 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 th June 2022
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	8	WARD: Horley Central and South

APPLICATION NUMBER:	21/03185/F	VALID:	21/12/2021
APPLICANT:	Apples Properties Ltd	AGENT:	Full Circle Planning Solutions
LOCATION:	OLDBURY ENGINEERING LTD, 8-12 BALCOMBE ROAD HORLEY RH6 9HT		
DESCRIPTION:	Demolition of all existing building and erection of a detached building containing 6 apartments with associated access, parking for car and cycles, refuse storage and amenity space. As amended on 22/02/2022 and on 16/05/2022.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of all existing buildings on site and the erection of a detached residential building containing six flats. The site is located to the south of the borough in Horley, and forms part of the Bridge Industrial Estate Local Employment Area, approx.. 130m from the edge of the Horley Town Centre Boundary, to the western side of Balcombe Road. The immediate vicinity of the site features a mix of land uses, from residential to a range of commercial and industrial uses. Residential dwellings can be found on the opposite side of the road. They are semi-detached, pitched roof 1930s-50s style dwellings.

The application has been accompanied by a marketing exercise which demonstrates that the existing buildings are no longer viable for employment use and unlikely to attract such occupiers, particularly in the current climate, therefore the loss of the existing use is considered to be acceptable.

The proposed development would be three storeys in height, and would be of a contemporary design, being a flat roof building in a broadly L shaped form. The design and scale of the building would be in keeping with that of the rest the row of properties. The building would be located to the end of the row and would seek to provide a contemporary reflection of the former bank building to the south in terms of height and scale, bookending the row with a contemporary building. The site is on the edge of an industrial estate where a more functional, uncomplicated architectural style is

considered appropriate. The building would be in brick of differing shades which would reflect the palette of materials of other buildings in the area.

The development proposes 3x1 bed, 2x2 bed and 1x3 bed flats. Each of the proposed flats would meet the relevant internal space standards for living space and would be appropriately laid out with habitable rooms well served by windows providing light and outlook. Each flat would have access to a balcony area, providing outdoor private amenity space. The proposed housing mix is considered to be acceptable and would meet the aims of Policy DES4 of the DMP in this regard.

With regard to impact on the amenity of neighbouring properties, the nearest residential dwellings are located on the opposite side of Balcombe Road to the proposed development. Whilst the presence of the building would result in a change in relationship and outlook, it would not result in harm to the amenity of these properties. The building would be an acceptable distance away from the neighbour's front windows not to impact on light and it would not be overbearing in nature.

On highway matters, the County Highway Authority has reviewed the application and has raised no objection on highway safety or capacity grounds. Amendments have been received during the course of the application to provide a greater space for the turning of vehicles to access three proposed parking spaces to the side of the building. Vehicle tracking plans have been provided to demonstrate that these spaces can be accessed, and cars can enter and leave the site in a forward gear. It is proposed to provide a total of 4 parking spaces. A total of 7 spaces would be required by the DMP parking standards unless otherwise justified. The site is designated as being in a highly accessible location. Whilst the level of parking provision would represent a shortfall against standards, the site is in a highly sustainable location with close access to rail and bus networks, as well as within easy walking distance to Horley Town centre, which provides a range of services and facilities. Provision will be made for cycle storage in order to further encourage sustainable modes of transport.

RECOMMENDATION(S)

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

Consultations:

County Highway Authority: No objection on safety and capacity grounds subject to conditions and informatives.

Contaminated Land Officer: No objection has been raised subject to the imposition of conditions and informatives requiring the submission of pre-demolition and refurbishment asbestos survey prior to commencement of development. Further conditions relating to contaminated land.

Environmental Health: No concerns have been raised with regard to air quality impact on the development.

Horley Town Council: No objections have been raised.

Representations:

Letters were sent to neighbouring properties on the 22nd December 2021. No responses have been received.

1.0 Site and Character Appraisal

- 1.1 The site is located on the west side of Balcombe Road, located on the edge of Horley town centre and located in an area with a wide variety of uses including commercial, light industrial and residential which make up the Bridge Industrial Estate, which is sited around the proposal site, and is a designated employment area within the DMP.
- 1.2 The application site itself is comprised of three properties, a pair of semi-detached houses and a third detached house. Although all of the properties were built as and continue to have the appearance of residential dwellings, most recently no.'s 8 and 10 have been used as ancillary office space and no.12 was last used for residential but is now vacant and in a state of disrepair.
- 1.3 There are no statutory listed buildings on or near the site however there is a locally listed building to the west, which was a former brewery. There are no trees within the site. Property design varies in the road, from traditional small, pitched roof Victorian style, to larger flat roof buildings to the south. Building heights increase in height along the west side of Balcombe Road.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Formal pre-application advice was sought from the Local Planning Authority prior to the submission of the application. Concerns were raised with regard to aspects of the design and the potential impact of neighbouring land uses of residential amenity of future occupants.

