision of this type, or equivalent or improved provision in terms of quantity and quality, or some wider community benefits, will be made in a suitable location.

- 6.3 With regard to part (a) the application has been supported by a statement outlining the marketing exercise that has been undertaken. Marketing of the property commenced on the 5th March 2020 by Crow Watkin Estate Agents. Details of the property were placed on the company's website on the 11th March 2020. A sign advertising the property was positioned on the front of the building on the 5th May 2020 advertising the building as 'Class D1 building. Freehold for sale. At the time of the building go up for sale, prior to the changes to the Use Classes Order which came into effect on the 1st September 2020, the building fell under the D1 (Non-residential institutions) use class and was therefore advertised as such. The property was marketed with a guide price £495,000. In total 17 responses were made to the marketing of the property. Of these 13 made viewings of the property. Of the 17 enquiries, four of these enquiries were from religious groups/ places of worship, two for a surgery, two for gyms, one for a music studio and others for refurbishment/ redevelopment. Of those expressing interest in the property, none were able to proceed toward a purchase. The main reasons for this were lack of bank finance allowing them to purchase the property or that the building would not entirely meet their needs, particularly due to the lack of parking associated with the property.
- 6.4 It is also argued by the applicant the recent changes to the use classes order have frustrated the ability to sell the property for a community use. At the time when the property was placed on the market the build was classed as a D1 use (Non-Residential Institution). These uses included Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, lawcourt. Non-residential education and training centres). Under the previous use classes regime it would have been possible to change the use of the building from its existing use to any of the uses listed above without requiring planning permission. However following changes to the Use Classes Order in September 2020, Class D1 is now revoked, and places of worship now classed as F1 Learning and non-residential institutions. This use does not include clinics, health centres, crèches, day nurseries or day centres. Therefore in order to use the building for such uses planning permission would be required, which in the opinion of the applicant has deterred many potential buyers from purchasing the property.
- 6.5 In addition to the marketing exercise, in order to satisfy part (b) of Policy INF2, an assessment of alternative community facilities has been carried out and identified 23 available premises within a three-mile radius of Reigate, not an unreasonable distance to imagine users of such facilities would travel. This assessment has been appended to this report. The Councils Planning Policy Team has assessed both the marketing report and the assessment of alternative community facilities and is satisfied that the requirements of Policy INF2 have been met. Therefore there would not be an in principle objection to the loss of the existing use.

Design Assessment

- 6.6 As described earlier in this report, this is an outline application with all matters reserved, for the erection of two dwellings in place of the existing Subud building to the south side of Allingham Road in Reigate. Acknowledging that final details of design would be reserved matters, the submitted indicative elevations showing a pitched roof design would be acceptable. The character of dwellings in the surrounding area is quite mixed in terms of architectural design, consisting of older Victorian/ Edwardian properties, with more recent development opposite the site at 27a-e Allingham Road, which is of a similar appearance to that being proposed. Within this context the design would be acceptable. Both dwellings would be devoid of bulk to the roofs by the omission of dormer windows and gables. The ground level rises along Allingham Road from west to east. Therefore the proposed dwellings would not exceed the height of 44 Allingham Road to the east, following the staggered heights of dwellings on this side of the road.
- 6.7 Regarding spacing, the indicative plans show a gap of approx. 1.5m to the front of the dwellings, this gap would widen to the to 2.8m between the west boundary and 3.6m between the east boundary. There would be approximately 27m between the rear elevation and rear boundary. In light of this it is considered that the proposed dwellings would not appear cramped within their plots and the overall plot would not be overdeveloped.
- 6.8 To conclude, it is considered that a suitable design, scale, height and mass of development can be achieved to accord with Policies DES1 and DES2 of the Development Management Plan 2019 and Local Distinctiveness Guide in this regard.

Amenity for future occupants

- 6.9 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.10 Each of the dwellings is shown as two storeys in height. Nationally Described Space Standards require a 3 bedroom two storey dwelling to provide a minimum of 90 sq. metres and the indicative plans show this would be comfortably achieved. The dwellings would therefore meet the requirements of Policy DES5 in this regard. Each room would be well served by windows providing acceptable levels of light and good outlook to habitable spaces.

