 <p><b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate</p>	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	24 <sup>th</sup> November 2021
	<b>REPORT OF:</b>	HEAD OF PLANNING
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<b>AGENDA ITEM:</b>	5	<b>WARD:</b> Earlswood And Whitebushes

<b>APPLICATION NUMBER:</b>	21/01458/F	<b>VALID:</b>	28/06/2021
<b>APPLICANT:</b>	Nordhus Properties	<b>AGENT:</b>	Clemebil Ltd
<b>LOCATION:</b>	<b>HOCKLEY INDUSTRIAL CENTRE HOOLEY LANE REDHILL SURREY RH1 6ET</b>		
<b>DESCRIPTION:</b>	<b>Partial demolition of existing buildings and erection of four apartment blocks comprising 68 dwellings with associated parking and landscaping. As amended on 18/10/2021.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

## SUMMARY

The site is a wedge shaped piece of land, located between Hooley Lane, Woodlands Avenue and the railway line to the south of Redhill. The site is now vacant but was previously used for a variety of general industrial uses including motor vehicle repairs and storage and is occupied by four principal buildings. Hooley Lane rises in level quite sharply along the frontage of the site from a low point under the railway bridge. Three of the buildings upon the site have some historic merit, with the main and larger building fronting onto Hooley Lane not considered of merit. The site has a previous extant permission for residential redevelopment.

Adjacent to the site is a terrace of Victorian properties – Brighton Terrace - located just off Woodlands Avenue with pedestrian access onto Hooley Lane. Woodlands Avenue itself is a more eclectic mix of predominantly Victorian era detached and semi-detached properties. There is some variety surrounding the site ranging from recent new build flatted development, the Marquis of Granby pub and the more open, green areas of Redhill Common to the west of the application site.

This is a full application for the Partial demolition of existing buildings and erection of four apartment blocks comprising 68 dwellings with associated parking and landscaping. The proposed mix would be 26x1bed flats and 38x 2 bed market units and 4x1bed affordable units.

This revised application follows the earlier approval on the site (18/00967/OUT and subsequent section 73 application) for redevelopment to provide 60 residential units. The proposals would be broadly similar in nature, access, layout, scale and design of buildings to the previously approved scheme (18/00967/OUT) with four blocks proposed. Block 4 (6 units) and Block 1 (the largest at 34 units) would be located at the northern end of the site and front on to Holley Lane. Block 2 (19 units) and Block 3 (9 units) would be located to the southern end of the site adjacent to the railway line to the east. To the west of the site, and block 2 and 3 are 1-15 Brighton Terrace and residential properties which front on to Woodlands Avenue.

The proposed mix and level of affordable housing is considered acceptable. In the previous application 3 affordable units were negotiated with the open book viability appraisal demonstrating that no more could be achieved. An additional unit has been negotiated with this revised application which equates to a provision of a higher percentage than previously and is considered acceptable without the need for a revised open book viability appraisal, given that doing so would risk the possibility of lower provision. A claw back mechanism would be included within the S106 (legal agreement) to secure any unexpected uplift in value following completion.

In terms of the design and scale of the scheme whilst the proposal would include 8 extra units the layout, scale and massing would be very similar to the approved 2018 scheme and in fact results in a slight reduction in footprint. The amended design of the proposed blocks is considered to be an improvement on the extant scheme in both visual appearance and the improvement to the quality of the accommodation with the addition of balconies and larger windows to the main living rooms.

The proposal is considered to have an acceptable relationship to the surrounding residential properties with the impact being very similar to the extant scheme. Conditions are recommended in relation to windows for both blocks 3 and 4 and balconies for block 3 to prevent unacceptable loss of privacy.

Subject to conditions the scheme is considered acceptable with regard to quality of accommodation for future residents, contamination, drainage, ecology, trees, crime, and sustainable construction.

As with the previous, the scheme would not meet the Council's adopted minimum parking standards with only 53 parking spaces. However, the following factors need to be taken in to account:

- The scheme would provide the same ratio of parking spaces when compared to the 2018 scheme (0.78 spaces per unit);
- the site is considered sustainable with regard to access to local services and public transport;
- car ownership in flatted schemes within the surrounding area is shown to be lower than the required 1 space per unit (0.56 - 0.84 cars per unit);
- there is another recent permission 19/00210/OUT in Brook Road which had a ratio 0.65 spaces per unit; and
- no objection has been raised by Surrey County Council in relation to highway safety due to parking restrictions in the surrounding area.

Having regard to the above factors and the fallback position offered by the extant scheme, the non-compliance with parking standards is considered to not result in any additional unacceptable harm.

In conclusion the scheme is found to be compliant with the requirements of the development plan and would make efficient use of a brownfield urban site whilst adhering closely to the layout, scale, height and massing previously approved scheme. The current application would secure a viable and deliverable scheme which would enable the re-use of this brownfield site. The benefits of which would be a greater contribution to local housing need, and all of the associated social and economic benefits which flow from that and additional affordable housing compared to the consented proposals. The application would also secure the retention and restoration of the heritage assets on the site. These benefits must be weighed against any potential harm identified.

It is therefore the view of officers that there are no substantive grounds to refuse the application and as such it is recommended for approval.

### **RECOMMENDATION(S)**

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

- (i) 4 units of affordable housing as shared ownership tenure;
- (ii) a post-completion clawback mechanism whereby the Council would receive a percentage of any uplift in the Gross Development Value (GDV) as a further contribution towards affordable housing
- (iii) The Council's legal costs in preparing the agreement

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

In the event that a satisfactorily completed obligation is not received by 24 February 2022 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. The proposal fails to provide an agreed contribution to fund affordable housing provision within the Borough of Reigate & Banstead, and is therefore contrary to policy DES6 of the Reigate and Banstead Development Management Plan 2019.

### **Consultations:**

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions.

Environmental Health (Contaminated Land): recommends contaminated land conditions

Network Rail: Welcomes that the revised planning application retains the existing Network Rail access to the railway line for maintenance and emergency purposes. It is critical to the operational railway that this access point remain unobstructed. Recommend that contact was made with the Asset Protection team.

Surrey County Council Lead Local Flood Authority: Satisfied that the proposed drainage scheme meets the national guidance and technical standards. Condition recommended to secure further finalised details of drainage strategy and implementation of drainage strategy.

Surrey Police Designing Out Crime Officer: recommends a Secure by Design condition.

### **Representations:**

Letters were sent to neighbouring properties on 2<sup>nd</sup> July 2021 and a site notice was posted 9<sup>th</sup> July 2021 and advertised in local press on 15 July 2021.

9 responses have been received raising the following issues:

<b>Issue</b>	<b>Response</b>
Noise & disturbance	See paragraphs 6.27 to 6.34
Overshadowing	See paragraphs 6.27 to 6.34
Overlooking and loss of privacy	See paragraphs 6.27 to 6.34
Overbearing relationship	See paragraphs 6.27 to 6.34
Out of character with surrounding area	See paragraphs 6.4 to 6.10
Overdevelopment	See paragraphs 6.4 to 6.10
Poor design	See paragraphs 6.4 to 6.10
Harm to listed building and loss of railway buildings	See paragraphs 6.4 to 6.10
Increase in traffic and congestion	See paragraphs 6.35 to 6.45
Concern regarding access to Brighton Terrace	See paragraphs 6.35 to 6.45
Inadequate parking	See paragraphs 6.35 to 6.45

Drainage and sewage capacity	See paragraphs 6.50 to 6.51
Harm to wildlife habitat	See paragraphs 6.55 to 6.59
Crime fears	See paragraph 6.64 to 6.66
Impact on/lack of infrastructure and facilities/amenities in local area to support increased population	See paragraphs 6.67 to 6.68
Loss of/harm to trees	See paragraphs 6.60 to 6.63
Loss of private view	Not a material planning consideration
Health fears	See paragraphs 6.27 to 6.34 and 6.52 to 6.54
No need for the development	Each scheme must be assessed on its own planning merits
Alternative scheme preferred	Submitted scheme must be assessed on its own planning merits

## **1.0 Site and Character Appraisal**

- 1.1 The site is a wedge shaped piece of land, located between Hooley Lane, Woodlands Avenue and the railway in Redhill. The site is now vacant but was previously used for a variety of general industrial uses including motor vehicle repairs and storage and is occupied by four principal buildings.
- 1.2 Hooley Lane rises in level quite sharply along the frontage of the site from a low point under the railway bridge. As a result, part of the site is elevated quite significantly above the road level and there is a high part concrete, part brick retaining wall along the Hooley Lane frontage which dominates the street scene.
- 1.3 Three of the buildings upon the site have some historic merit, with the main and larger building fronting onto Hooley Lane not considered of merit. The small building at the front of the site and the building present employed for coach repairs have some historic merit by reason of their siting, brickwork, arches and detailing, whilst the building located at the rear is a locally listed building. Examining the historic maps, it appears that the buildings are not original station buildings, but some may date from 1840-1860's.
- 1.4 The rear most building is locally listed. Following a review during the previous planning applications, it was concluded the goods shed running down the side of the site is the most important historic building on the site, likely to have been built sometime between 1845 and 1860, after the first Redhill railway station of 1841 had closed on the site in 1844.
- 1.5 Adjacent to the site is a terrace of Victorian properties – Brighton Terrace - located just off Woodlands Avenue with pedestrian access onto Hooley Lane.

Woodlands Avenue itself is a more eclectic mix of predominantly Victorian era detached and semi-detached properties. There is some variety surrounding the site ranging from recent new build flatted development, the Marquis of Granby pub and the more open, green areas of Redhill Common to the west of the application site.

1.6 As a whole, the application site extends to approximately 0.52ha.

## **2.0 Added Value**

2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice in relation to this scheme but did with regard a proposal for an enlarged Block 1. This led to the advice given that any application would need to be comprehensive and ought to provide an appropriate level of car parking.

2.2 Improvements secured during the course of the application: Amended site plan provided to add 4 further parking spaces. Amended plans for Block 3 provided showing obscure glazing of first floor and above west facing windows.

2.3 Further improvements to be secured through planning conditions or legal agreement: Various conditions are recommended to control materials, details and landscaping to ensure a high quality development. A legal agreement will be required to secure the on-site affordable housing provision. A condition is also proposed to secure salvage of elements of the Goods Station eastern elevation. Condition to secure uncontrolled pedestrian crossing on Hooley Lane.

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

3.1	20/00812/S73	Outline planning application for the partial demolition of existing buildings, erection of 4 apartment blocks comprising 23 x 1 bed flats and 37 x 2 bed flats (60 in total). Variation of condition 1 of 18/00967/OUT amendment to approved plans - minor adjustment to the site boundary (red line) along the eastern boundary, minor changes to building footprints, internal reconfiguration of apartment blocks and changes to elevational design and materiality to all buildings. As amended on 08/06/2020 and on 19/06/2020	Approved with conditions 22 July 2020
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| 3.2 | 18/00967/RM1 | Submission of Reserved Matters for landscaping of Outline planning application for the partial demolition of existing buildings, erection of 4 apartment blocks comprising 23 x 1 bed flats and 37 x 2 bed flats (60 in total) granted under 18/00967/OUT. | Approved with conditions<br>19 November 2019 |
| 3.3 | 18/00967/OUT | Outline planning application for the partial demolition of existing buildings, erection of 4 apartment blocks comprising 23 x 1 bed flats and 37 x 2 bed flats (60 in total) - Approved with conditions                                                    | Approved with conditions<br>2 May 2018       |
| 3.4 | 15/01008/OUT | Partial demolition of existing buildings, erection of 4 apartment blocks comprising 33 x 2 bed and 16 x 1 bed apartments, retention of Locally Listed wall and conversion of existing building into 2 bed house.                                           | Refused<br>Appeal allowed<br>8 May 2017      |
- 3.5 In addition, there is history associated with the business/industrial use of the site; however, this is not felt to be pertinent to wholesale redevelopment of the site.