- 2.2 Improvements secured during the course of the application: Improvements have been sought during the course of the application to improve window placement. Further amendments have been received to address issues relating to the parking and access.
- 2.3 Further improvements could be secured: Further improvements could be sought by way of conditions. A condition restricting the hours of use would be included.

3.0 Relevant Planning and Enforcement History

19/00668/CLE Existing office use (B1[a] with ancillary storage at No's 10-12 Balcombe Road, Horley; associated with the existing light industrial use at adjoining Bridge Works, Balcombe Road, Horley - Approved

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of all existing buildings and erection of a detached building containing 6 apartments with associated access, parking for car and cycles, refuse storage and amenity space. The existing buildings on site comprise a terrace of three properties which were historically built as houses (circa 1890), however numbers 10-12 Balcombe Road have most recently been used as offices associated with an engineering company, whilst number 8 was last occupied as a residential dwelling, however is currently uninhabitable.
- 4.2 The replacement building would be exclusively residential, adopting a contemporary design approach, being flat roofed and broadly L shaped, the tallest element of the building being located to the northern end of the site. The maximum height of the building would be 11m, decreasing to 9.2m to the south, and dropping again to the rear to a depth of 7.4m. The building would be 18.3m in depth. The top portion of the building would be set in from the front elevation to form a terrace serving two of the proposed units.
- 4.3 Regarding materials, the lower scale element of the building would be realised in facing brickwork, whilst the upper floor would be formed of standing seam zinc panels. The larger scale element would also comprise of brick of a lighter hue to provide visual contrast
- 4.4 Parking would largely be contained to the side of the existing building in an undercroft, reached via the existing access off Balcombe Road. It is proposed to provide a total of 4 parking spaces, three within the undercroft and a further space to the front of the building. Each space would be provided with an electric vehicle charging point. Secure cycle storage would be provided within the building to the rear for 12 bicycles. Refuse storage would be located to the front of the site in the south-east corner.

- 4.5 The development proposes a total of 6 self-contained flats. The mix would comprise 3x1 bed, 2x2 bed and 1x3 bed flats. Each flat would be provided with an element of outside amenity space in the form of either a private garden/terrace area or balcony.
- 4.6 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	The site is identified as being located on the edge of Horley Town Centre, located within an area comprised of a mix of commercial, light industrial and residential uses, and is identified as being within a designated employment area. The site is noted as not being within a conservation nor are there any listed buildings within 500m of the site. The site is located within flood zone 1 and there are no tree preservation orders within the site. It is stated that there is a good level of access to public transport, being located in close proximity to Horley railway station and a number of bus stops.
Involvement	It is not stated that any public consultation/ involvement took place in the development of the current proposal.
Evaluation	Section 5 of the submitted planning statement sets out how the feedback received from pre-application enquiries has informed the design of the current proposal.
Design	The building has been designed to form two distinct elements in order to reduce the sense of scale. The lower scale element respects the scale and fenestration of adjacent properties to the south, whilst the taller northern section reflects that of the former bank building at the opposite end of this row of the road, acting as a 'bookend' to the row of buildings. It is stated that the building seeks to emulate the pattern of development at the opposite end of the terrace, forming a sculptural end to the ad hoc row of structures.

- 4.8 Further details of the development are as follows:

Site Area	0.04Ha
Existing Use	Office (Use Class E, currently vacant)
Proposed Use	Residential (Use Class C3) 6 units
Site Density	150dph
Parking Standard	Accessibility level – High – 7 spaces required
Proposed Parking Spaces	4

5.0 Policy Context

5.1 Designation

Urban Area
Employment Area (Balcombe Road Industrial area)
Regeneration Area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1, DES5, DES6, DES8, DES9
Housing Mix	DES4
Local Employment Area	EMP2
Natural and historic environment	NHE3
Transport, access and parking	TAP1
Climate Change resilience and flooding	CCF1
Infrastructure	INF1

5.4 Other Material Considerations

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide

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

6.0 Assessment

- 6.1 The application seeks planning permission for the demolition of all existing buildings and the erection of a detached building containing 6 apartments with associated access, parking for car and cycles, refuse storage and amenity space.
- Principle of the development
 - Design and character assessment
 - Neighbouring Amenity
 - Amenity for future occupiers and housing mix
 - Transport matters
 - Sustainability, Infrastructure and Climate change
 - CIL
 - Affordable Housing

Principle of the development

- 6.2 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential development is accepted. The area is comprised of a mix of residential, commercial and industrial uses. There is therefore no objection to the principle of residential development in this location.
- 6.3 The site is located just north of Horley town centre along the western side of Balcombe road. The site is located within a local employment area and just north of the Station Road local centre. The proposed development comprises of the demolition of all existing building on the site and the replacement with a 3 storey apartment block contained 6 self-contained apartments.
- 6.4 As the site is located within a local employment area, Balcombe Road Industrial area (DMP Policy EMP2), it is safeguarded land for employment that will grant planning permission for the following uses:
- a. Industrial and distribution uses
 - b. Offices
 - c. Financial and professional services
 - d. Any other employment-generating uses (excluding all Class A uses other than A2).