- 6.11 Externally each property would have a generous sized rear garden almost 30m in depth. Each garden could easily accommodate various items of storage, as well as space for the drying of clothes, cycle storage, and would be of an appropriate size for a three bed dwelling.
- 6.12 It is considered that the living environment for future occupants would be acceptable. Each dwelling would also have access to appropriate levels of private amenity space and would accord with National Space Standards. In this regards the proposal would accord with DMP Policy DES5.

Impact on neighbouring amenity

- 6.13 The indicative plans show the proposed dwellings would be sited 3.5m from the flank elevation of 44 Allingham Road at the closest point. This property does not feature any side facing windows. The proposed dwellings would feature two side facing windows; however these would serve bathrooms and would be obscure glazed. Whilst proposed rear facing windows would allow for views over rear gardens, this would not be untypical of a residential area of this kind. The footprint of the proposed dwellings would project approx.. 1.5m beyond the rear of number 44. This would be a modest projection and would not cause harm to any rear facing windows in regards to light or outlook.
- 6.14 Number 42 Allingham Road is occupied by flats and features a number of sides facing windows to the ground and first floors, a number of which are obscure glazed serving bathrooms/ shower rooms. This property has recently been extended to the rear to add two additional flats, however the proposed dwellings would be sited forward of these therefore it is not considered that they would be impacted in terms of light provision, outlook or overdominance. The proposed dwellings would be 4.9m away from the neighbour at the closest point and 5.7m at the furthest. The proposed dwellings would be sited more to the front of the plot. It is considered that, although the development would result in a change in relationship between the two sites, the separation between the two buildings would be sufficient to ensure that there would not be detrimental harm of the amenity of these properties.
- 6.15 Turning to properties along Apley Road to the south-east, the proposed dwellings would be in excess of 27m from the shared boundary to the rear with 23-29 Apley Road, with even greater distance between rear elevations. This would be more than sufficient distance to ensure that harmful overlooking would not occur. Whilst some wider views may be possible this would not be untypical of a residential area of this kind. Properties along Apley Road are more greatly overlooked by their adjoining neighbours.
- 6.16 In light of the above it is considered that the proposed development would not give rise to unacceptable harm to neighbouring residential amenity and would comply with DMP Policy DES1 in this regard.

Trees and Landscaping

6.17 Much of the front portion of the site is largely devoid of trees however there is a lawn to the rear and a belt of trees along the rear boundary with adjoining properties. The application has been submitted in outline with all matters reserved, therefore in the event that planning permission is granted, a condition requiring the submission of full tree protection and landscaping details would be required at the at reserved matters stage would be included in the decision, in order to comply with the requirements of DMP 2019 Policies DES1 and NHE3.

Highway Matters and Parking

6.18 The site is located within an area of low accessibility as defined within Annex 4 of the DMP 2019. In accordance with these standards 4 parking spaces would be required, 2 per dwelling. It is proposed that 2 parking spaces be located to the front of each dwelling, accessed via Allingham Road. The scheme would therefore comply with the Councils' parking standards. It is noted that there is currently a disabled space outside of the existing building. The applicant has confirmed that this was installed at the request of the Christadelphians, who were one of the Christian groups who regularly hired the building for worship over the years. The group had a disabled member and had requested a disabled space be located near to the building. The space is historically associated with the use of the building, not for general use. Therefore should planning permission be granted for a residential use this space would not be required. Conditions requiring the provision of cycle storage and electric vehicle charging points for each dwelling prior to occupation would be included in the event of planning permission being granted. A further condition requiring the submission and approval of a construction transport management plan prior to commencement of development would also be included. Subject to compliance with these conditions the scheme is deemed to be acceptable with regard to highway matters and parking and would comply with Policy TAP1 of the DMP 2019.

Sustainability, Infrastructure and Climate Change

6.19 Policy CCF1 of the Councils Development Management Plan 2019 seeks to ensure that all new development contributes to reducing carbon emissions. New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. In order that the proposed development contributes to achieving these aims, in the event that planning permission were to be granted, conditions requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day and achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations would be attached. A further condition requiring the provision of broadband connection, in accordance with Policy INF3 of the DMP 2019, would also be attached to any grant of planning permission.