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

- 4.1 This is a full application for the Partial demolition of existing buildings and erection of four apartment blocks comprising 68 dwellings with associated parking and landscaping. The proposed mix would be 26x1bed flats and 38x 1 bed market units and 4x1bed affordable units.
- 4.2 This revised application follows the earlier approval on the site (18/00967/OUT and subsequent section 73 application) for redevelopment to provide 60 residential units. The proposals would be broadly similar in nature, access, layout, scale and design of buildings to the previously approved scheme (18/00967/OUT) with four blocks proposed. Block 4 (6 units) and Block 1 (the largest at 34 units) would be located at the northern end of the site and front on to Holley Lane. Block 2 (19 units) and Block 3 (9 units) would be located to the southern end of the site adjacent to the railway line to the east. To the west of the site, and block 2 and 3 are 1-15 Brighton Terrace and residential properties which front on to Woodlands Avenue.
- 4.3 Block 1 and 2 would be the tallest at four storeys. Block 3 and 4 would be three storey buildings. As demonstrated in the comparison plans provided the heights of the buildings are commensurate with the previously approved scheme.

- 4.4 Each block would have its own shared outdoor amenity space and the majority of units would have private balconies. 53 parking spaces are provided within the site.
- 4.5 The key changes from the 2018 scheme can be summarised as follows:
- Internal reconfiguration of Blocks 1, 2 and 3 to provide an additional 8 apartments. All apartment types and layouts reviewed to provide more efficient buildings and better living accommodation.
  - External re-design to all blocks to: Amend the design, appearance and articulation of all blocks. Addition of balconies to the majority of apartments at first floor and above in order to provide private residential amenity space
  - Minor amendments to the site layout to: Provide 6 additional parking spaces (53 total, 47 previously approved). Ensure unobstructed access to the railway line (as required by Network Rail) for maintenance and emergency purposes
- 4.6 The proposals continue to allow for the retention of the historic Goods Station Eastern Elevation into the elevation of Block 2, and the retention and restoration of the Victorian stable block to provide bicycle and bin storage space as was previously approved. Details of the methodology for restoration of each element have previously been approved as part of discharge of pre-commencement conditions and the same details are submitted with this application.
- 4.7 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.
- 4.8 Evidence of the applicant's design approach is set out below:

Assessment	The D&A Statement states that the site is on the southern side of Hooley Lane, opposite the junction with Brook Road. The railway line bounds the site to the east and to the west the site adjoins Brighton Terrace and the rear garden boundaries of properties on Woodlands Avenue. Opposite the site on Hooley Lane is Niche Place, a three-storey apartment block also occupying an elevated position at the corner of Brook Road and Hooley Lane.
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	<p>Also opposite on Hooley Lane is the Marquis of Granby public house, and the more recent development at Artillery Place.</p> <p>The Statement details the local character and context at paragraphs 2.8-2.13. The summary states that the character of the area is defined quite strongly by the influences of Victorian era development; however, there are examples of more recent infill development as well as larger scale and more dominant blocks associated with Niche Place and Tilehurst Drive. Key characteristics of the area are buildings generally fronting quite close to the road frontage with little set back and the predominance of brick as the main facing material, mostly red but with some lighter orange and yellow stock.</p> <p>The Victorian stable block is proposed to be retained and converted. The Eastern Elevation of the historic Goods Station shall be included into the elevation of Block 2</p>
Involvement	No details of community consultation are provided.
Evaluation	<p>The statement says that these revised proposals have been carefully designed to broadly adhere to the principles of layout, scale, height and design which were accepted in the previous approval whilst making better use of the site – reflecting local and national policy imperatives – to provide housing and secure a deliverable scheme.</p> <p>A full review of the consented scheme was undertaken as a direct response to the viability pressures on the scheme, together with emerging buyer demands/requirements in light of the global pandemic, particularly in relation to working from home and access to private amenity space. This revised application stems from that review process.</p> <p>Other options were explored to enhance the viability of the scheme and deliver the improvements required (including additional floors to Block 1 and repurposing of the undercroft parking to create additional units); however, these were dismissed in response to concerns raised by the Council during pre-application discussions.</p>
Design	The Statement explains that whilst following the key parameters of height, scale and massing and respecting the overall design ethos of the approved scheme, the current proposals are a positive evolution in terms of architectural quality and design merit. The elevations display greater articulation and attention to detail and the

	scheme would make a significantly more positive contribution to the Hooley Lane street scene. The use of subtly different brick colours, bonds and brick details within the scheme reflects the character of the area.
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4.9 Further details of the development are as follows:

Site area	0.52ha
Existing use	Mixed commercial/industrial
Proposed use	Residential (flats)
Proposed parking spaces	53
Parking standard	82 (minimum)
Number of affordable units	4 (6%) (2018 scheme 5%)
Net increase in dwellings	68
Proposed site density	131 dph (2018 scheme - 115)
Density of the surrounding area	Varied 62dph – Brighton Terrace 145dph – Artillery Court 141dph – Niche Place (Brook Road)

**5.0 Policy Context**

5.1 Designation

Urban Area  
Locally Listed Building (railway warehouse)  
Parking Standards score – medium

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS4 (Valued Townscapes and Historic Environment)  
CS5 (Valued People/Economic Development),  
CS8 (Area 2a:Redhill),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS12 (Infrastructure Delivery),  
CS14 (Housing Needs)  
CS17 (Travel Options and accessibility)

5.3 Reigate & Banstead Development Management Plan 2019

EMP4 (Safeguarding employment land and premises)

DES1 (Design of new development)  
DES4 (Housing mix)  
DES5 (Delivering high quality homes)  
DES6 (Affordable Housing)  
DES7 (Specialist Accommodation)  
DES8 (Construction Management)  
DES9 (Pollution and contamination land)  
TAP1 (Access, Parking and Servicing)  
CCF1 (Climate Change Mitigation)  
CCF2 (Flood Risk)  
INF3 (Electronic communication networks)  
NHE2 (Protecting and Enhancing Biodiversity)  
NHE3 (Protecting trees, woodland areas and natural habitats)  
NHE9 (Heritage assets)

#### 5.4 Other Material Considerations

National Planning Policy Framework  
2021 (NPPF)

National Planning Practice Guidance  
(NPPG)

Supplementary Planning  
Guidance/Documents

Surrey Design  
Local Character and Distinctiveness  
Design Guide SPD 2021  
Climate Change and Sustainable  
Construction SPD 2021  
Vehicle and Cycle Parking  
Guidance 2018  
Affordable Housing

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

## 6.0 **Assessment**

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms. Appropriate residential growth is actively encouraged by the Core Strategy, in line with the "urban areas first" approach in Policy CS6.
- 6.2 The proposal would result in the loss of employment space. However, the loss of the employment space has already been found to be acceptable under the previously approved schemes and therefore the redevelopment of this site for residential use has already been accepted by the Council. There is therefore no in principle objection to the proposals.

6.3 The main issues to consider are:

- Design appraisal and impact on heritage assets
- Housing Mix, Affordable Housing and Standard of Accommodation
- Neighbour amenity
- Highway matters
- Sustainable construction
- Flooding and Drainage
- Contamination
- Ecology and trees
- Crime?
- Community Infrastructure Levy

Design appraisal and impact on heritage assets

- 6.4 As set out above the proposals would be broadly similar in nature, access, layout, scale and design of buildings to the previously approved scheme (18/00967/OUT). From a scale point of view whilst the current proposed would have 8 extra units when compared to the 2018 scheme the four blocks would be the same number of storeys as previously approved (Block 1 and 2 being 4 storeys and block 3 and 4 being 3 storeys and the overall footprint of the buildings would actually be marginally smaller than the approved scheme. The only block which has more bulk added to it would be block two however this would represent a relatively small increase and the top floor would remain set back and recessed to reduce the bulk of the building at the top level. It is therefore considered that the height, scale and massing of the proposed development is commensurate with the approved 2018 scheme and would not be obtrusive or out of keeping with their surroundings.
- 6.5 In terms of the design of the proposed blocks it is considered that the proposal represents an improvement to the approved scheme. The inclusion of balconies and required re-design has resulted in the blocks all having more articulation and interest which has helped to break up the larger elevations proposed under the 2018 scheme. This is most apparent on the submitted comparison plans which show Block 1 and 4 fronting on to Hooley Lane. Block 4 has now been reconfigured so that the elevation facing Hooley Lane is better articulated and active creating a better relationship with the street scene and Block 1. Block 1 has a lighter penthouse level helping to mitigate against the mass of the building and has a lower ridge height at the western end which helps to step the height of the building better down to Block 4.
- 6.6 In terms of materials render has been removed from the blocks, which is considered a positive as such a material can age badly in a such a location next to a busy road and railway line. Instead brick facing is proposed which better reflects the prevailing character of the area. There will be variation in brick colour, bond and arrangements to add interest. Cladding is proposed to the penthouse levels on blocks 1 and 2 to provide contrast and further break up the mass of the buildings. Such an approach is considered acceptable

and a condition is recommended to secure further details of the proposed external materials.

- 6.7 In terms of the internal layout. The additional 8 units has resulted in an increase in parking spaces and therefore hardstanding. However this is considered to have been done relatively well and overall the layout still retains adequate outdoor amenity space and space for soft landscaping and trees which will help to soften the development and ensure it does not have an unduly urbanised appearance.
- 6.8 With regard to heritage considerations this was looked at in detail when the 2018 scheme, and previous appeal scheme, were determined. Three buildings were considered to have some heritage significance – The Goods Station shed, railway warehouse and stable block. As with previous applications, it is proposed to demolition the railway warehouse at the southern end of the site. This was considered acceptable due to the fact that this building was not part of the original station, as originally thought when it was listed. It is proposed to retain the most significant element of the Goods Station shed and incorporate in to Block 2 in accordance with the details already approved under discharged of condition for the 2018 scheme (18/00967/DET05). The Victorian Stable block is proposed to be retained as an ancillary communal building in accordance with the same details approved under the 2018 scheme (18/00967/DET12). The Conservation Officer is content with this approach and subject to conditions securing this raising no objection to the proposal.
- 6.9 It was also concluded that the impact on the setting of the listed building on the opposite side of Hooley Lane (10 Hooley Lane) would be neutral or slight positive. Due to the similar scale of the proposed buildings and the improvement to the design of the blocks it is considered that there would not be any material harm to the setting of the listed building.
- 6.10 Overall, whilst the scheme has changed compared to the 2018 scheme, it is considered that the proposals still achieve a good standard of design and a development, in keeping with the surroundings. In this regard, whilst it would increase the density of the site and thus maximise its capacity for development, it would do so without material harm or detriment to character of the area or result in unacceptable harm to the identified heritage assets. Conditions are recommended to secure details of external materials, landscaping, boundary treatments, and the works to the heritage assets.

Housing Mix, Affordable Housing and Standard of Accommodation

- 6.11 The proposed mix would be 26x1bed flats and 38x 2 bed market units and 4x1bed affordable units.
- 6.12 In terms of market housing Policy DES4 states that on sites of 20 homes or more, at least 30% of market housing should be provided as smaller (one and two bedroom) homes and at least 30% of market housing must be larger (three+ bedroom) homes. In this case the proposal would provide no larger

homes. Policy DES4 states that this is acceptable as long as “it can be demonstrated that it is not financially viable or technically feasible to do so, that there would be no need or market demand for a particular size of homes (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area.”

