 <b>Reigate &amp; Banstead</b> <b>BOROUGH COUNCIL</b> Banstead   Horley   Redhill   Reigate	<b>TO:</b>		PLANNING COMMITTEE
	<b>DATE:</b>		8 <sup>th</sup> February 2023
	<b>REPORT OF:</b>		HEAD OF PLANNING
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<b>AGENDA ITEM:</b>	8	<b>WARD:</b>	RDE - Redhill East

<b>APPLICATION NUMBER:</b>		22/00062/F	<b>VALID:</b>	11/01/2022
<b>APPLICANT:</b>		R And K Harverson	<b>AGENT:</b>	WS Planning & Architecture
<b>LOCATION:</b>		1 TROWERS WAY REDHILL SURREY RH1 2LH		
<b>DESCRIPTION:</b>		Demolition of an existing light industrial building and the erection of a replacement light industrial building (Class E). As amended on 10/05/2022, 18/08/2022 and on 16/11/2022		
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.				

**This application is referred to Committee in accordance with the Constitution as the proposed development exceeds the threshold of 250sqm of additional floorspace.**

## **SUMMARY**

This is a full application for the demolition of an existing light industrial building to the north side of Trowers Way, and its replacement with a new building in the same use (Class E). The existing building has been vacant for some time and is in a poor state of repair. The site is located within the Holmethorpe Industrial Estate, which is a designated Employment Area within the Borough. The character of the area is therefore quite typical of an industrial estate, being typified by a mix of commercial and industrial buildings of large size that are quite utilitarian and functional in their form.

The proposed building has been deliberately designed to be functional to meet the needs of occupiers of an industrial building. It would be relatively low in its scale and set back from the road and would not be out of scale with neighbouring properties or other buildings within the industrial estate. The appearance of the building would conform to the character of the area.

The relationship with neighbouring properties would be acceptable and it would not be overbearing in nature. There are no windows that would be impacted with regard to loss of light. Neighbouring properties are all commercial in nature therefore there would not necessarily be issues of privacy to consider.

The development would be acceptable with regard to parking matters. A Total of 10 spaces would be provided for the development which requires maximum standards to

be applied. The proposal has been reviewed by the Highway Authority, who are satisfied that there would be ample space for turning and manoeuvring of vehicles within the site.

The scheme would provide some additional landscaping which would improve the character of the site frontage, and there would be opportunity to secure some biodiversity benefits by condition.

Surrey County Council has reviewed the proposed drainage scheme and is satisfied subject to conditions.

In conclusion the scheme is considered to be acceptable with regard design and impact on the character of the area, neighbour amenity, highway matters, landscaping, drainage and ecology.

### **RECOMMENDATION(S)**

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

## **Consultations:**

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions and informatives pertaining to access, parking and manoeuvring, construction management, visibility splays, cycle storage, and electric vehicle charging points.

Sustainable Urban Drainage Officer: Following the submission of additional information and drainage detail the officer is satisfied the submitted drainage scheme would meet the requirements of the National Planning Policy Framework (NPPF) 2021 and accompanying Planning Practice Guidance (PPG) and Non-Statutory Technical Standards for sustainable drainage systems.

Network Rail: No objection subject to informatives advising the applicant of their responsibility to enter into an Asset Protection Management Agreement with Network Rail to get the required resource and expertise on-board to enable approval of detailed works. This will allow Network Rail to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

Surrey CC Minerals and Waste Team: No objection subject to RBBC being satisfied that the scheme makes adequate provision for waste and recycling for the lifetime of the development and a condition requiring the provision of a waste management plan, details of which would be submitted prior to commencement of development.

Contaminated Land Officer: No objection subject to conditions and informatives pertaining to potential ground contamination.

## **Representations:**

Letters were sent to neighbouring properties on the 14<sup>th</sup> January 2022.

No responses have been received.

## **1.0 Site and Character Appraisal**

- 1.1 The site is located on the north side of Trowers Way, close to a traffic-light controlled junction with Frenches Road. The site is within the Holmethorpe Industrial Estate and is therefore a designated employment area. The site is flat with a railway embankment to the east. There is a part single-storey part two-storey commercial building on the site. The rear single-storey element is structurally unsound and due for demolition. There are no significant trees on the site.
- 1.2 The area is typical of an industrial estate, with a range of commercial and industrial buildings of varied size and design. Although the application site is

located close to the entrance of the industrial estate it is separated from the surrounding residential area by the railway embankment.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: The Local Planning Authority was not approached for pre-application advice prior to the submission of the application.
- 2.2 Improvements secured during the course of the application: Additional information and amended plans have been received in response to comments made by the County Highway Authority (CHA) in relation to visibility splays and vehicle manoeuvring within the site. Further information and details relating to the proposed drainage scheme have been provided at the request of the County Council drainage officer.
- 2.3 Further improvements could be secured: additional improvements could be secured by way of suitably worded conditions and informatives.