CIL

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

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Location Plan	UNNUMBERED		17.03.2021
Site Layout Plan	UNNUMBERED		04.10.2021
Proposed Plans	UNNUMBERED		04.10.2021

Reason:

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

2. Approval of details of the scale, appearance, access, layout and landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

3. No development shall take place above slab level 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 Development Management Plan 2019 policy DES1.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring properties by overlooking and to protect the visual amenities of the area in accordance with Policy DES1 of Development Management Plan 2019.

5. No development shall commence including groundworks until a detailed Tree Protection Plan (TPP) shall be submitted to and approved in writing by the local planning authority. The TPP shall contain details of the specification and location of tree protection (barriers and/or ground protection) and any construction activity that may take place within the protected root areas of trees/hedges shown, where retained on the TPP. The tree protection measures shall be installed prior to any development works and will remain in place for the duration of all construction works. 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 Reigate and Banstead Development Management Plan 2019 policies NHE3, DES1 and DES3 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

6. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
 - a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the

Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

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

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

8. 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: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF and Reigate and Banstead Development Management Plan policy TAP1.

9. No part of the development shall be first occupied unless and until the proposed vehicular access to Allingham Road has been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and in recognition of Section 9 "Promoting Sustainable Transport " in the National Planning Policy Framework 2018 and in order to meet the objectives of the NPPF and to satisfy policy TAP1 of the Reigate and Banstead Development Management Plan 2019.

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

- (f) vehicle routing
- (g) measures to prevent the deposit of materials on the highway
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (i) on-site turning for construction vehicles
- (j) construction hours

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

Reason: in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019, Reigate and Banstead Core Strategy 2014 Policy CS17 and Reigate and Banstead Development Management Plan 2019 policies TAP1 and DES8.

11. The development hereby approved shall not be occupied unless and until each of the proposed dwelling(s) are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site, in accordance with details and plans to be submitted to and approved in writing, for cycles to be parked in a covered and secure location for each dwelling. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the NPPF and Reigate and Banstead Core Strategy 2014 Policy CS17.

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

- a) Evidence that there is no risk of contamination through the infiltration SuDs
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 37.8l/s.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance / risk reducing features (silt traps, inspections chambers etc)
- d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system
- f) A plan showing exceedance flows (ie during rainfall greater than design events or during blockage) and how property on and offsite will be protected. This should include details of how surface water run-off entering the site from the bunded northern boundary will be intercepted.

The development shall be completed in accordance with the approved details and thereafter maintained.

Reason: To ensure the design meets the technical standards for SuDs and the final drainage design does not increase flood risk on or off site in accordance with, Policy CS10 of the Core Strategy 2014, Policies DES9 and CCF2 of the Development Management Plan 2019 and the 2019 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 hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is

available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.

4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:

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

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

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

- 5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Semi- Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.
- 6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleared 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).
- 7. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of

vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

8. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
9. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