Para 1.1.11 of the DMP states that: "The Employment Area Review (2017) identifies that a large proportion of businesses in the borough are small businesses, and that these areas provide a valuable stock of smaller, more affordable accommodation suited to their needs. Policy EMP2 recognises this, and seeks to reinforce this small business role and the importance of protecting and maintaining a ready supply of appropriate small business premises to support their growth". Para 1.1.12 then states: "Policy EMP2 introduces a greater degree of flexibility in these areas than in Principal Employment Areas in order to encourage and support small businesses, respond to existing

business needs and improve the viability of these areas.” As the application is for a dwellinghouse, it will not necessarily be granted planning permission according to the criteria within Policy EMP2. However, para 1.1.12 of the explanatory text explains the greater degree of flexibility for the policy in order to respond to existing business needs and improving the viability of the areas.

- 6.5 Under DMP Policy EMP4: ‘Safeguarded employment land and premises’, there is a criteria for loss of employment land which is as follows:

*“1. The loss of employment land and premises will only be permitted if:
a. it can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use (see Annex 3 for information on what will be required to demonstrate this); or
b. the loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of employment accommodation; or
c. the proposal would provide a public benefit which would outweigh the loss of the employment floorspace.”*

The application for dwellinghouses will not provide a public benefit nor does it meet the requirements of criterion b. However, criterion a. states that loss of employment land and premises will be permitted if there is a clear demonstration that there is no prospect of (or demand for) the retention of the site for employment use, where Annex 3 gives further requirements. Annex 3 from the DMP provides the detailed marketing requirements which apply for policy EMP4. Within the applicant’s planning statement (November 2021) contains a marketing report (Appendix 1). The marketing report completed by White and Sons states that since 12th November 2020 the property had been marketed for a 9 month period with the use of a visible advertising board and accessible website advertising. The report goes on to state that 19 enquiries were received, but only 2 viewings were held and no offers received. Overall, it is evident that the marketing for the site has failed and therefore the prospect of securing employment is unfavourable in this current market. Based on the above, the requirements set out in annex 3 and the DMP Policies EMP2 and EMP4 will be deemed acceptable for the application.

- 6.6 In light of the above it is considered that it has been reasonably demonstrated that the loss of the existing employment use would be acceptable, and would accord with Policies EMP2 and EMP4 of the DMP 2019.

Design and character assessment

- 6.3 The design of the proposed building would be contemporary which, while differing in appearance to other properties within the road, is considered to be acceptable within the wider context of the site. The building would provide a modern reflection of the of the former bank building to the southern end of the road. The application site is in a location that transitions to an area more industrial in character, where a building of a less traditional residential form would not be unacceptable. It would serve to ‘bookend’ the road, with the two tallest buildings located in the middle of the row of properties, with the smaller properties remaining between them. Whilst the flat roof form may be different to the style of buildings in the area it would also not be entirely alien. It is noted

that the site is on the edge of an industrial estate where a more functional, uncomplicated architectural style may be considered appropriate. The building would be of an appropriate scale within the wider context of the street, the eaves heights corresponding with those of the neighbouring properties. The proposed differing colours of brick would be appropriate, where there is a mix of both brick and render in the road and would add visual interest to a street which is somewhat devoid of high quality character and design. On this basis it is considered that the design of the building would be acceptable and would accord with Policy DES1 of the DMP 2019.

Impact on neighbouring amenity

- 6.4 To the south are a small row of buildings which at one stage were likely residential however at present these serve a commercial office use. The proposed building would be similar in scale to these adjacent properties at the closest point, having a similar relationship as the existing arrangement. To the rear of these buildings is an area of car parking associated with the existing neighbouring uses, which would not be impacted by the proposed development, and access would be maintained to this area via the existing access from Balcombe Road. To the north and west of the site are industrial properties that would not be impacted by the presence of a residential building. There are a number of residential properties on the opposite side of the road. Whilst the new building would result in a change to the outlook from these properties, the distance between buildings would be some 25m, which would be sufficient to avoid being overbearing, and the height and scale of the building would not result in loss of light to front facing windows. The proposal is considered to be acceptable with regard to harm to neighbouring amenity.

Amenity for future occupiers and housing mix

- 6.5 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.6 The scheme proposes 6 flats, 3x1 bedroom, 2x2 bedroom and 1x 3 bedroom flats. The proposed plans demonstrated that the required space standards for living space would be met and exceeded by the proposed development. Habitable rooms would be well served by windows and doors, providing acceptable outlook and levels of light. Each flat would be well laid out, devoid of awkwardly shaped rooms. External amenity space would take the form of private balconies, as well as a shared amenity space to the rear south corner. The site is within an edge of centre location. The provision of balconies would be acceptable for a flatted development in a location such as this.