- 6.13 In support the applicant has provided the following:
- Firstly, the existing approved scheme (18/00967/OUT) which represents a fallback position, provides solely 1- and 2-bedroom units, and does not provide any 3+ bedroom units;
  - There is little, if any, demand for 3-bedroom apartments in this location in Redhill. The location and characteristics of the site are such that it is suited to smaller households, particularly first-time buyers and young professional/commuter households, which simply are not in the market for large 3-bedroom family sized flats. Advice from local agents is that, in contrast to London and Outer London areas where demand dynamics are different; households looking for a 3-bedroom/family sized property in this area are looking for houses not flats. As such, there would be no demand for this type/size of unit; and
  - Allied to point 2 above, to provide 30% would therefore be unviable. Pricing of 3-bedroom units would have to reflect low levels of demand and therefore would be artificially low when compared to 1- and 2-bedroom apartments.
  - Providing 3-bedroom units would also significantly reduce the overall number of homes which can be provided on the site, and therefore the overall contribution to housing needs and supply.
- 6.14 Taking in to account the above factors officers consider that the absence of 3+ bedrooms is justified in this case.
- 6.15 In terms of affordable housing the application proposes to provide 4 shared ownership units. The mix would be 4 x 1bed 2person flats. This is well below the 20 units required by policy DES6 of the DMP but is 1 more unit than was proposed and agreed under the approved 2018 scheme. The 2018 scheme went through a thorough viability appraisal where it was agreed that only 3 units was viable. As part of the agreement for 3 units a claw back mechanism was agreed whereby the Council would receive 50% if any uplift in the Gross Development Value as a further contribution towards affordable housing. The applicant has stated that they are willing to agree to such a claw back mechanism again. The applicant has stated that the increase in 8 units from the original scheme is to bring the scheme to the point where it is commercially viable so it can be built out. The offer of 1 additional unit is given on the basis that the applicant is not required to go through the full viability assessment all over again. Officers have therefore sought further clarification regarding the viability issues of the scheme. This was provided via a letter dated 12/9/21 it further sets out the background to the site and previous schemes and then sets out the additional cost pressure facing the development site. There are four areas where unforeseen site specific costs has affected viability:

- Heritage – the works to conserve the historic buildings on site is significantly higher than expected and was not accounted for in the previous schemes abnormal costs allowance
  - Network Rail - The costs associated with securing the necessary permissions, licences, applications and legal processes required by Network Rail to retain access to the railway are considerable, between £137,500 to £287,500
  - Utilities – additional unforeseen costs in relation to mains water supply amounting to £160,000.
  - Civil Engineering – provision of new, extended and replacement retaining walls has been costed on a preliminary basis at £160,000
- 6.16 In addition the applicant has noted that the wider construction industry is currently experiencing significant rises in construction costs. The applicant also noted that the addition of balconies, which is now considered essential given buyer expectations for better private amenity space, has increased build costs by approximately £300,000.
- 6.17 The letter also points out that the clawback mechanism would provide the Council protection that, should the changes now proposed result in an unanticipated improvement in the end value of the scheme, the Council would also share in that uplift through additional monetary contributions to affordable housing. It is also stated that the increase in affordable units (25%) represents a proportionately greater increase than is proposed for market dwellings (12%). The applicant notes that this pro-rated approach in lieu of a full viability re-assessment was accepted on the scheme at Brook Road Garage (19/00210/OUT).
- 6.18 Following consideration of the above factors officers are satisfied that it is extremely unlikely that, were the applicant to go through the full viability assessment, the scheme would be able to provide more than the 4 affordable units on offer. Indeed it appears likely that the viability process would show that actually less than 4 units would be viable on this site. The Housing Officer has advised that the tenure type and mix would be acceptable. It is therefore concluded that the level of affordable housing provided, combined with the claw-back mechanism, is acceptable in this case.
- 6.19 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. New accommodation must meet the relevant nationally prescribed internal space standard for each individual unit unless the council considers that an exception should be made. Sufficient space must be included for storage, clothes drying and the provision of waste and recycling bins in the home. Adequate outdoor amenity space including balconies and terraces and /or communal outdoor space should be provided.
- 6.20 The drawings submitted demonstrate that each flat proposed would accord with the appropriate space standard and each unit is provided with sufficient storage space. Private amenity space is provided in the form of external balconies or terrace areas for the majority of the units. The units without

balconies are the smaller units, unlikely to have families occupying them and these units have been provided with Juliet balconies. Each block has an area of outdoor amenity space, which would not be significantly different from the approved applications. The majority of the flat's living room/kitchen areas would be dual aspect and overall it is considered that the flats would have adequate outlook and light.

- 6.21 Given the proximity of the site to the railway line, the applicant has provided noise and vibration assessments in order to evidence that a satisfactory residential environment could be achieved for future occupants. These are the same reports that were previously considered acceptable by the Council under the previous applications.
- 6.22 In relation to vibration, the assessment by NVE concludes that Vibration Dose Values which would be experienced by occupants would fall within the range where it is considered there would be "low probability of adverse comment" by residential occupants (BS6472-1). These findings are not disputed and, subject to the structural recommendations in the report, it is concluded that vibrations levels would not be so severe as to cause an unacceptable amenity for future occupants.
- 6.23 In respect of noise, the assessment by Martec concludes that, subject to achieving uprated specifications on windows to habitable rooms and the use of appropriate ventilation systems (for which specific recommendations are made), the development would achieve acceptable internal noise levels meeting the BS8233:2014 design targets. This could be secured by condition and subject to this the development would achieve an acceptable noise environment.
- 6.24 It is also noted that the site, due to its size, and parking areas are likely to require some form of external lighting. In order to prevent unacceptable light levels to both the future occupants and neighbouring properties a condition is recommended to secure further details of any external lighting prior to installation.
- 6.25 It is therefore considered that the scheme would provide good living conditions for future occupants and would comply with the requirements of DMP Policy DES5.
- 6.26 Policy DES7 of the DMP requires that on sites of 5 or more homes at least 20% of homes should meet the Building Regulations requirements for 'accessible and adaptable dwellings' and that on sites of 25 or more homes, at least 4% of homes should be designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'. The applicant has not referred to this requirement. Without any evidence to the contrary it is considered that such a requirement would be viable for the applicant and therefore a condition is recommended to secure adequate accessible housing in accordance with policy DES7.



Neighbour amenity

- 6.27 The site directly adjoins a number of existing dwellings on Woodlands Avenue and Brighton Terrace and there are other neighbours opposite the site on Hooley Lane. The impact of the proposal on these neighbours has been carefully considered.
- 6.28 Blocks 1 and 2, given their positioning, scale and separation to neighbouring properties, are not considered to give rise to unacceptable effects on neighbour amenity. The overall height of Block 2 would not be that dissimilar to the existing approved scheme and it would be sufficiently far from the side/rear boundaries of properties on Woodlands Avenue and Brighton Terrace (approximately 12-13m) so as to not cause an unacceptable overbearing or overshadowing effect. Given the distances and changes in levels (land to west of site at a higher level), it is also concluded that the front facing windows on Block 2 would not cause unacceptable loss of privacy for these existing neighbouring properties. The nearest existing properties to Block 1 would be on the opposite side of Hooley Lane, due north of the application site and Block 1. Given their positioning, orientation and juxtaposition compared to Block 1, it is not felt that they would experience a serious loss of amenity albeit there would be some change.
- 6.29 Blocks 3 and 4 are considered to be most sensitive in terms of their impact on neighbour amenity, Block 3 in respect of its relationship to properties on Woodlands Avenue and Block 4 due to its impact on Brighton Terrace.
- 6.30 Block 4 would be sited due north of Brighton Terrace which adjoins the site. Brighton Terrace is elevated above the application site, as shown on the survey plans, by a considerable amount in places. Whilst the neighbours at Brighton Terrace would experience a change in relationship and outlook as a result of the construction of Block 4, the proposed building in this case is largely unchanged compared to the approved scheme in terms of its siting, height, scale and massing. Block 4 was not previously identified by either the Council or the Inspector (in the 2017 appeal) as causing harm to amenity and there have been no other changes which would warrant taking a different view in this case with regard to overbearing impact and loss of light. In terms of loss of privacy the elevations are different to the previously approved scheme. The layout has been re-organised so that the only windows facing Brighton Terrace serve the stairwell. These can be conditioned to be obscure glazed and restricted opening to prevent loss of privacy. There are balconies proposed however these would be on the west and north elevations. The closest balconies would be on the west elevation, approximately 10 metres to the boundary and approximately 25 metres from the rear elevations of Brighton Terrace. Taking in to account the increased ground levels of Brighton Terrace, the separation distance and the side to rear relationship it is considered that the balconies would not result in unacceptable overlooking and loss of privacy in this urban context
- 6.31 Turning to Block 3, again this block would be very similar to the approved scheme in respect of both its siting, footprint and massing. Therefore the

impact of the approved block, and mindful of the significant difference in levels, would not be such that it would cause an unacceptable overbearing or overshadowing effect on the adjacent property to the west.

- 6.32 The revised design and layout of fenestration and balconies also requires consideration in terms of potential for overlooking and loss of privacy. The proposed building would have additional side facing windows at first floor and above (when compared to the extant scheme) in the flank of the building facing towards no.12 Woodlands Avenue. However, these either serve bathrooms, communal corridors/stairwells, or are secondary windows to habitable rooms (lounge/kitchen); as such, it would be reasonable for these to be obscure glazed and restricted opening to safeguard against loss of privacy for the neighbour. Submitted plans have been provided showing this and a condition can be recommended to secure the finalised details of the restricted opening. There would be one clear glazed west facing window but this would be on the ground floor and would therefore have restricted outlook to the neighbour due to the change in levels (being much lower level) and any subsequent boundary treatment/retaining wall. There are balconies proposed on the north elevation. These would be approximately 9metres from the boundary. Their location would not be dissimilar to the proposed windows on the previously approved scheme, therefore subject to a condition requiring details of a side screen on these balconies to prevent sideways views directly towards no.12 it is considered that the views allows from these balconies would be so oblique that they would not cause unacceptable harm.
- 6.33 Taking the above into account, whilst neighbouring properties would experience some change as a result of the development, the proposals would not give rise to a serious detriment to their living conditions and thus comply with policy DES1 of the DMP and the general provisions of the NPPF (para 127) which seeks to ensure that developments provide a high standard of amenity for existing and future occupants.
- 6.34 The site is located within close proximity of a number of residential properties. To reduce the impact on neighbouring residents were the application to be approved a condition is recommended to secure the submission of a Construction Management Statement which addresses matters such a working hours and potential disruption from noise and pollution.

#### Highway matters

- 6.35 The application proposes to maintain the access from Hooley Lane with a new access road created stretching into the site.
- 6.36 With regard to highway safety The County Highway Authority has considered the proposed access arrangement and has advised that there is no highway safety issue.
- 6.37 With regard to pedestrian access to the site, the CHA notes that there is no footway on the southern side of Hooley Lane at present and, as such, pedestrians would have to cross the one way road to gain access to the

footway on the northern side which is not ideal from a highway safety perspective particularly given the restricted visibility caused by parked vehicles on the south side of Hooley Lane. As a result, the CHA has recommended provision of an uncontrolled crossing point adjacent to the site access to provide a safe place for pedestrians to wait before crossing the road and would have the added benefit of increasing visibility of oncoming vehicles by allowing pedestrians to see past the parked vehicles. A condition is recommended to secure the implementation of the crossing prior to the occupation of the site.