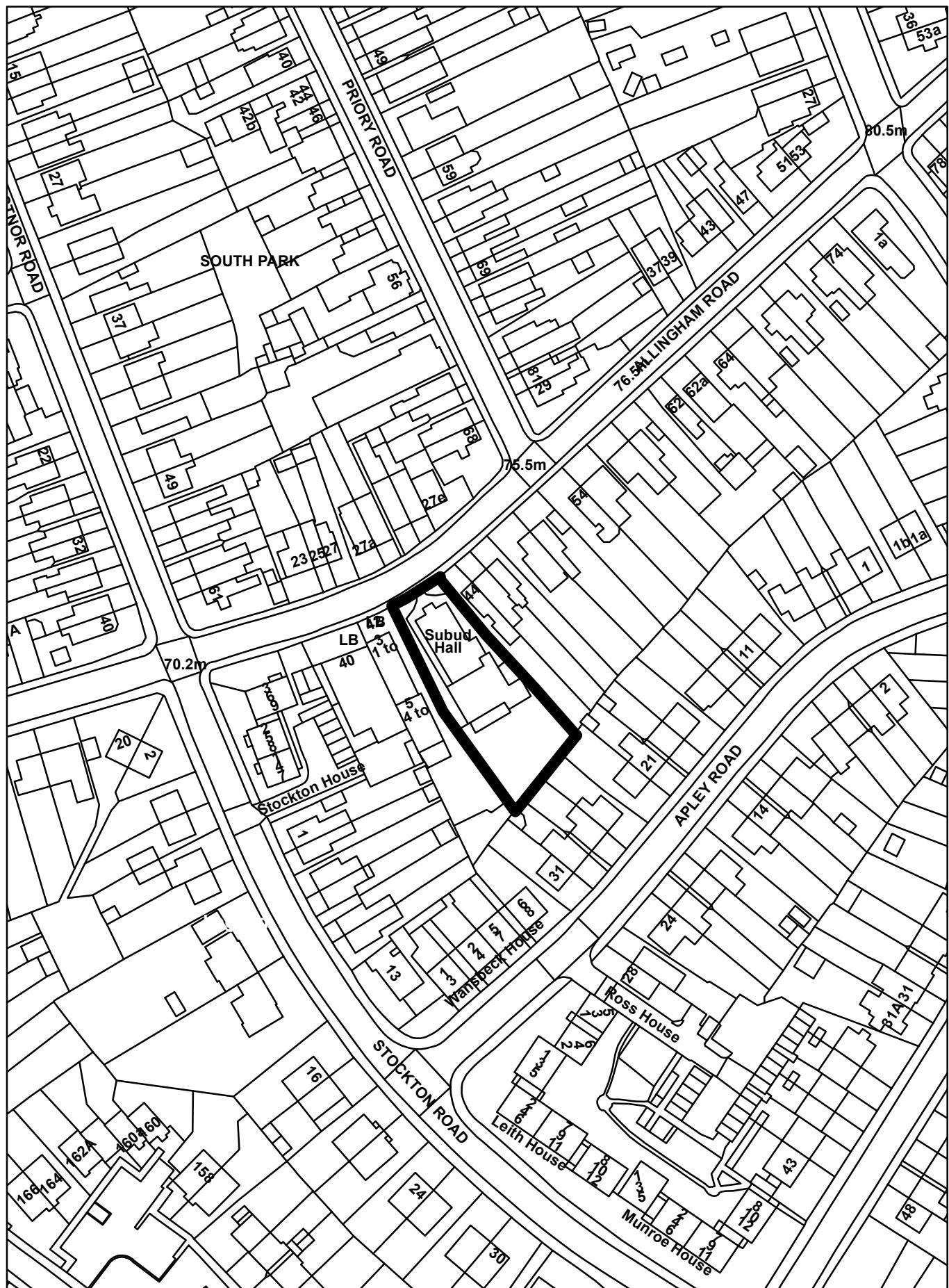
REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2019 and Development Management Plan policies DES1 DES2 DES4 DES5 TAP1 NHE3 CCF1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