- 6.7 Regarding housing mix, Policy DES4 requires that on sites within town and local centres, at least half of all homes provided should be one and two bedroom homes. As stated above the scheme proposes 6 flats ranging from 1 to 3 bedrooms. This would contribute to meeting the need for smaller homes within the borough, for which there is an identified shortage.
- 6.8 In light of the above it is considered that the scheme would be acceptable with regard to the amenity of future occupiers as well as achieving an appropriate housing mix. The scheme would therefore comply with policies DES4 and DES5 of the DMP 2019.

Transport Matters

- 6.9 The site is within a high accessibility location as defined within Annex 3 of the Development Management Plan. In accordance with the Council's standards, based on the number of bedrooms proposed, a total of 8 parking spaces would be required. Policy TAP1 is clear that developments should be sited so as to link with the wider sustainable transport network (for example bus stops and rail) in order to provide a range of options for sustainable travel. The policy also recognises that car travel will continue and therefore an appropriate level of parking provision is necessary to ensure that parking does not detract from character, make roads unsafe for other road users, nor put pressure on local roads.
- 6.10 It is proposed to provide a total of 4 parking spaces, representing a shortfall of 4 spaces. A covered cycle store is provided with 12 cycle spaces allowing 2 spaces per dwelling. This exceeds the policy requirement of 7 spaces and further demonstrates the sustainable nature of the development. Policy TAP1 requires that parking be provided in accordance with these standards unless it can be justified that not doing so would not result in unacceptable harm. Development should not result in unacceptable levels of on-street parking demand in existing or new streets. The site is very clearly in a sustainable location on the edge of Horley Town Centre, where a range of convenience and goods services are located within walking distance of the proposed development. The site is also in close proximity to Horley Railway Station which is located approx. 0.6km (0.4mi) to the south within easy walking distance, providing services to Gatwick Airport to the South and frequent services to Central London. The nearest bus stops are on Balcombe Road (180m) and Smallfield Road (110m). In view of this a lesser parking provision would be acceptable. The County Highway Authority, who have been consulted on the application, share this view. It is not considered that the shortfall in parking provision would give rise to issues of highway safety. Balcombe Road and Smallfield Road are subject to double yellow line restrictions; therefore parking could not take place on the highway. Whilst Station Road to the south provides a small number of designated on-street parking spaces, these are restricted to 1 hour, therefore the amount of on-street parking created would be minimal. Therefore it is considered that justification is made in accordance with Policy TAP1 for a parking provision below standard.

- 6.11 The existing access is shared with adjoining land owners of the employment site to the rear. This access is not in the applicant's ownership, but the applicant has rights of way across this land, and the land is included within the red line boundary for this application. This access will be retained ensuring the rights of way of the neighbouring landowner are maintained at all times. The existing access and crossover to Balcombe Road will also be retained as existing to serve both the proposed development and the existing development to the rear.
- 6.12 The CHA initially raised concerns regarding the substandard aisle width for vehicles accessing the parking spaces off the shared access, and the substandard size of the proposed parallel parking space, in order to allow for safe turning on-site and parking respectively. Following a revision of the proposed site plan, and subsequent tracking drawings demonstrating that vehicles can access and egress the site safely in forward gear, the CHA is now satisfied that the proposed access and parking arrangements would have no significant impact on the safe operation of the Balcombe Road highway.
- 6.13 In view of the above considerations, it is considered that the application would be acceptable on highway safety and capacity grounds and would therefore comply with Policy TAP1 of the DMP 2019.

Sustainability, Infrastructure and Climate change

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

CIL

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

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Other Plan	2793-001	A	16.05.2022
Floor Plan	009	D	16.05.2022
Other Plan	019	C	16.05.2022
Location Plan	001		13.12.2021
Block Plan	002		13.12.2021
Floor Plan	003		13.12.2021
Floor Plan	004		13.12.2021
Roof Plan	005		13.12.2021
Street Scene	006		13.12.2021
Elevation Plan	007		13.12.2021
Elevation Plan	008		13.12.2021
Floor Plan	010		13.12.2021
Floor Plan	011		13.12.2021
Roof Plan	012		13.12.2021
Elevation Plan	014		13.12.2021
Elevation Plan	016		13.12.2021
Section Plan	017		13.12.2021
Section Plan	018		13.12.2021
Street Scene	013	A	22.02.2022
Elevation Plan	015	A	22.02.2022
Elevation Plan	016	A	22.02.2022

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. 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 and turning area shall be retained and maintained for their designated purposes.

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 (2021) as well as Policy TAP1 for Parking, Access, and Servicing and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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) provision of boundary hoarding behind any visibility zones
 - (f) measures to prevent the deposit of materials on the highway
 - (g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (h) on-site turning for construction vehicles or equivalent traffic management.

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

Reason: in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework (2021) as well as Policy TAP1 for Parking, Access, and Servicing and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. 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 bicycles to be parked. Thereafter the parking area shall be retained and maintained for its designated purposes.