- 6.38 It is also noted that concerns have been raised regarding the existing pedestrian access which the properties of Brighton Terrace benefit from. The applicant has confirmed that the access would be retained. The submitted plans show that the existing pathway would link in to the paths within the application site to allow a route to Hooley Lane.
- 6.39 In terms of refuse the access and strategy is the same as the previously approved scheme and the layout is very similar to the approved scheme. Tracking diagrams have been provided which demonstrate that a refuse freighter could manoeuvre within the site and enter and exit in forward gear. A condition is recommended to secure further details of the refuse collection strategy including details of the bin store capacities and collection points.
- 6.40 In terms of parking Policy TAP1 of the DMP states that all types of development should include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets. Annex 4, under the Residential Standards Section p.174, does state that "The standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances" and that "A lower amount of parking may be appropriate in areas within, or adjacent to town centres."
- 6.41 In this case a total of 53 parking spaces are proposed within the site, equivalent to 0.78 per unit. The proposed level of parking would therefore fall short of the minimum requirements of the DMP.
- 6.42 A number of considerations have been put forward to justify the under provision which can be summarised as follows:
- Comparison to the approved 2018 scheme: Following the increase in the number of parking spaces proposed to 53. The number of parking spaces per unit of 0.78 would be identical to the 2018 scheme. Further due to the change in the mix of the units the number of spaces per occupant would increase from 0.24 (47 spaces for max 195 occupants) to 0.28 (53 spaces for max 189 occupants). The parking

would therefore be no worse than the previous permission and would in fact be slightly better in terms of spaces per occupant. The extant permission is a material consideration which must be taken into account when considering this application.

- The submitted Transport Technical Note (by Motion Consultants) provides further analysis of car ownership data from the 2011 Census and within the geographic areas around the site which shows average car ownership of between 0.56 and 0.84 cars per unit for flatted schemes as well as information regarding a recent permission in Brook Road (19/00210/OUT) which had a ratio of 0.65 spaces per unit. This further demonstrates that the proposed level of car parking is justified by local car ownership characteristics and recently approved schemes.
- The location of the site is considered sustainable, close to the Brighton Road Local Centre which has a number of retail and commercial units and within walking distance of Redhill Town Centre and Redhill Train Station and several bus stops which serve the surrounding area.

6.43 The CHA has also raised no objection to the shortfall in parking due to the existing parking restrictions in the area which would prevent inappropriate on street parking.

6.44 On this basis, it is concluded that non-compliance with parking standards would not result in unacceptable harm over and above the previous extant consent and no objections are raised with regards to the under provision of parking on the site. Conditions are recommended to secure the provision of the agreed car and cycle parking provision. A condition is also recommended to secure electric charging points, Travel Statement and Construction Transport Management Plan.

6.45 Therefore, subject to the conditions recommended by the Highway Authority and a condition to secure adequate refuse provision, the proposal is considered to be acceptable in transport, parking and highway terms and thus complies with policy DES1 and TAP1 of the DMP.

#### Sustainable construction

6.46 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to 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.

6.47 The application includes an Environmental performance Statement. This sets out that the development would achieve a 19 improvement in DER over TER through energy saving measures, façade energy efficiency and the installation of 240m<sup>2</sup> of PV panels. The report also states that the Water consumption would be limited to 105 l/p/d through the specification of flow restrictors on taps, shower and dual flush toilets.

- 6.48 In the event that planning permission is to be granted, a condition could be imposed to secure the implementation of the recommended measures in order to comply with DMP Policy CCF1.
- 6.49 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.

#### Flooding and Drainage matters

- 6.50 The site is in Flood Zone 1 and is therefore at a low risk of fluvial flooding and does not require a site specific Flood Risk Assessment. The application is however, given its size, required to incorporate sustainable drainage systems. In this respect, the application was supported by a drainage strategy.
- 6.51 This strategy has been considered by Surrey County Council as the Lead Local Flood Authority who has concluded that it meets the requirements of national technical standards. They therefore raise no objection subject to a condition securing finalised details of the drainage strategy and implementation.

#### Contamination

- 6.52 The Council's Environmental Protection Officer has, under the previous applications, identified the potential for ground contamination to be present on and/or in close proximity to the application site. The applicant has submitted a phase 1 and phase 2 report with the application.
- 6.53 Both reports have previously been considered by the Council and found acceptable through the discharge of condition process for the 2018 permission (the Phase 1 report under 18/00697/OUT and the Phase 2 report as part of 18/00697/DET08 & DET09)
- 6.54 The Phase 2 report found some evidence of arsenic and lead in some areas and remediation is recommended. The necessary remediation identified within the report can be secured by appropriately worded planning conditions requiring submission and implementation of a Remediation Method Statement, and submission of a pre-occupation verification report.

#### Ecology and Trees

- 6.55 The original ecology report for the approved 2018 scheme was submitted with the application. This report identified that, whilst there are some habitats on site, there have low ecological value and the proposal would not adversely affect the overall ecology of the site. The potential for vegetation around the site to support breeding birds is identified and the report contains recommendations as to construction practices and habitat mitigation to ensure there would not be an adverse effect. The site is concluded as having

low potential for bat roosting; however, given the mobility of bats, recommendations are made as to precautionary practices and habitat enhancement. This report was found to be acceptable under the 2018 application. However due to the age of the report, 29 March 2018, an updated Preliminary Ecological Assessment (PEA) & Bat Survey Report has been submitted during the application process to ensure that the potential impact to habitat and protected species can be fully considered.

- 6.56 The updated PEA report advises that there would still be no significant likely impact on any Local Nature Reserves or statutory designated sites. The habitats within the site have not significantly changed and still comprise of buildings and hardstanding. Therefore no habitats of value will be impacted by the proposed development. In terms of protected species there remains no evidence of or suitable habitat for badgers, Great Crested Newts and other Amphibians, reptiles or any other notable species such as brown hare, harvest mouse, hedgehog, invertebrates or plants. Like the 2018 report the site has habitat suitable for breeding birds and mitigation requirements.
- 6.57 With regard to bat survey bats the majority of the buildings are still not considered suitable for bat roosting and no evidence of roosting bats. The exception is part of building 4. This
- 6.58 The report also sets out a number of biodiversity measures which would enhance the biodiversity throughout the site including bat and bird boxes, landscaping and sensitive lighting.
- 6.59 The findings of this report are agreed and subject to a condition requiring adherence to the mitigation measures recommended and a condition securing further details of the enhancement measures it is considered that the scheme would comply with policy NHE2 of the DMP.
- 6.60 In terms of the impact on trees an arboricultural survey and impacts assessment has been undertaken and this has been submitted to accompany the application. This demonstrates that most trees on and around the site are of comparatively low value (Grade C or Grade U). It does however note a small number of higher grade (Grade B) trees (Lime and Sycamore) close to Hooley Lane and Brighton Terrace. 3.42 These higher value trees can be retained and the arboricultural impact assessment demonstrates that the development can be built without undue impact to the health and longevity of the trees. The trees on the northern boundary at the front of the site provide particularly good screening of the site when viewed from the green space on Woodlands Road.
- 6.61 The arboricultural information submitted with the application has been reviewed by the Council's Tree Officer who has advised the following:  
"My comments are based on a desktop assessment of the arboricultural report by Broad Oak Tree Consultants reference J49.20 dated 5th April 2018. The majority of the existing tree stock has been classed a low quality and their removal will have limited impact on the appearance of the area. The line of mature limes (T1-T5) is shown to be retained and will form a mature

screen for block 4. It is likely that they will need to be pruned from time to time to alleviate issues such as cutting back parts of the canopy which extend over the block. The proposed layout allows a landscape scheme which includes adequate space for replacement trees to be planted and enhance the appearance of the site. Based on the existing arboricultural report, I support this application subject to the following conditions being attached to the decision notice.”

- 6.62 It should also be noted that there has been no previous objection to redevelopment of the site on arboricultural grounds from the Council's Tree Officer and the current application does not substantively change the layout, position of buildings or relationship to trees compared to that previously approved.
- 6.63 Therefore, whilst there would be some tree losses, subject to conditions to secure tree protection and soft landscaping details, the arboricultural impacts of the development are not considered to warrant refusal.

#### Crime

- 6.64 Representations have raised general concerns in relation to crime; however, no specific issues or reasons have been identified. Policy DES1 requires that: “Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles recommended by Secured by Design.”
- 6.65 The scheme is considered to be adequately designed so as to avoid undue risk or fear of crime (e.g. the main access road, amenity spaces and parking areas would all have some level of natural surveillance); no issues have been identified which would set this aside from any other residential redevelopment.
- 6.66 Surrey Police has advised that consideration should be given to the security compartmentation of block one, the access controls to be implemented in all four blocks and technical standards to doors, windows, cycle store and bins stores within the development. They recommend a condition in relation to Secure by Design to secure further details.

#### Community Infrastructure Levy (CIL)

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

Infrastructure Contributions

- 6.68 In terms of other contributions and planning obligations, The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence. In this case, affordable housing provision is required in line with the details set out in the report. No other contributions or requirements have been requested or identified. Accordingly, any request for an infrastructure contribution would be contrary to CIL Regulation 122.

**CONDITIONS**

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

Plan Type	Reference	Version	Date Received
Proposed Plans	PL 21-572- 300	B	10.11.2021
Survey Plan	PL 21-572- 02	A	10.11.2021
Site Layout Plan	PL 21-572-04	B	11.11.2021
Proposed Plans	19-504- C12.1	B	25.05.2021
Proposed Plans	19-504- C12.2	B	25.05.2021
Proposed Plans	19-504- C5.1	B	25.05.2021
Elevation Plan	19-504- C5.2	D	25.05.2021
Site Layout Plan	ENG-DWG-VED-VC0880-001	P04	25.05.2021
Site Layout Plan	PL 21-572- 03		25.05.2021
Other Plan	PL 21-572- 202		25.05.2021
Street Scene	PL 21-572- 09		25.05.2021
Proposed Plans	PL 21-572- 400		25.05.2021
Street Scene	PL 21-572-10		25.05.2021
Other Plan	PL 21-572- 08		25.05.2021
Other Plan	PL 21-572- 07		25.05.2021
Proposed	Plans PL 21-572- 201		25.05.2021
Site Layout	Plan PL 21-572- 05		25.05.2021
Other Plan	PL 21-572- 06		25.05.2021
Other Plan	PL 21-572- 103		25.05.2021
Proposed Plans	PL 21-572- 102		25.05.2021
Floor Plan	PL 21-572- 200		25.05.2021
Floor Plan	PL 21-572- 101		25.05.2021
Floor Plan	PL 21-572- 100		25.05.2021
Street Scene	PL 21-572- 11		25.05.2021
Location Plan	PL 21-572- 01		25.05.2021



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. 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 take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan DES1.

4. 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) construction vehicle routing to and from the site
  - (g) measures to prevent the deposit of materials on the highway
  - (h) on-site turning for construction vehicleshas 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 September 2019 policies TAP1 and DES8

5. No development shall commence until a Construction Management Statement, to include details of:
  - a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
  - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.

c) Means of communication and liaison with neighbouring residents and businesses.

d) Hours of work.

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

Reason: The condition above is required in order that the development is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

6. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalized 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, type of surfacing for the entrance drive and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and reason: To ensure good landscape 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 and DES1 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

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

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

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, 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 Meath Green Conservation Area, and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012.

8. No development above ground level shall commence until a scheme to provide biodiversity benefits, informed by the submitted ecology report (The Ecology Co-op Updated Preliminary Ecological Appraisal and Bat Survey Report dated 3/9/2021), has been submitted to and approved in writing by the local planning authority (LPA). This should be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details and before first occupation of this development unless otherwise agreed in writing by the LPA,.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and Reigate and Banstead Development Management Plan 2019 policy NHE2

9. A. Prior to commencement of the development a detailed remediation method statement shall be produced and be submitted to and approved in writing by the Local Planning Authority, in line with the recommendations of the Phase 1 Contamination Risk Assessment (ref. 11322, Sept 2014) & Phase 2 (ref. 11810-Rev.1, October 2019) Contamination Assessment prepared by Ground & Environmental Services Ltd., that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

B. Prior to occupation, a remediation validation report for the site shall be submitted to and approved in writing by the Local Planning. 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 have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF.