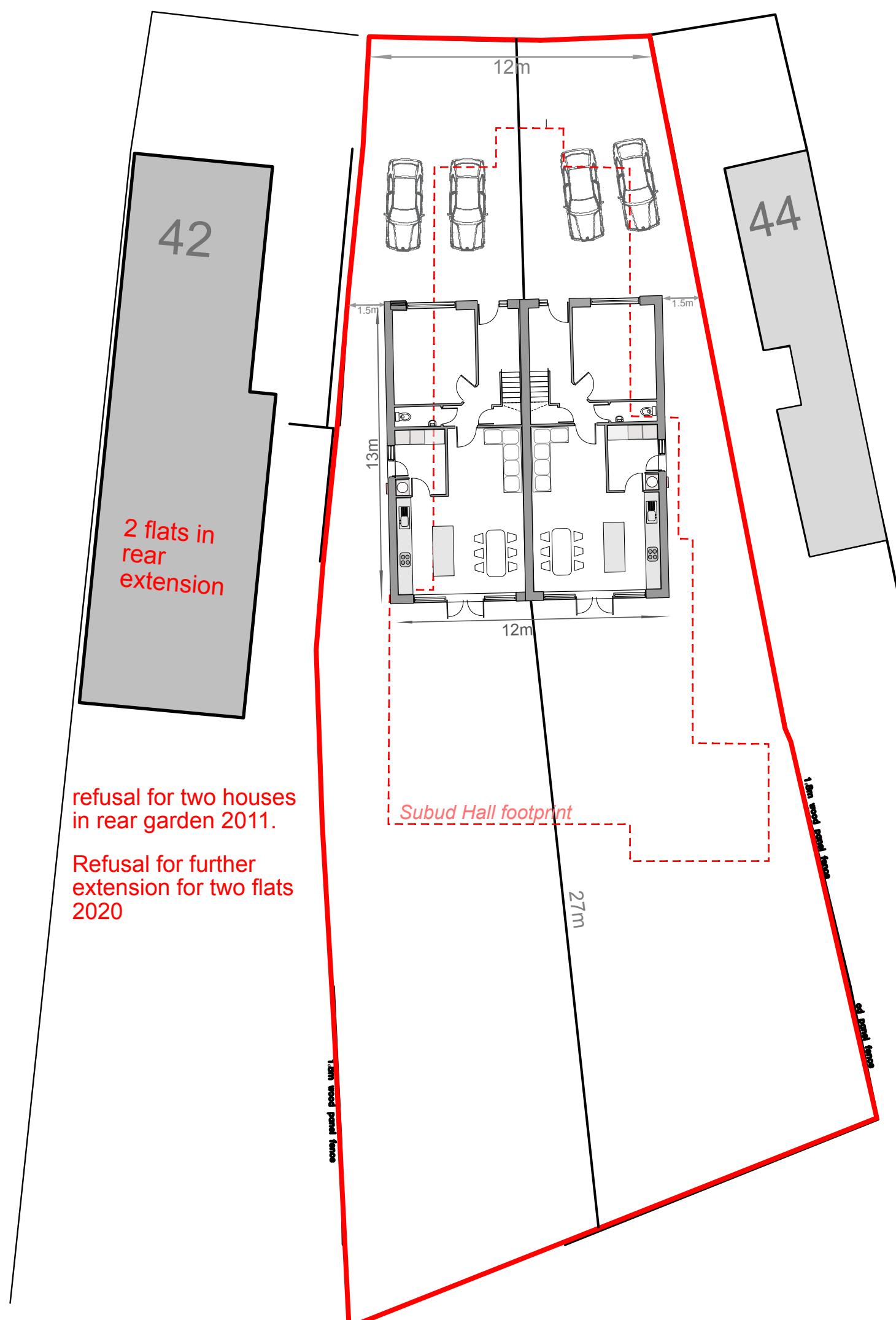
Proactive and Positive Statements

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.