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

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate

and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

7. The developer must either submit evidence that the building was built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by an appropriate mitigation scheme to control risks to future occupiers. The scheme must be written by a suitably qualified person and shall be submitted to the LPA and must be approved prior to commencement to the development. The scheme as submitted shall identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed end use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF.

8. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

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

this means a proposal is required to be submitted and approved prior to actually undertaking a Site Investigation.

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 the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

10. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

11.
 - a. Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.
 - b. Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

12. 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 Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : Climate Change Information.
3. You are advised that the Council will expect the following measures to be included in the above CMS condition 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.

4. 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.
5. 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).
6. 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.
7. 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.
8. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
9. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

10. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks' notice'.
The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

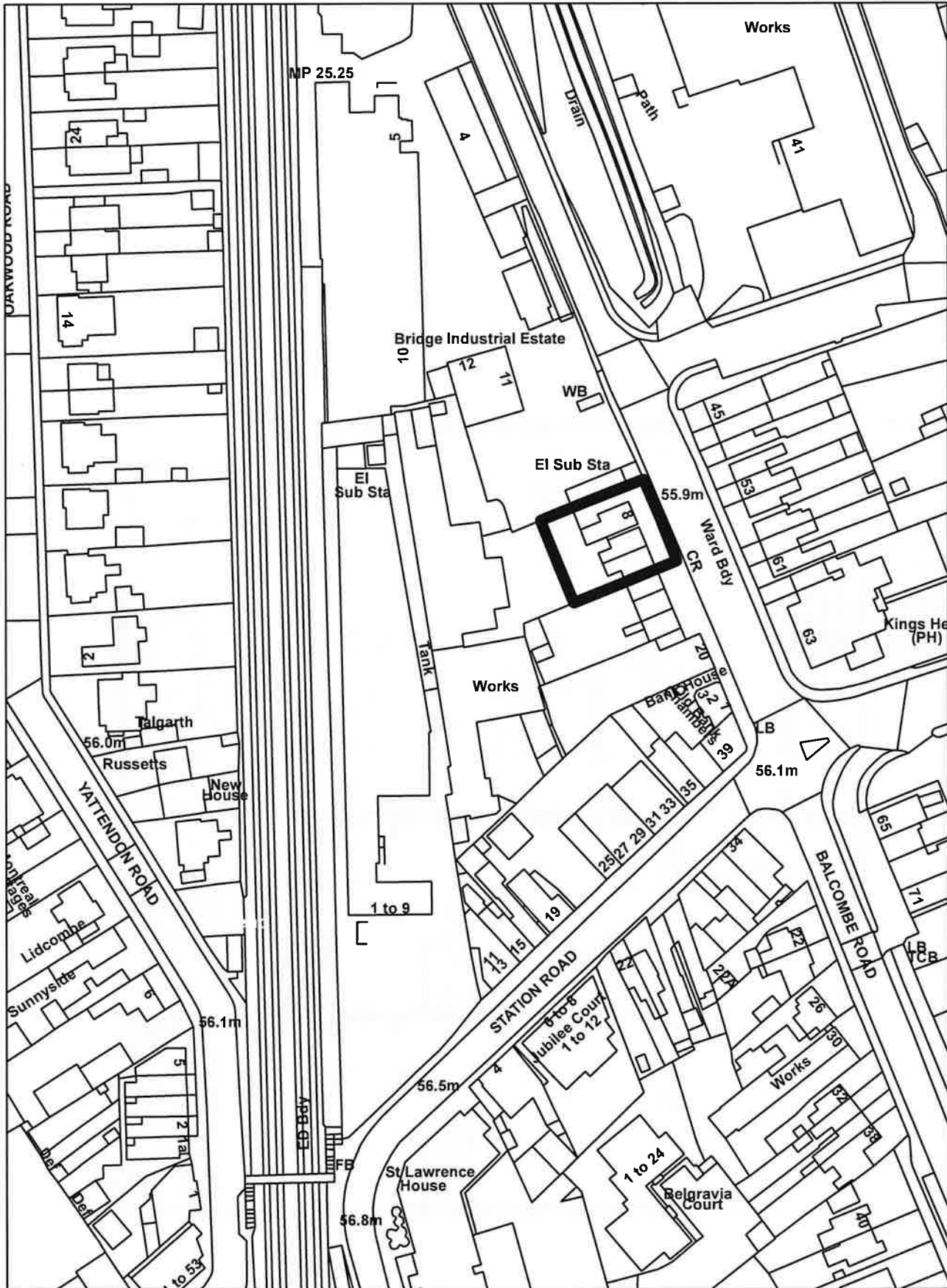
REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2021 and Development Management Plan policies DES1 NHE1 NHE3 NHE5 and OSR3 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