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

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition

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 the Reigate and Banstead Development Management Plan 2019 policy DES9 and the NPPF.

11. 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 the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. If Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.63 l/s.
  - b) 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, inspection chambers etc.).

- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) 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.

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.

12. 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.

13. No development above slab level shall take place until details setting out how the applicant will ensure that, unless otherwise agreed in writing, at least 20% of the homes meet the Building Regulations requirements for 'accessible and adaptable dwellings' and at least 4% are adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings', have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

Reason: In order that the scheme provides accessible housing in accordance with Reigate and Banstead Development Management Plan 2019 policy DES7

14. The development hereby approved shall not be first occupied unless and until the proposed modified vehicular access to Hooley Lane has been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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 National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

15. The development hereby approved shall not be first occupied unless and until an uncontrolled pedestrian crossing consisting of a build out with a dropped kerb and tactile paving has been constructed on Hooley Lane adjacent to the site access in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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 National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

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

Reason: 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 National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

17. 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 a minimum of 68 cycles to be parked in a covered and secure location. 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 National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

18. Prior to occupation of the development a Travel Statement to include the provision of information to residents regarding the availability of and whereabouts of local public transport facilities, walking and cycling routes, shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework 2018 and Surrey County Council's "Travel Plans Good Practice Guide". And then the approved Travel Statement shall be implemented upon first occupation of each dwelling within the development.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

19. Notwithstanding the drawings, the development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. Such details shall include any works, repairs or refurbishment to the existing front boundary retaining wall on Hooley Lane. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Development Management Plan 2019 policy DES1 and NHE3

20. Prior to the first occupation of the development full details (and plans where appropriate) of the waste management storage and collection points, (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

Each dwelling shall be provided with the above facilities in accordance with the approved details prior to occupation of the relevant dwellings and thereafter retained in accordance with the approved details.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage recycling in accordance with the Development Management Plan 2019 policy DES1.

21. The development hereby approved shall not be occupied unless and until a minimum of 10 of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) and a minimum of 10 of the available spaces are provided with an electric supply to power a fast charger in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development promotes more sustainable forms of transport, and to preserve the character of the Conservation Area, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 and policy TAP1 and NHE9 of the Development Management Plan.

22. The development hereby permitted shall only be completed in accordance with the details of the scheme for the salvage and subsequent re-use of features of the Goods Station eastern elevation submitted with this application (including drawings 19-504-C5.1B and C5.2D).

Reason: In order to secure a realistic strategy for the preservation of this non-designated heritage asset with regard to policy CS4 of the Reigate and Banstead Core Strategy 2014 and to Policy NHE9 of the Reigate and Banstead Development Management Plan 2019 and with regards to the provisions of the NPPF.

23. The development hereby permitted shall only be completed in accordance with the details of the restoration and conversion of the Victorian stable block submitted with this application (including drawings 19-504-C12.1B and C12.2B).

Reason: In order to secure the restoration of this non-designated heritage asset with regard to policy CS4 of the Reigate and Banstead Core Strategy 2014 and to Policy NHE9 of the Reigate and Banstead Development Management Plan 2019 and with regards to the provisions of the NPPF

24. The development hereby approved shall be carried out in accordance with the recommendations of the Railway Vibration Assessment by NVE dated 10/2/2015 ref. NVE2714-1. Any changes to the recommended methods of construction shall be submitted to and agreed in writing by the Local Planning Authority prior to the changes taking place.

Reason: To ensure that future occupants would not be exposed to unacceptable levels of vibration from the railway and in order to achieve an adequate level of residential amenity with regard to Policy DES1 and DES5 of the Reigate and Banstead Development Management Plan 2019 and policy CS10 of the Reigate and Banstead Core Strategy.

25. The development hereby approved shall be carried out in accordance with the Rail Noise Screening Assessment by Martec Environmental Consultants (dated 19<sup>th</sup> March 2015). All mitigation measures required for each unit shall be installed prior to the first occupation of that unit and retained thereafter.

Notwithstanding the approved plans and aforementioned report, details of the final siting, positioning and specification of acoustic fencing shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the first residential unit. Thereafter, the panels shall be installed prior to the occupation of the first residential units.

Reason: To ensure that future occupants would not be exposed to unacceptable levels of noise and in order to achieve an adequate level of residential amenity with regard to Policy DES1 and DES5 of the Reigate and Banstead Development Management Plan 2019 and policy CS10 of the Reigate and Banstead Core Strategy.

26. The development hereby approved shall be carried out in accordance with the Environmental Performance Statement by BRY Energy Services (dated April 2021 ref. 106-025/108-006/121-007) to ensure that the development:
- a) Restricts potential water consumption by occupants to maximum of 110 litres per person per day (report states 105 litres per day);



- b) Achieves not less than 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations; and

All measures for each block shall be implemented, installed and operational prior to first occupation of that block.

Details of the final siting and positioning of the proposed solar photovoltaic panels shall be submitted to an approved in writing by the Local Planning Authority prior to the first occupation of the development. Thereafter, the panels shall be installed and operational on each relevant block prior to the first occupation of the that block.

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.

- 27. The development shall not be occupied until a scheme demonstrating compliance with the principles of 'Secured by Design' has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed before the occupation of the development hereby permitted and shall be permanently maintained as such thereafter.

Reason: To ensure that the development provides a secure environment for future residents in accordance with Policy DES1 of the Reigate & Banstead Development Management Plan 2019.

- 28. 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.

- 29. The development shall be carried out in accordance with the mitigation measures set out within the Ecology Co-op Updated Preliminary Ecological Appraisal and Bat Survey Report dated 3/9/2021. This includes the need to secure a European Protected Species licence from Natural England.

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

30. Prior to the first occupation of the development a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/area, flow restriction devices and outfalls) and confirm any defects have been rectified.

The drainage system shall therefore be retained and maintained in accordance with the agreed details.

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDs in order to mitigate against the risk of surface water flooding with regard to policy INF1 and CCF2 of the Reigate and Banstead Development Management Plan 2019.

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

Reason: To ensure that a satisfactory external appearance is achieved of the development and to safeguard the amenities of neighbouring occupiers with regard to Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

32. No external lighting shall be installed on the buildings hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area and neighbouring residential amenities with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES1, DES5 and DES9 of the Reigate and Banstead Development Management Plan 2019.

33. The first and second floor balconies hereby permitted on the northern (right side elevation on drawing PL 21-572-300 B) elevation of Block 3 shall not be used unless and until details of a privacy screen along the western side of the balconies of a height of minimum 1.7m high have been submitted to and agreed in writing by the Local Planning Authority and installed as agreed.

The privacy screen shall thereafter be permanently retained and maintained in accordance with the approved details.

Reason: To ensure that the development does not affect the amenity of existing properties by overlooking with regard to Reigate and Banstead Development Management Plan policy DES1.

34. The first and second windows on the south (flank) elevation of Block 4 shall be glazed with obscured glass and restricted opening in accordance with details to be submitted to and agreed in writing by the Local Planning Authority prior to the first occupation of Block 4. The windows shall be installed in accordance with the approved details prior to first occupation and shall be maintained as such at all times thereafter.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

35. The windows in the west (rear) elevation of Block 3 of the development hereby permitted which are annotated to be obscured and restricted opening on plan PL 21-572-300 B shall be glazed with obscured glass and restricted in accordance with details to be submitted to and agreed in writing by the Local Planning Authority prior to the first occupation of Block 3. The windows shall be installed in accordance with the approved details prior to first occupation and shall be maintained as such at all times thereafter.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

## INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at <http://www.reigate->

[banstead.gov.uk/info/20085/planning\\_applications/147/recycling\\_and\\_waste\\_developers\\_guidance](http://banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance)

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](http://www.ccscheme.org.uk/index.php/site-registration).

5. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
6. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and

upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found [http://www.reigatebanstead.gov.uk/info/20277/street\\_naming\\_and\\_numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)

7. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway 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/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).
8. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority Local Highways Service Group (0300 200 1003) before any works are carried out on any footway, footpath, carriageway, or verge to form or modify a vehicle crossover or to install dropped kerbs. Please see: [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
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 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).

11. 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.
12. 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.
13. The Travel Statement condition (no. 18) above should take the form of a 'Welcome Pack' for residents, which should include information on local bus and rail services, walking and cycling routes, and local services and facilities located in the vicinity of the site. The 'Welcome Pack' should be provided to residents on first occupation of each dwelling within the development, in order to encourage sustainable travel from the outset.
14. Condition no. 15 above therefore requires the applicant to provide an uncontrolled pedestrian crossing point adjacent to the site access, preferably on the eastern side, which should consist of a kerb build out or an area of footway/hardstanding with a dropped kerb and tactile paving. This would provide a safe place for pedestrians to wait before crossing the road and would have the added benefit of increasing visibility of oncoming vehicles by allowing pedestrians to see past the parked vehicles. A dropped kerb and tactile paving should also be provided on the opposite side of the road.
15. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
16. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Extra Heavy Standard size with initial planting heights of not less than 4m, with girth measurements at 1m above ground level in excess of 14/16cm.
17. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even

enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

18. Network Rail ask that the applicant/developer engages with Network Rail's Asset Protection and Optimisation (ASPRO) team via [AssetProtectionLondonSouthEast@networkrail.co.uk](mailto:AssetProtectionLondonSouthEast@networkrail.co.uk). This will allow our ASPRO team to review the details of the latest proposal to ensure that works can be completed without any risk to the operational railway. It is likely that the development will be required to enter into an Asset Protection Agreement. **Please also see the full Network Rail consultation response on the Council Website** to view a full list of their requirements with regard to developments within close proximity to the railway.