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

- |     |            |  |   |
|-----|------------|--|---|
| 3.1 | 07/02576/F | Demolition and rebuilding of an old front part of building including internal alteration             | Granted<br>14 <sup>th</sup> February 2008 |
| 3.2 | 05/01676/F | One storey extension and internal alteration to form five workshop units with offices on first floor | Granted<br>2 <sup>nd</sup> December 2005  |
| 3.3 | 05/01097/F | Extension and other alterations to form 5(five) workshop units with offices at 1st Floor.            | Refused<br>5 <sup>th</sup> July 2005      |

## **4.0 Proposal and Design Approach**

- 4.1 This is a full application for the demolition of an existing light industrial building and its replacement with a new building within the same use class (Class E). The existing building has been vacant for some time and is in a poor state of repair currently. It has a gross internal floor area of 966 sq.m. The proposed building would be smaller, covering some 650 sq.m. The building would have a very shallow pitched roof and would total 6.7m in height and 30m in depth. The footprint would be set back from the road by 17.1m to facilitate an increased area to the front for parking and manoeuvring of vehicles. The ground floor of the building would be predominantly used as the main storage area, as well as the reception and ancillary staff offices and facilities. A small mezzanine floor of approx.100 sq.m would feature above also containing ancillary office space for staff.

- 4.2 The appearance of the building would be utilitarian and functional, typical for a building of this kind, with the proposed materials consisting of a mix of red brick, dark grey powder coated polyester, metal roller shutters for access doors, profiled metal cladding and a corrugated roof.
- 4.3 To the front of the site would feature an enlarged area for both vehicular parking and delivery vehicles to enter. Facilities would also be provided for cycle and refuse storage.
- 4.4 The existing tree canopy between the site and the railway embankment would be pruned, and additional elements of landscaping placed along the front boundary. Ecology benefits in the form of bat and bird boxes would be placed at various points around the front of the site.
- 4.5 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.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	<p>The site is assessed as being located on the north side of Trowers Way within the Holmethorpe Industrial Estate in Redhill. The site comprises a part single-storey and part two-storey light industrial building with a parking and loading area to the front. The site is currently vacant, but was previously occupied by Express Sealed Units Ltd.</p> <p>The area surrounding the application site is a commercial and light industrial area of Redhill. To the north and the east, the site is bound by commercial buildings and yards. Towers Way is located to the south of the site and an undeveloped area leading to the railway line is located to the west of the site. The site is approximately 1 mile north of Redhill Train Station and approximately 1.2 miles south of Merstham Train Station.</p> <p>The site is identified as being located within the located in the urban area and within an Employment Area (Policy EMP1 and Policy EMP2). According to the Environment Agency's flood risk information, the site is located in Flood Zone 1 where there is a low probability of flooding. The Environment Agency's reservoir flood map indicates that the hardstanding area at the front of the</p>
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	site is in the maximum extent of the flooding area.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The development has been designed to reflect the character of the surrounding buildings that comprise the Holmethorpe industrial estate.

4.5 Further details of the development are as follows:

Site area	0.1 Ha
Existing floor area	966 square metres
Proposed floor area	650 square metres
Existing use	Light Industrial (Class E)
Proposed use	Light Industrial (Class E)
Existing parking spaces	4
Proposed parking spaces	10
Parking standard	1 space per 30sq.m of gross floor space. (21 spaces maximum)

**5.0 Policy Context**

5.1 Designation

Urban Area  
Employment Area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)  
CS5 (Valued People/Economic Development),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS12 (Infrastructure Delivery),

5.3 Reigate & Banstead Borough Development Management Plan 2019

RET5 (Development of town centre uses outside town and local centres)  
DES1 (Design of new development)  
DES8 (Construction management)  
TAP1 (Access, parking and servicing)  
CCF1 (Climate change mitigation)

CCF2 (Flood risk)  
NHE2 (Protecting and enhancing biodiversity)  
NHE3 (Protecting trees, woodland areas and natural habitats)  
NHE5 (Development within the Green Belt)  
INF1 (Infrastructure)

#### 5.4 Other Material Considerations

National Planning Policy Framework  
2021

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design

Local Distinctiveness Design Guide

A Parking Strategy for Surrey

Parking Standards for Development

Other

Human Rights Act 1998

Community Infrastructure Levy

Regulations 2010

#### 6.0 **Assessment**

6.1 The principle of demolishing an existing light industrial building and its replacement with another is acceptable. The buildings are in the same use and located within a designated employment area within the borough, where such a form of development would be expected, therefore there is not an objection to the principle of the development. The acceptability of the proposal therefore rests with consideration of the design of building and the impact on the character of the area, impact on the amenity of neighbouring properties, transport matters, drainage and contaminated land issues.