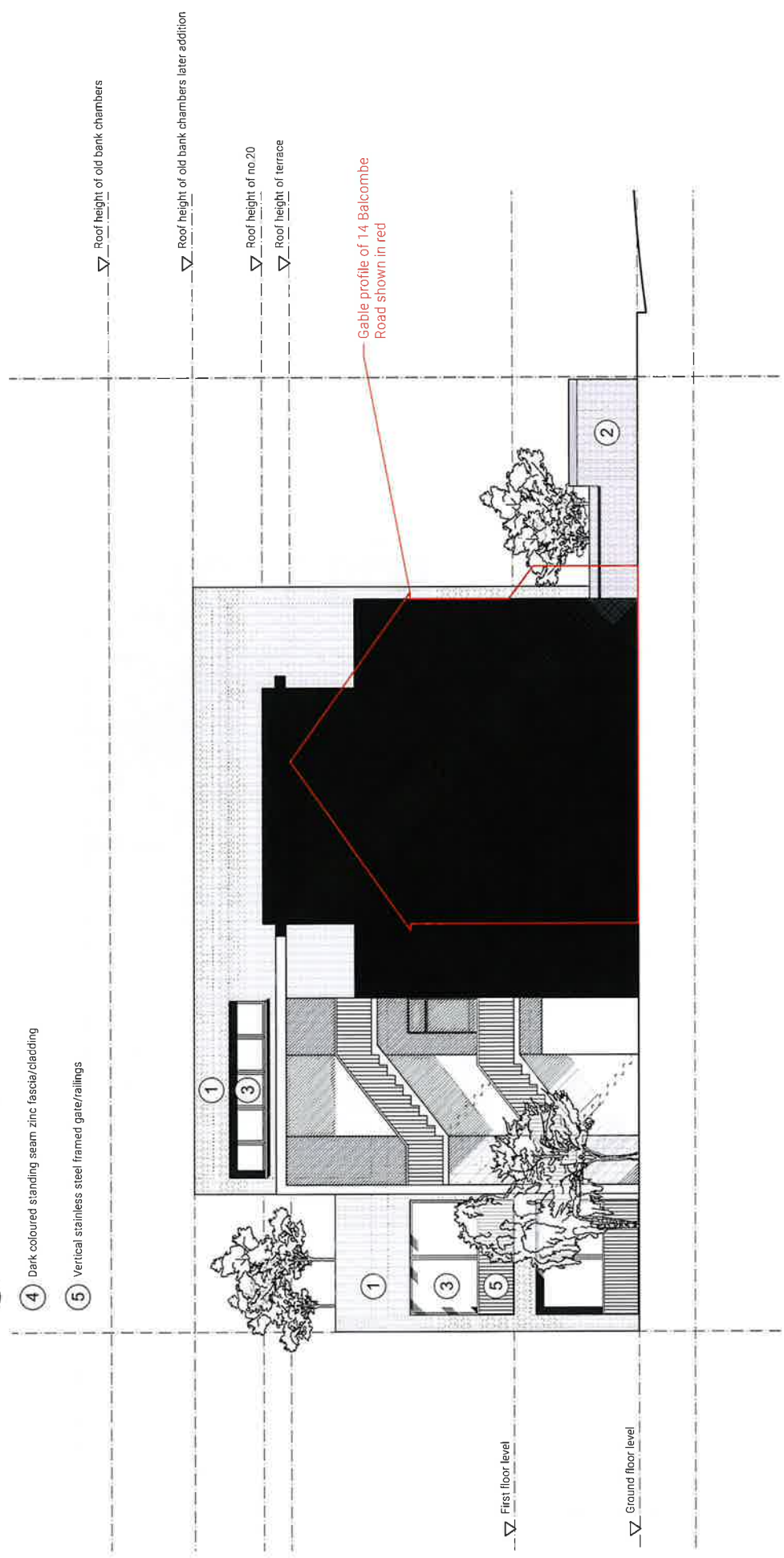
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

21/03185/F - Oldbury Engineering Ltd, 8 - 12 Balcombe Road, Horley



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- ① Light coloured buff brick - stretcher bond
- ② Dark coloured buff brick - stretcher bond
- ③ Powder coated metal slim framed glazing
- ④ Dark coloured standing seam zinc fascia/cladding
- ⑤ Vertical stainless steel framed gate/railings