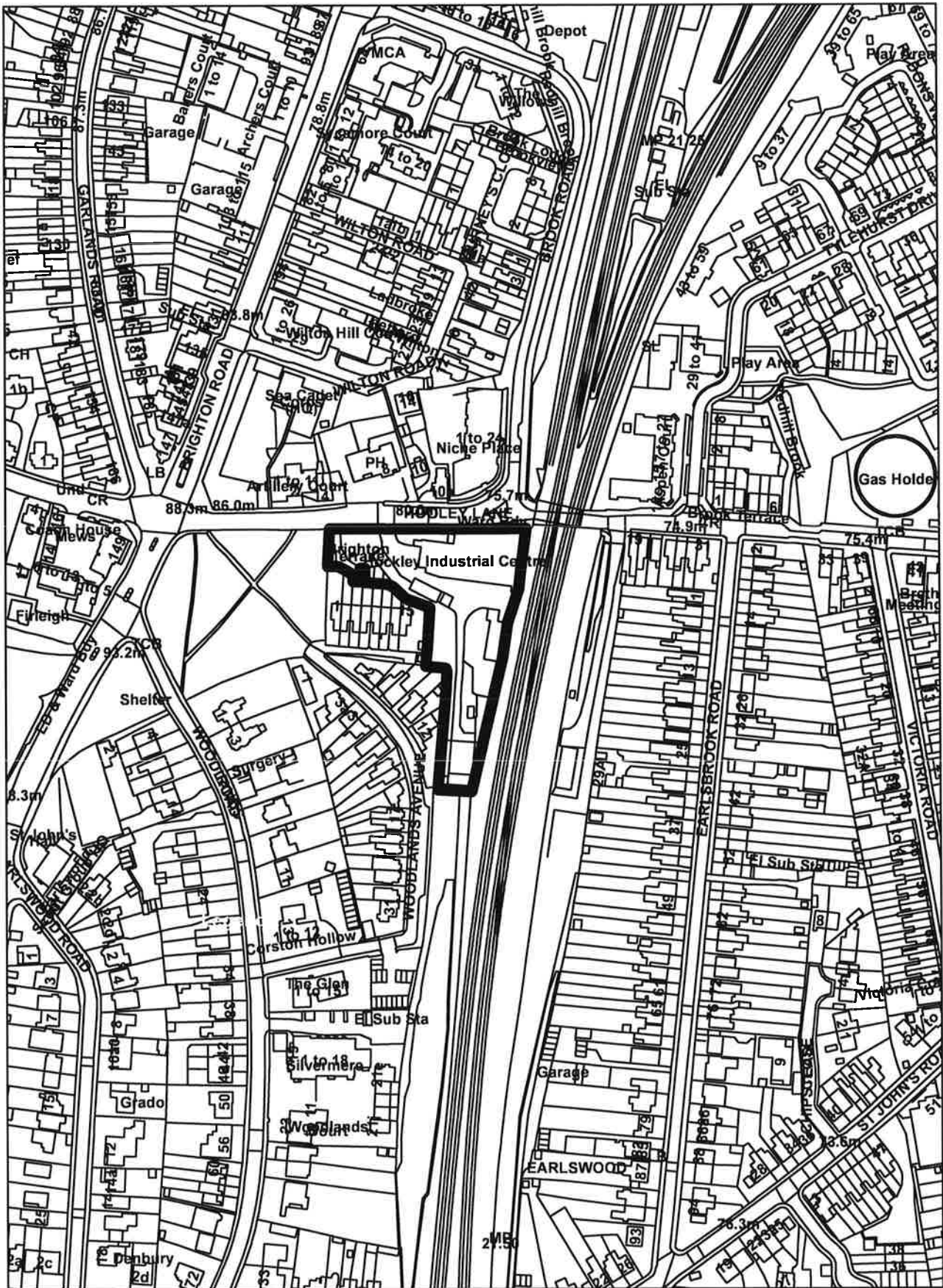
### **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS8, CS10, CS11, CS12, CS14, CS17 and EMP4, DES1, DES4, DES5, DES6, DES7, DES8, DES9, TAP1, CCF1, CCF2, INF3, NHE2, NHE3, NHE9 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.

# 21/01458/F - Hockley Industrial Centre, Hooley Lane, Redhill





**Status: PLANNING**

- Copyright, all rights have been assigned under the Design, Patents & Copyright Act 1988
- Do not scale from this drawing
- The Contractor is to check all dimensions and levels before work commences
- The drawing must be read with and checked against all structure and other specialist drawings
- The Contractor is to comply with all current British Standards and Building Regulations
- Where or not specifically stated on these drawings
- Neely Green and Addo Design Ltd of any discrepancies

Rev.	Description	Date
A	Parking updated	16.08.2021
B	Parking updated	10.11.2021



**addo**  
drawing on experience

Addo Design Ltd    01483 477  
 Company No: 10507899  
 VAT No: 3152 728509  
 e: [enquiries@addo.co.uk](mailto:enquiries@addo.co.uk)  
 w: [www.addo.design](http://www.addo.design)

**Client: NORDHUS PROPERTIES LTD**

**Project: Hockley Industrial Centre**  
 Hooley Lane  
 Redhill  
 Surrey

**Title: Proposed Site Layout**

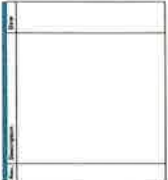
**Scale: A3- 1 : 500**      **Date: 21.04.2021**

**Dwg No: PL 21-572- 04**      **Rev: B**

Proposed Railway Street Scene



Approved Railway Street Scene



STATUS: PLANNING

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Date	Description

Drawn: [Name]  
Checked: [Name]  
Reviewed: [Name]



Hoppley Lane Street Scene

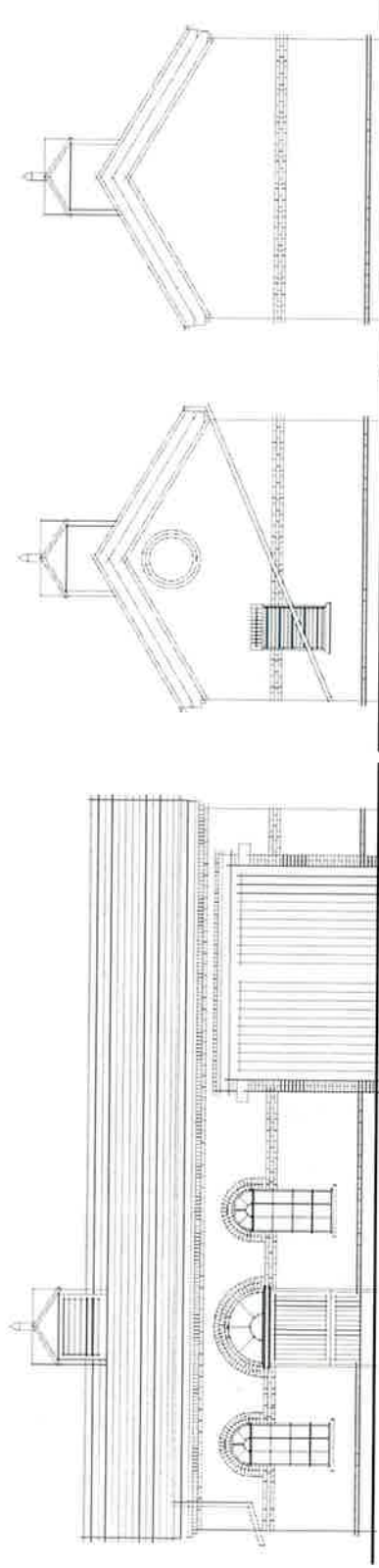


Railway Street Scene





18/00967/OUT - Condition 12 (Victorian Stable Block strategy - Proposed Elevations)



Victorian Stable Block Front Elevation  
1 : 100

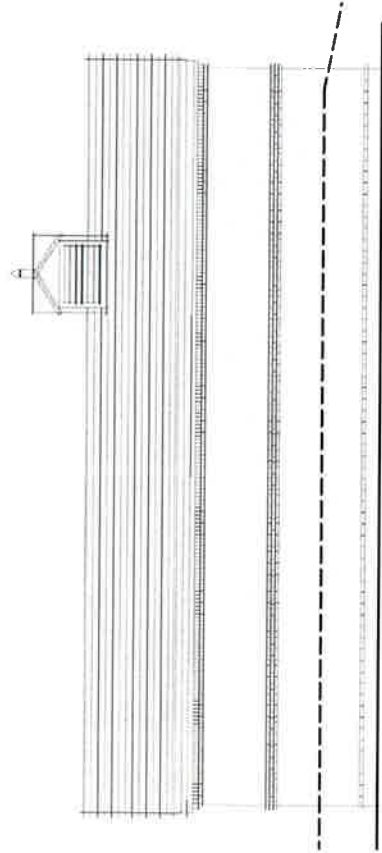
Right Elevation  
1 : 100

Left Elevation  
1 : 100

**Condition 12-**  
No works to the retained Victorian stable block shall commence until a detailed scheme for the restoration and conversion of the building has been approved by the LPA

**Note-**  
The proposal is for the refurbishment and restoration of the existing Victorian stable block to form a building for communal cycle storage and refuse.

Generally the building is to be made good and retained in its current structural form with internal adaptations to make the building suitable for its purpose. Elevationally, the intention is to keep any external changes associated with the conversion as limited as possible. Where detrimental changes have occurred in the past, these will be restored to original condition where possible and appropriate.



Rear Elevation  
1 : 100



Scale: As indicated @ A3 Date: 08.06.2020

The key features of the Eastern elevation are the original gabled and pointed gable windows. The brick has been removed by the extent that it has been replaced with new gable windows. The new gable windows will be constructed in brick and will be made up with new gable windows to match existing. The new gable windows will be made up with new gable windows to match existing. The new gable windows will be made up with new gable windows to match existing.

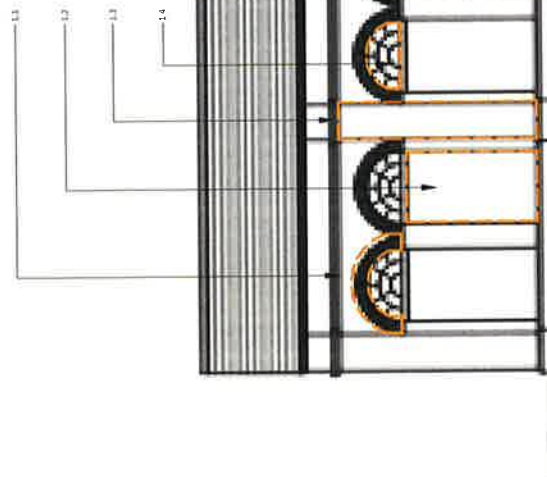
All brickwork to the Eastern elevation is to be taken down by hand to be re-used where possible on the new feature wall. The Western elevation will be demolished in the same manner to enable material to be salvaged. Any horizontal brickwork to the Eastern and Western elevations is to be taken down by hand for re-use, where where possible to be made up with new gable windows to match existing. Any horizontal brickwork to be made up with new gable windows to match existing.

Windows to Eastern and Western elevations are to be taken down by hand for re-use, where where possible to be made up with new gable windows to match existing. Any horizontal brickwork to be made up with new gable windows to match existing.

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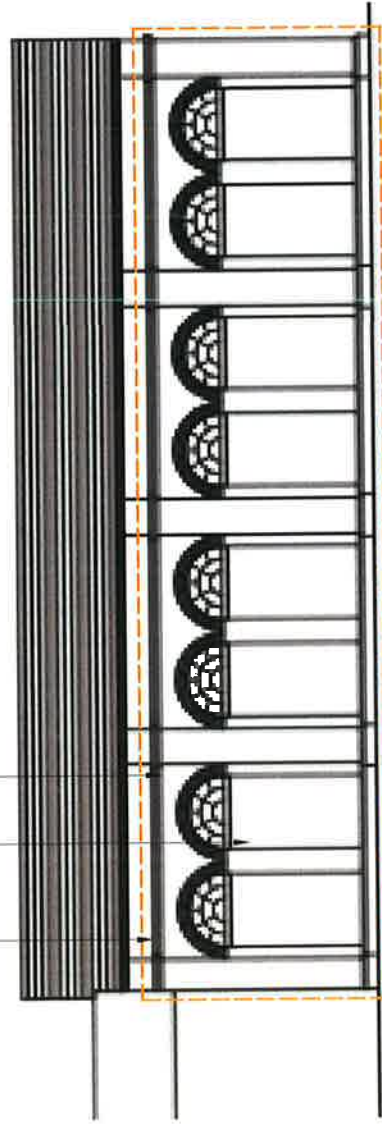
Windows to Eastern and Western elevations are to be taken down by hand for re-use, where where possible to be made up with new gable windows to match existing. Any horizontal brickwork to be made up with new gable windows to match existing.

Windows to Eastern and Western elevations are to be taken down by hand for re-use, where where possible to be made up with new gable windows to match existing. Any horizontal brickwork to be made up with new gable windows to match existing.



Existing Goods Station Eastern Elevation

Brickwork, sash and pointed gable windows to be salvaged from the Western elevation and stored or made up with new gable windows to match existing. Any horizontal brickwork to be made up with new gable windows to match existing.



Western Elevation

**Condition 5-**

No development, including demolition, shall commence until a scheme for the salvage and subsequent re-use of features of the Goods Station eastern elevation has been submitted to and approved by the LPA.

**Note-**

- General strategy is to provide a feature wall to the railway elevation fixed to the proposed Block 2.
- The features are to celebrate the existing elevation of the Goods Station Eastern side.