21/00679/OUT - Subud Hall, Allingham Road, Reigate



ALLINGHAM ROAD



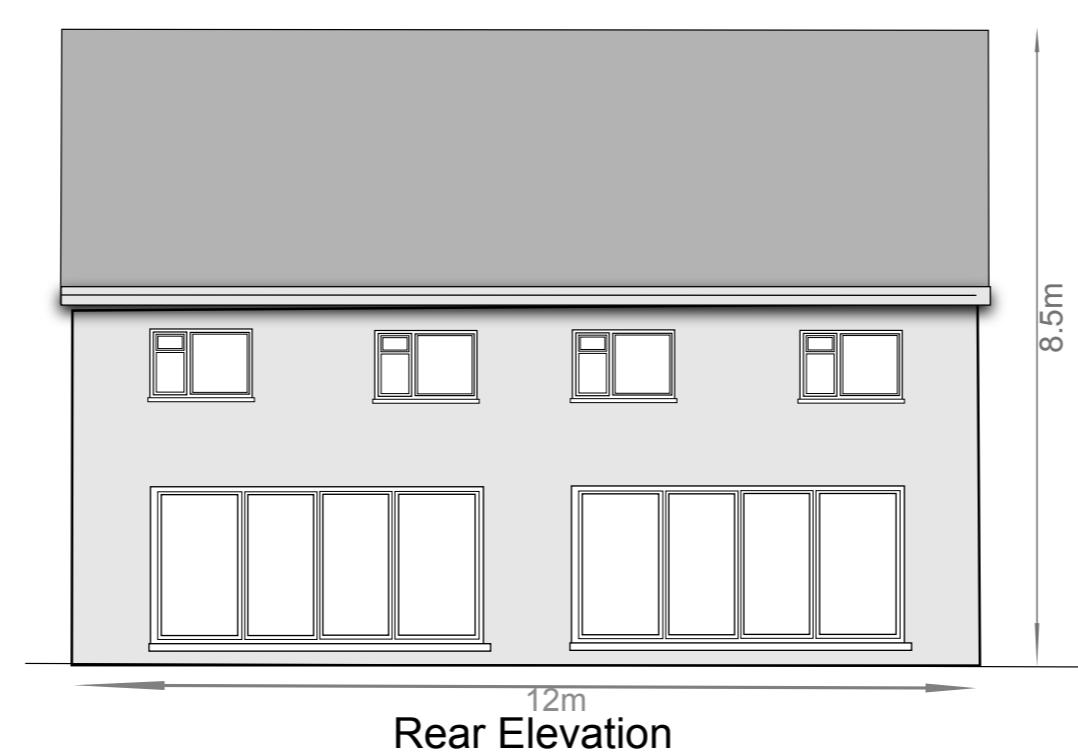
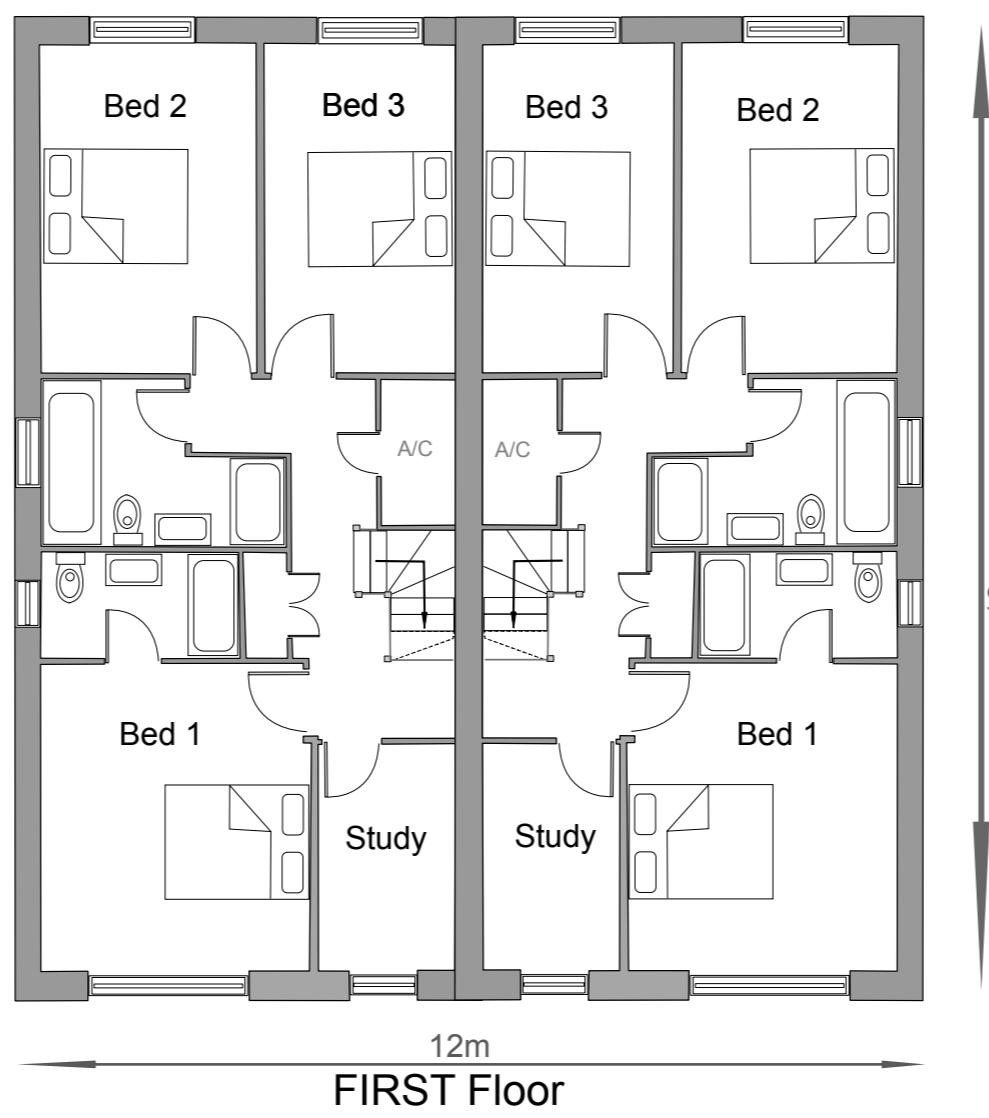
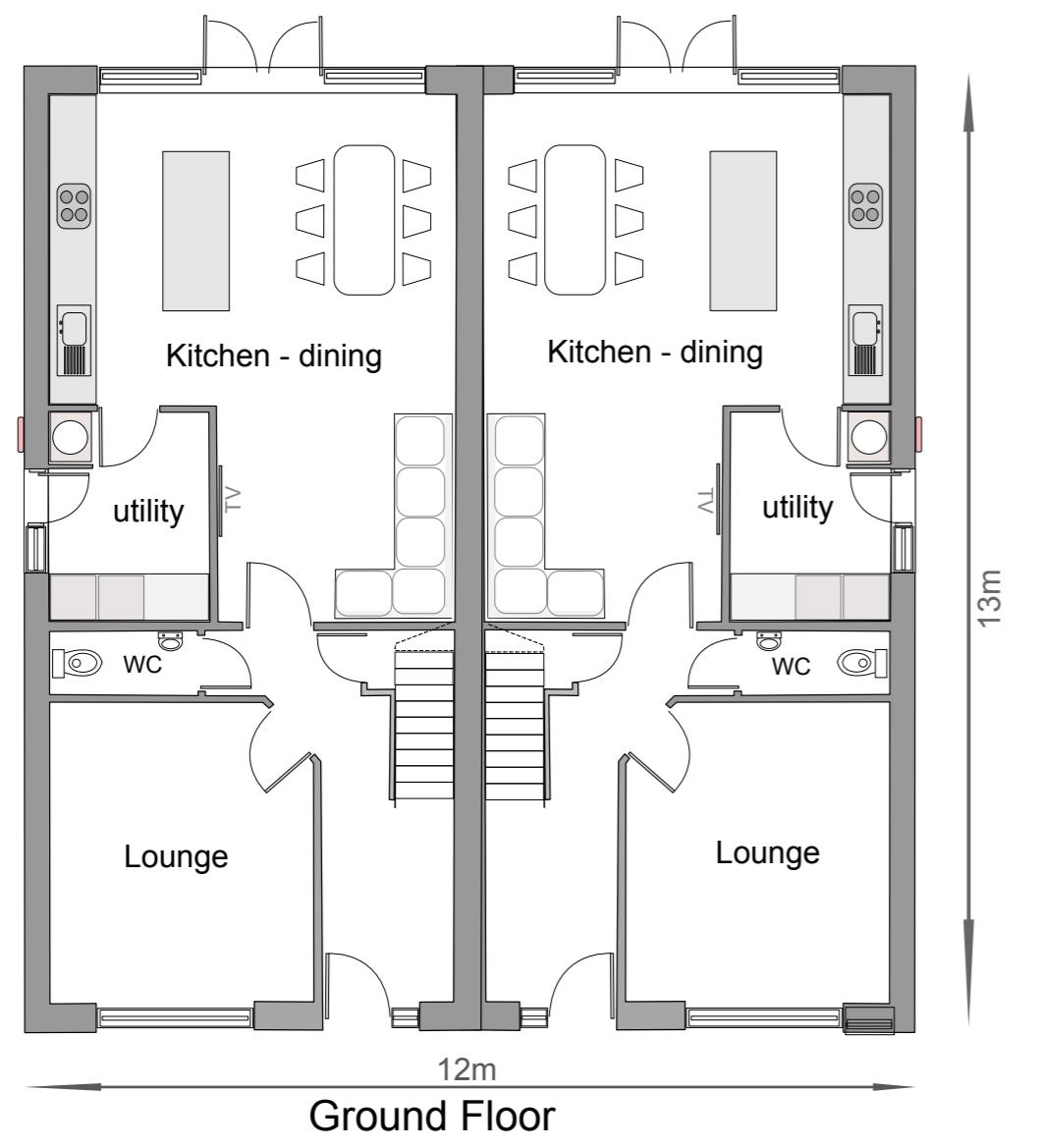
Subud Hall Allingham Road Reigate

Proposed LAYOUT Option

revised to one pair semi-detached dwellings

Illustrative only
All matters reserved

Ref	Date	Scale
	October 2021	1:200 @ A3



Subud Hall Allingham Road Reigate Floor Plans and Elevations

*revised to one pair
semi-detached dwellings*

Illustrative ONLY

Ref	Date	Scale
	October 2021	1:100 @ A2