▽ Roof height of old bank chambers

▽ Roof height of old bank chambers later addition

▽ Roof height of no.20

▽ Roof height of terrace

Gable profile of 14 Balcombe
Road shown in red

▽ First floor level

▽ Ground floor level

① Proposed side elevation 2
Scale: 1:100



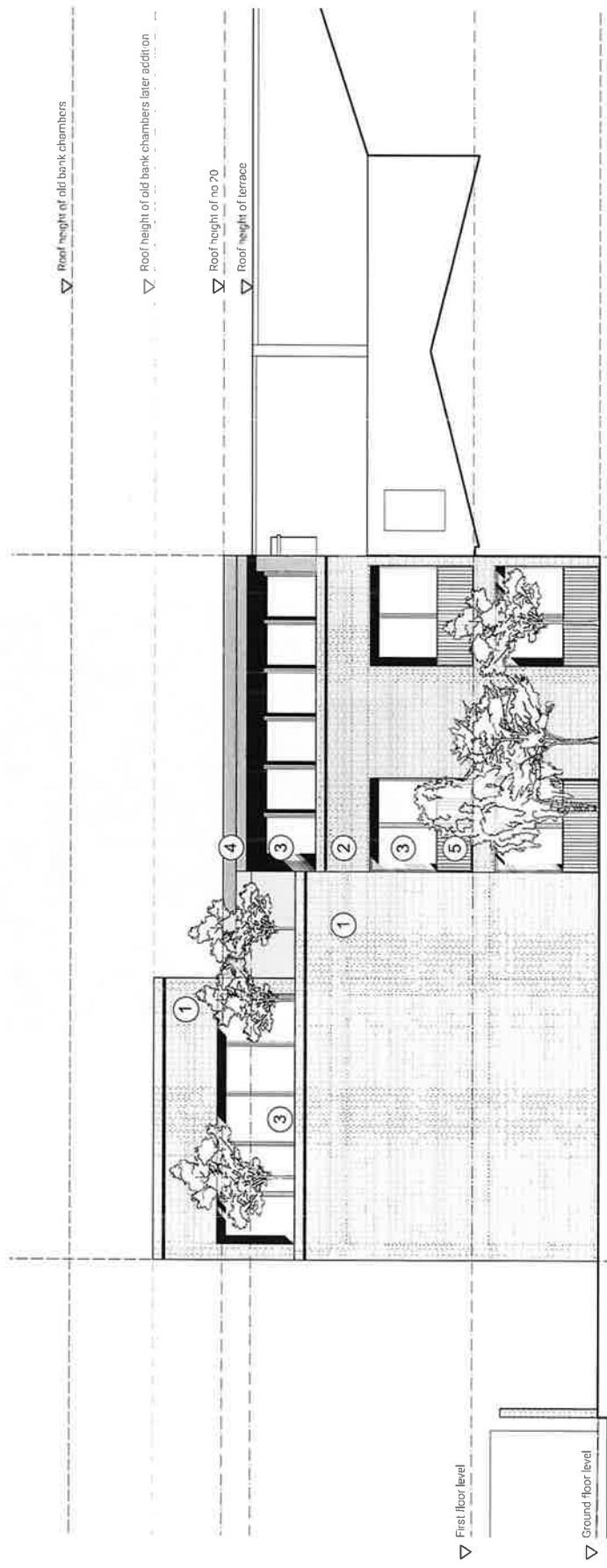
Studio BAM!
Architects
1414, 1416
25, 27, 29
RIVER STREET
MELBOURNE VIC 3000

BAM!

DATE	11/11/22	DESCRIPTION	REVISIONS
DESIGNED BY	W. Jorral Brooks	DATE	18/2
DRAWN BY	New version units at	DATE	11/10/24
CHECKED BY	14 BALCOMBE ROAD	DATE	18/4/24
APPROVED BY	PLANNING	DATE	
PROJECT NO.		DATE	
PROPOSED SIDE ELEVATION 2	016	DATE	A

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- ① Light coloured buff brick - stretcher bond
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- ③ Powder coated metal/slim framed glazing
- ④ Dark coloured standing seam zinc fascia/cladding
- ⑤ Vertical stainless steel framed gate/railings