Salvage of the Goods Station is to be done by hand and carried out with extreme care. The demolition contractor will be made aware of, and bound by, this requirement. Demolition of the Eastern elevation will be undertaken from within the site, with bricks removed using hand tools and passed back into the site on a 'hand over' basis.

Materials salvaged to reconstruct the feature wall will be lightly cleaned of mortar, particularly the faces of the bricks, and safely stored on pallets in a locked storage container on site for re-use where required. The materials will be covered with a ply sheeting to provide additional protection from damage.

In order to ensure sufficient salvaged material, the Western elevation will also be demolished by hand so that bricks and materials can be salvaged to be re-used in the new feature wall. The Western elevation will also be demolished by hand so that bricks and materials can be salvaged to be re-used in the new feature wall. The Western elevation will also be demolished by hand so that bricks and materials can be salvaged to be re-used in the new feature wall.

Brick salvage and subsequent reconstruction will be undertaken with the input of a conservation brick specialist. The appointed demolition contractor will prepare a list of demolition materials, which will be submitted to the Conservation Officer for review.

The feature wall will be constructed as part of the works to construct Block 2, along the main structural wall of the building. It will be completed first. The structural wall of Block 2 will be of cavity construction with multiple bricks or EBM, but so that the feature wall can be tied back to the new wall as it is being constructed. A vertical DPC will be installed between the elements to maintain water tightness.

1.6 All existing materials to be salvaged and stored in a secure location during construction phase.





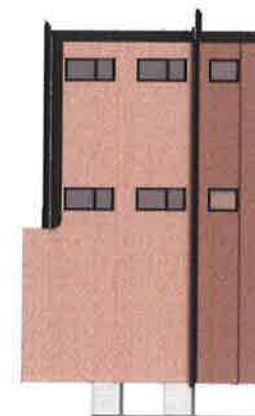
Primary Front Elevation



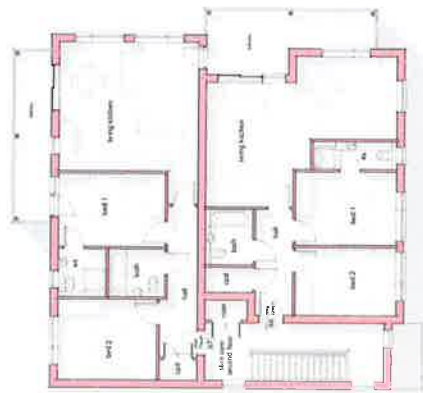
Hookey Lane Elevation



Rear Elevation



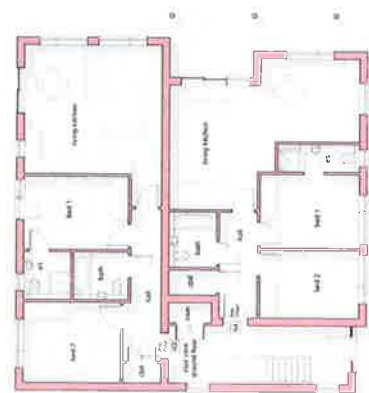
Flank Elevation to Brighton Terrace



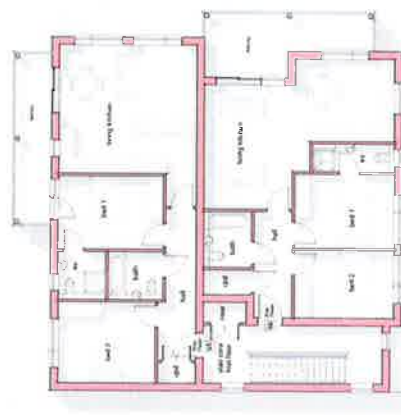
L3 Penthouse Floor Plan



Roof Plan



L1 Ground Floor



L2 First Floor



Sketch View 1 - Front Corner



Sketch View 2 - Rear Corner



Sketch View 3 - Side Entrance Corner





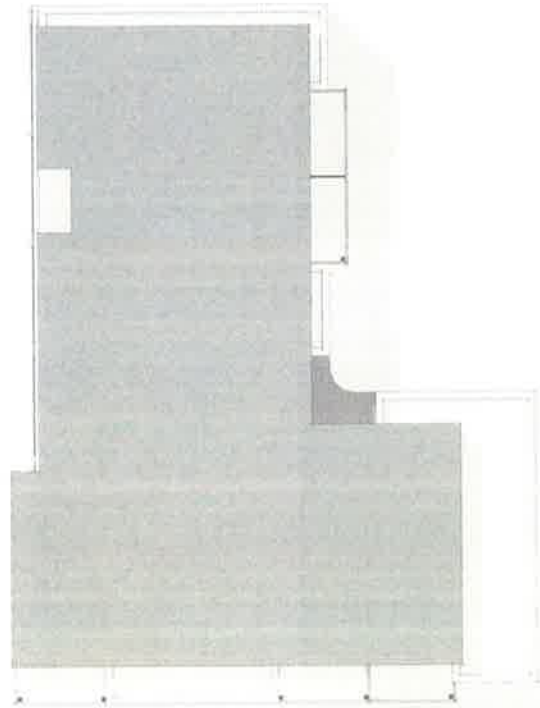
Left Flank Elevation



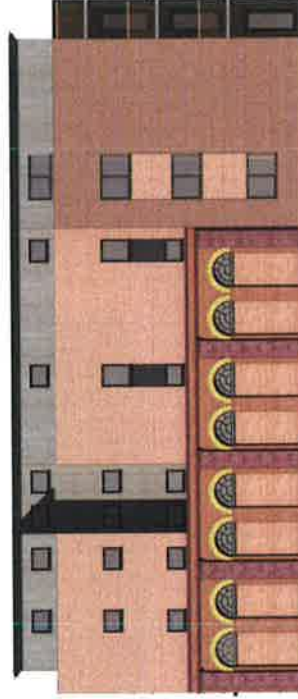
Front Primary Elevation



Right Flank Elevation



Floor Plan



Rear Elevation



**Sketch PLANNING**

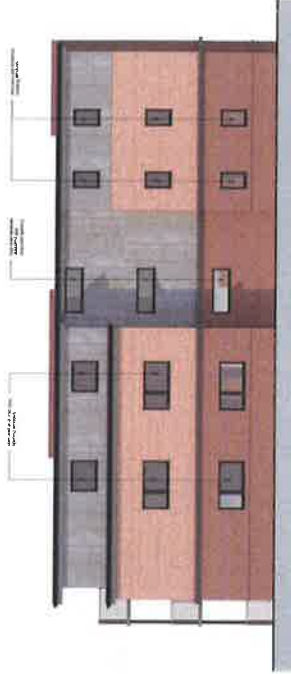
1. This drawing is a sketch and is not intended to be used for construction purposes. It is provided for informational purposes only. The design is subject to change without notice. All dimensions and areas are approximate. The design is based on the information provided to the architect. The architect is not responsible for the accuracy of the information provided. The design is based on the information provided to the architect. The architect is not responsible for the accuracy of the information provided.



Front Elevation



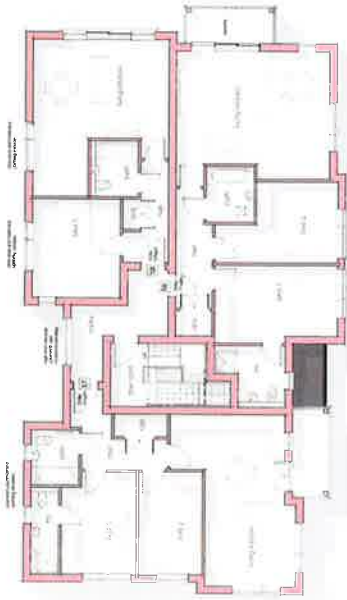
Right Side Elevation



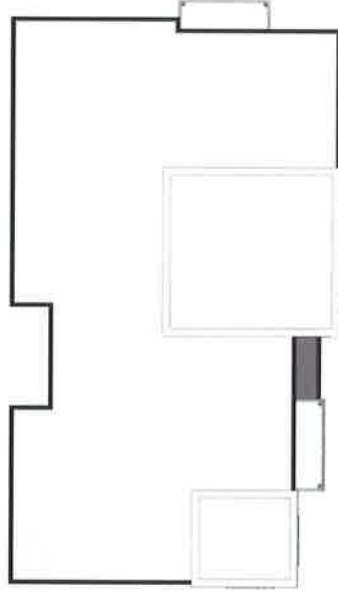
Rear Elevation



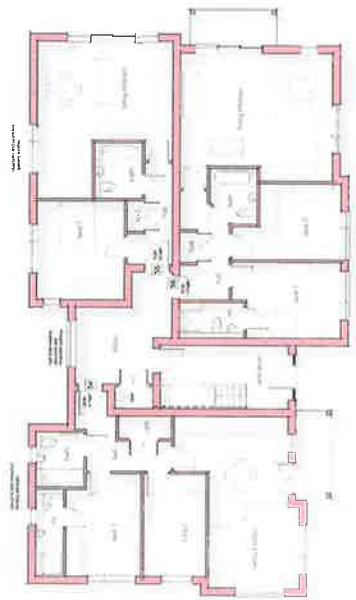
Left Side Elevation



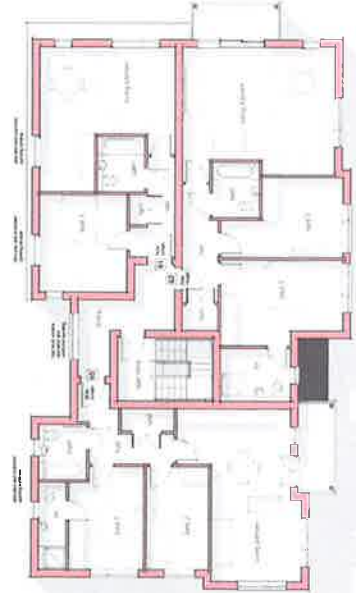
L2 First Floor Plan



Roof Plan



L1 Ground Floor Plan



L3 Penthouse Floor Plan



Sketch View 1



Sketch View 2

Item	Description
1	Architectural rendering of the building elevations and floor plans.
2	Architectural rendering of the building elevations and floor plans.
3	Architectural rendering of the building elevations and floor plans.
4	Architectural rendering of the building elevations and floor plans.
5	Architectural rendering of the building elevations and floor plans.
6	Architectural rendering of the building elevations and floor plans.
7	Architectural rendering of the building elevations and floor plans.
8	Architectural rendering of the building elevations and floor plans.
9	Architectural rendering of the building elevations and floor plans.
10	Architectural rendering of the building elevations and floor plans.

**addo**  
drawing an experience

Case: **Northus Properties Ltd**  
Project: **Lane 66 Industrial Centre**  
Location: **Recoil, Surrey**  
Type: **3-Floor Office, Elevations and Sketch Views**  
Date: **PL 21-572-300 Rev B**



Hooley Lane Elevation



Left Flank Elevation



Sketch View 2 - Fronting Hooley Lane



Sketch View 3 - Courtyard Elevation



Sketch View 4 - Entrance Corner Fronting Hooley Lane

PLANNING

As shown, this is a preliminary sketch of the proposed development. It is not intended to be a final design and should not be used for any other purpose. The design is subject to change without notice. The design is based on the information provided to us and we do not accept any liability for any errors or omissions. The design is for illustrative purposes only and should not be used for any other purpose.



Sketch View 1



Sketch View 2



Sketch View 3



Sketch View 4



**Status: PLANNING**

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- Do not scale from the drawings
- The Contractor is to check all dimensions and levels before work commences
- The Contractor is to check all dimensions, levels, heights, depths, etc. against the drawings, specifications and Bill of Materials
- The Contractor is to comply with all current British Standards and Building Regulations
- The Contractor is to comply with all current Planning and Building Regulations
- Apply Clery and Addo Design Ltd of any discrepancies.