▽ Roof height of old bank chambers

▽ Roof height of old bank chambers later addition

▽ Roof height of no 70

▽ Roof height of terrace

▽ First floor level

▽ Ground floor level

① Proposed rear elevation

Scale: 1:100

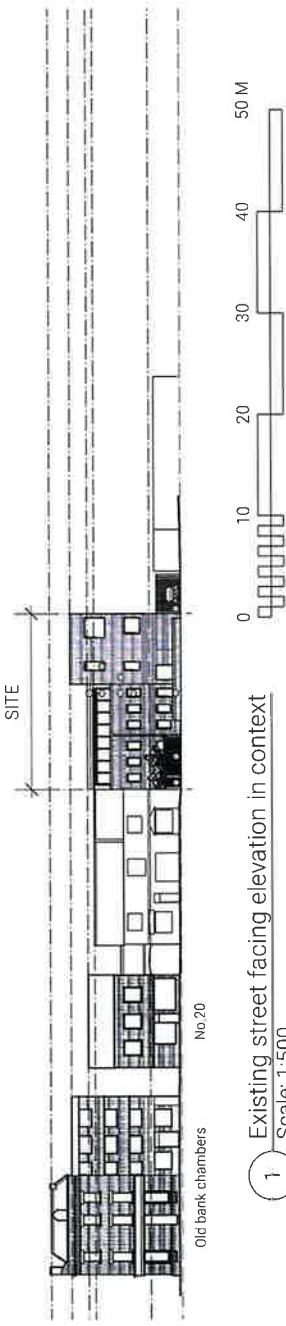


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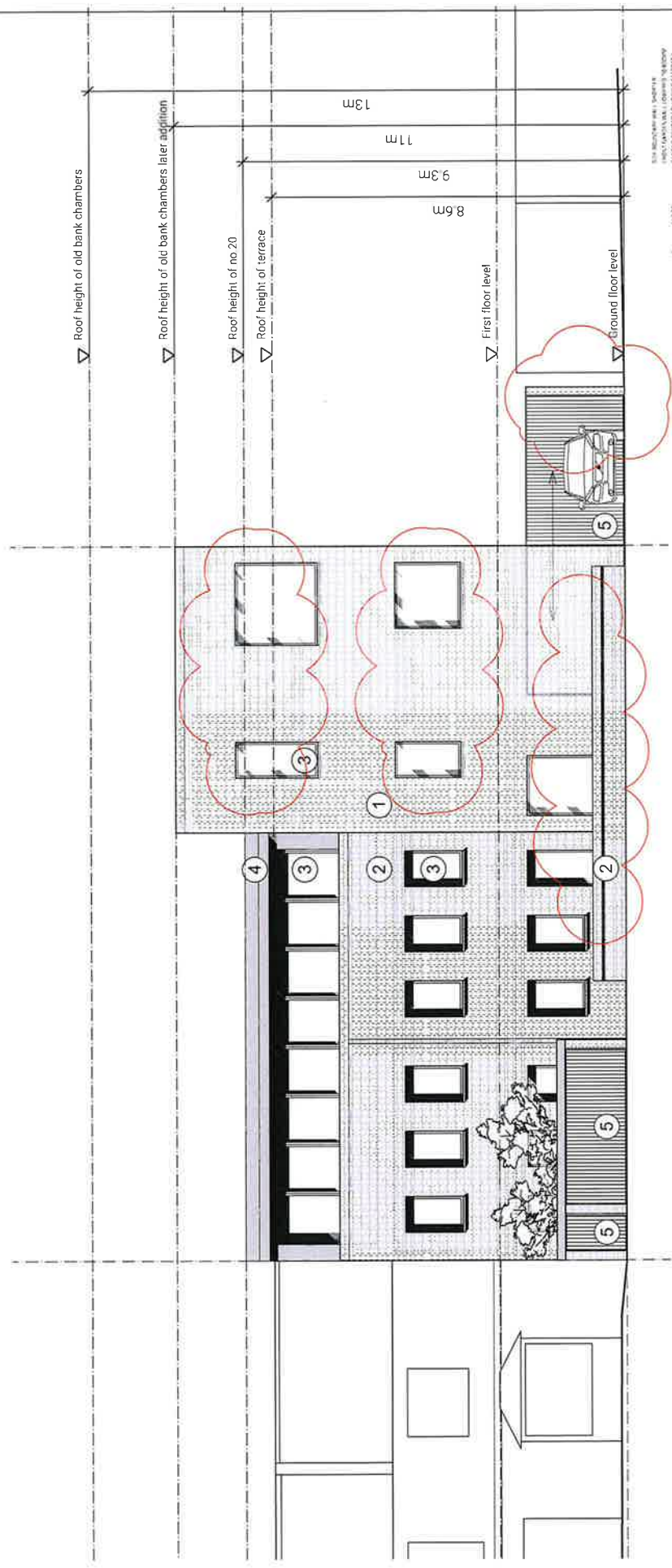
Project Name	100
Client	100%
Architect	100%
Structural Engineer	100%
MEP Engineer	100%
Cost Consultant	100%
Quantity Surveyor	100%
Interior Designer	100%
Landscaper	100%
Other	100%
Proposed Rear Elevation	01/14

NOTES
 City of Toronto Public Works, 500 King Street West, Toronto, Ontario M5G 1K5
 416-392-9737
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 416-392-9737

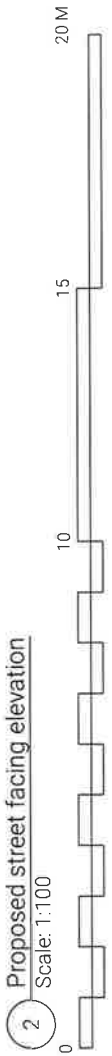


- 1 Light coloured buff brick - stretcher bond
- 2 Dark coloured buff brick - stretcher bond
- 3 Powder coated metal slim framed glazing
- 4 Dark coloured standing seam zinc fascia/cladding
- 5 Vertical stainless steel framed gate/railings

1 Existing street facing elevation in context
 Scale: 1:500



2 Proposed street facing elevation
 Scale: 1:100



NAME	PROJECT NO.	DATE
STUDIO BAM!	19137	2024.01.13
ARCHITECT	CLIENT	SCALE
NEW RECESSIONS AT	113 BATHURST ST. TORONTO, ONT. M5R 1A5	1:100
PROJECT	PHASE	NO.
REVISIONS	DESCRIPTION	DATE
013	PROPOSED STREET FACING ELEVATION	2024.01.13
A		

Studio BAM!
 ARCHITECTS
 113 BATHURST ST. TORONTO, ONT. M5R 1A5
 416-593-8888

BAM!