Rev.	Description	Date

**Impression 1**



Block 1

Entrance

Block 4

**Impression 2**



Block 3

Block 2

Block 1

Block 4



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 10, The Quadrant  
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 W: www.addo.design

**Client: NORDHUS PROPERTIES LTD**

**Project: Hockley Industrial Centre**  
 Hookey Lane  
 Redhill  
 Surrey

**Title: Sketch Views 1**

**Scale: A3**

**Date: 21.04.2021**

**Drwg No: PL 21-572-06**

**Rev:**

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- The drawing must be read with and checked against all structural and other specialists.
- The Contractor is to comply with all current British Standards and Building Regulations.
- Nothing on this specification states or implies any liability on the drawings.
- Nothing on this specification states or implies any responsibility.

**Impression 3**



Block 1

Block 2

Existing Building

**Impression 4**



Block 2

Block 3

Existing Building

**Impression 5**



Block 3

Rev.	Description	Date

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drawing on experience

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**Client: NORDHUS PROPERTIES LTD**

**Project: Hockley Industrial Centre**  
Hookey Lane  
Redhill  
Surrey

**Title: Sketch Views 2**

**Scale: A3-**

**Date: 21.04.2021**

**Proj No: PL 21-572-07**

**Rev:**

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- Noisy, Late and Addis Design Ltd or any subcontractors.

Impression 6



Block 2

Impression 8



Block 2

Block 4

Block 1

Impression 7



Block 1

Block 2

Rev.	Description	Date



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 100, The Parkway  
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 VAT No: 264 247 812  
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Client: **NORDHUS PROPERTIES LTD**

Project: **Hockley Industrial Centre**  
 Hockley Lane  
 Redhill  
 Surrey

Title: **Sketch Views 3**

Scale: **A3-**

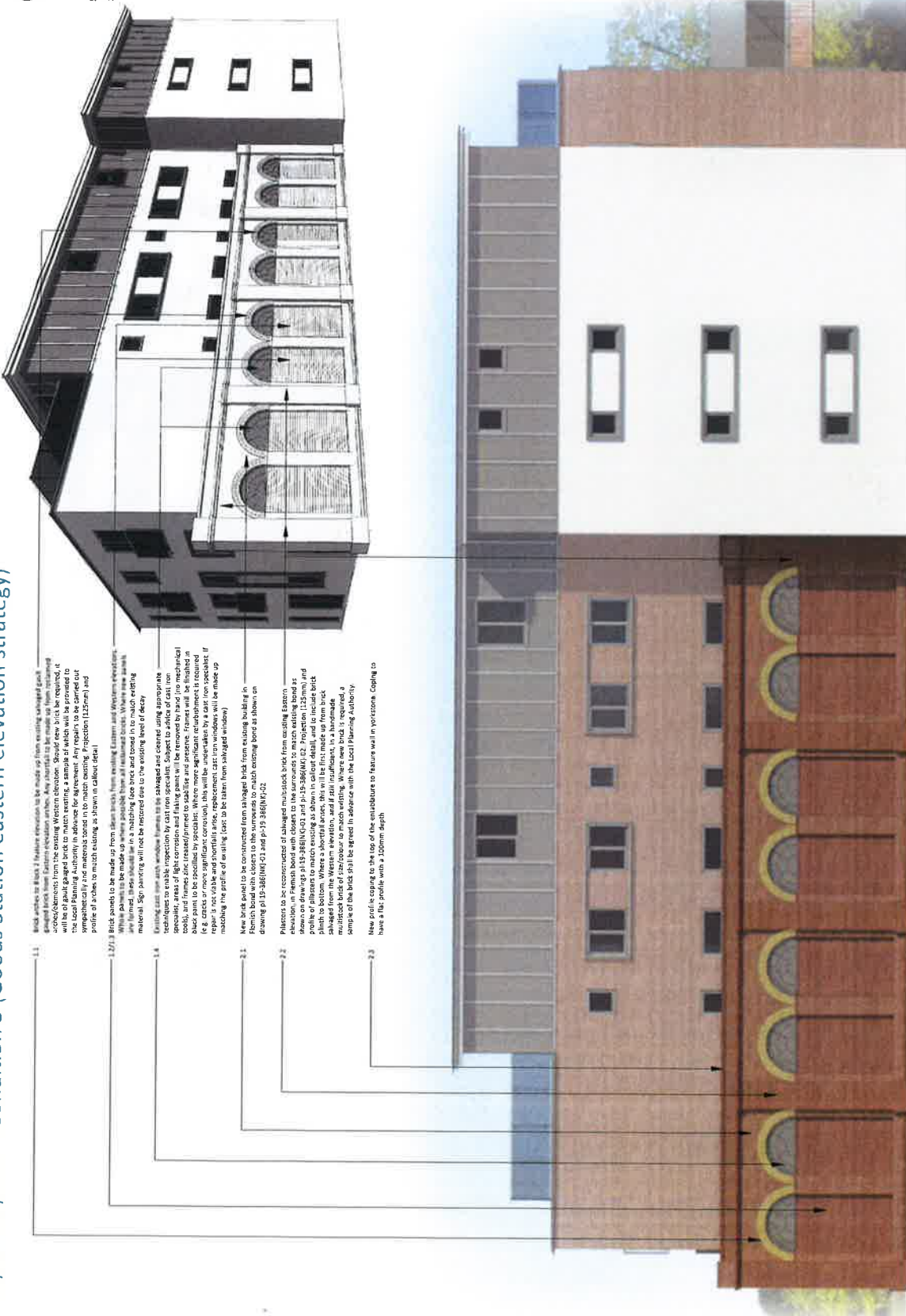
Date: **21.04.2021**

Dwg No: **PL 21-572-08**

Rev:

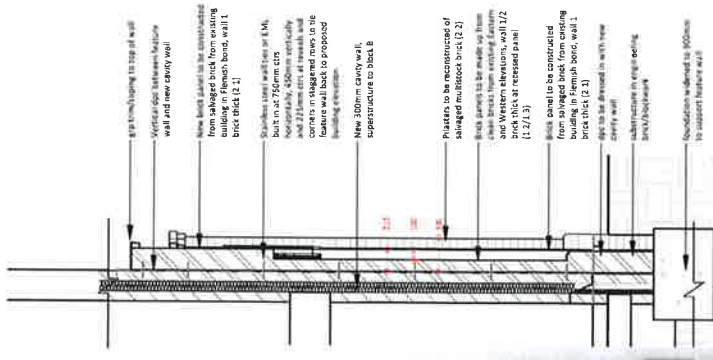
# 18/00967/OUT - Condition 5 (Goods Station eastern elevation strategy)

- 1.1 Brickwork for Block 2 feature elevation to be made up from existing salvaged dark grey/black bricks from Eastern elevation within. Any shortfall to be made up from existing stock/elements from the existing Western elevation. Should new brick be required, it should be made up from salvaged brick to match existing. A sample of which will be provided to the Local Planning Authority for approval. The brickwork should be laid out to match the profile of arches to match existing, as shown in callout detail.
- 1.2/1.3 Brick panels to be made up from clean bricks from existing Eastern and Western elevations. Where panels are framed, they should be in a matching face brick and topped in to match existing material. Sign pointing will not be restored due to the existing level of decay.
- 1.4 Existing cast iron window frames to be salvaged and cleaned using appropriate techniques to enable inspection by cast iron specialist. Subject to advice of cast iron specialist, frames should be repaired and painted. Where more significant refurbishment is required (e.g. cracks or more significant corrosion), this will be undertaken by a cast iron specialist. If matching the profile of an arch (see 1.2) to be taken from salvaged windows.
- 2.1 New brick panel to be constructed from salvaged brick from existing building in elevation in finish bond with closest to the surrounds to match existing bond as shown on drawing 18/00967/OUT and p-10 386/N/C2.
- 2.2 Pilasters to be reconstructed of salvaged multi-stack brick from existing Eastern elevation in finish bond with closest to the surrounds to match existing bond as shown on drawing 18/00967/OUT and p-10 386/N/C2. The profile of pilasters to match existing as shown in callout detail, and to include brick plinth to bottom. Where a shortfall arises, this will be first made up from brick salvaged from the Western elevation, and if still insufficient, in a handmade multi-stack brick. The profile of the brick shall be agreed in advance with the Local Planning Authority.
- 2.3 New profile coping to the top of the entrance to feature wall in positions. Coping to have a face profile with a 100mm depth.



## General Notes:

2.4 Brickwork and subsequent reconstruction of the wall will be carried out with input from, and supervision by, a conservation brick specialist. Salvaged bricks will be slightly cleaned of mortar. The main body of the new feature wall will adopt the same brick bond and quality as the existing wall. The feature wall will be reconstructed using a natural hydraulic lime mortar. The brickwork will be supervised by a conservation brick specialist. Non-hydraulic lime will be used for coping (comprising four pairs of arches with associated pilasters) as shown on drawing p-10 386/N/C2.



Foundation & Wall Detail 1:50

## Proposed Block 2 - Eastern Elevation

1 : 100

Scale: 1 : 100 @ A3 Date: 08.06.2020

Hockley Industrial Centre, Hooley Lane, Redhill, Surrey - ref: 18/00967/OUT (approved layout: 18-386-50 rev D)

19-504- C5.2

rev D

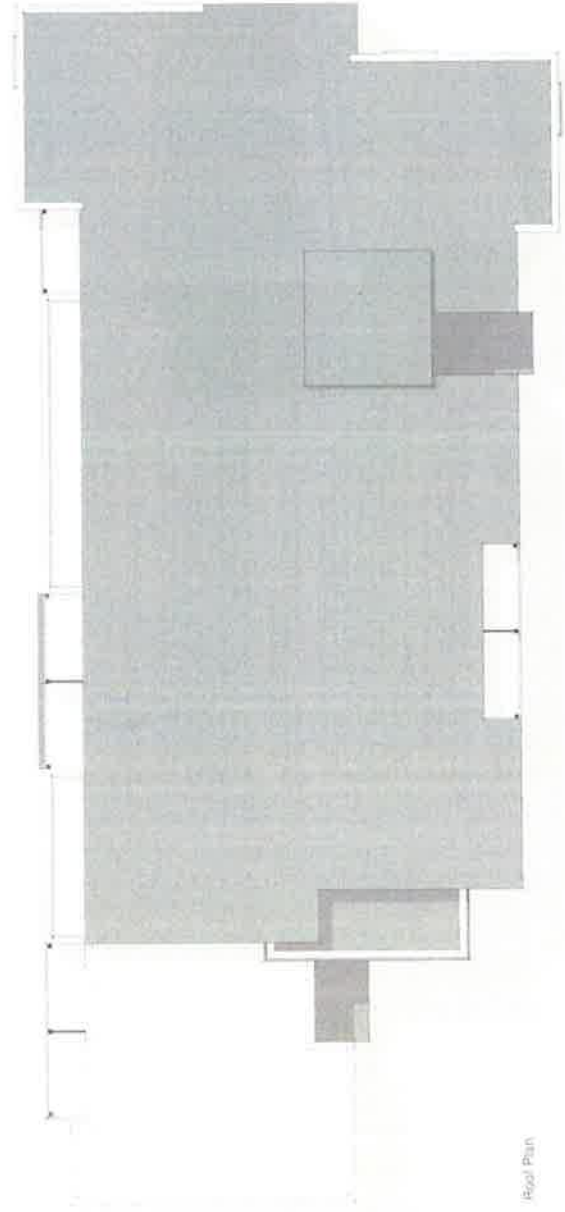
1. The purpose of this plan is to provide a detailed description of the proposed development and to show how it complies with the relevant planning policies and objectives.



Front Courtyard Elevation



Right Flank Elevation



Roof Plan



Sketch View 1