6.2 The main issues to consider are:

- Design appraisal
- Impact on neighbouring amenity
- Highway Matters
- Flooding and Drainage
- Contaminated Land
- Trees and landscaping
- Ecology
- Other issues – impact on railway line

#### Design Appraisal

6.3 Policy DES1 of the Development Management Plan 2019 (DMP) requires development to have due regard layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the

relationship to neighbouring buildings, and important views into and out of the site.

- 6.4 The design of the proposed light industrial building is very much of the utilitarian appearance that would be expected of this type of use. The majority of buildings in the vicinity of the application site are of a similar size, scale and form. The choice of materials, particularly the use of profiled cladding is commonly found on neighbouring buildings. The existing building currently occupying the site has been vacant for some years and has a negative impact on the character of the area, particularly in contrast to some of the more modern industrial buildings around it.
- 6.5 Whilst the overall height would sit higher than the neighbouring property to the east, this would only be a marginal difference (0.9m) that would not appear unduly prominent within the street scene. The set back position of the proposed building behind 2 Trowers Way compared to the existing would serve to reduce further the visual impact of the proposed building within the street. The building would be appropriately spaced to the side boundaries and would not appear unacceptably cramped or overdeveloped.
- 6.6 On the basis of the above considerations it is considered that the proposed building would be acceptable in terms of its design, would not negatively impact on the appearance of the area and would comply with Policy DES1 of the Development Management Plan 2019 (DMP).

#### Impact on neighbouring amenity

- 6.7 Policy DES1 of the DMP requires development to not have an adverse impact upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy. The proposed building would be in closest proximity to 2 Trowers Way to the east and Unit 5 Trowers Way Centre to the north (rear), both of which are large commercial/ retail buildings. Neither of these buildings contain uses that are sensitive being within commercial uses, or windows that would face towards the building, and there are no outdoor amenity areas that would be impacted by the scale or positioning of the building. The proposal is therefore not considered to have any impact on the amenity of neighbouring properties and would comply Policy DES1 of the DMP in this regard.

#### Highway Matters

- 6.8 The site is located within an area of medium accessibility as defined with the Councils' DMP. For non-residential development maximum parking standards apply. For light industrial buildings such as that being proposed the maximum standard is one space per 30sq.m of gross floor area which would equate to 21 spaces maximum. It is proposed to provide a total of 10 parking spaces to the front, one of which would be a disabled space. At present there is very minimal space for off-street parking to the front of the existing building. Therefore the proposed set back of the building to create an increased area for parking would result in an obvious betterment compared to the existing arrangement and it would comply with the maximum parking standards of the DMP. The building is within a relatively sustainable location in relation to Redhill Station and the no.



430 and no. 435 bus routes run past or near the site, providing opportunity to access the site from further afield. There will be provision made for cycle storage to the front of the building, which would meet one of the aims of Policy TAP1 of the DMP and a condition would require a public transport information pack to encourage sustainable travel options. Trowers Way is restricted by double yellow lines that would prevent parking on the main road, therefore there would not be the possibility of on-street parking taking place that that would potentially obstruct the operation of the highway.

- 6.9 The proposal has been reviewed by the County Highway Authority (CHA) and they are satisfied with the parking arrangement to the front and that larger vehicles can be manoeuvred within the site. Tracking plans have been submitted which demonstrate that larger delivery vehicles would be able to enter the building, and then manoeuvre within the site in order to leave the site in a forward gear. The CHA has reviewed these plans and have raised no objection. Accordingly the scheme is considered to have acceptable highways impact and comply with Policy TAP1 of the DMP.

#### Flooding and drainage

- 6.10 The site is located within Flood Zone 1. The site itself is not prone to surface water flooding however it is noted that the road does experience medium (1 in 100 year) and low (1 in 1000 year) level surface water flooding. The application has been supported by a Flood Risk Assessment (FRA). Surface water is required to be discharged to either the ground, a surface body of water, a surface water sewer, highway drain or other drain, or to a combined sewer. As the new commercial building will cover most of the development site, discharge of surface water to ground will not be feasible, as any soakaways will not be more than 5m from a structure. There are also no waterbodies near to the development site, and therefore the surface water discharge is to a surface water sewer system which is in Trowers Way (south of site).
- 6.11 The drainage system will be designed so that, unless an area is designed to hold and/or convey water, flooding does not occur on any part of the site for a 1 in 30-year rainfall event. The site is at negligible risk of ground water flooding. The drainage system will also be designed so that, unless an area is designed to hold and/or convey water, flooding does not occur during a 1 in 100-year rainfall event in any part of a building (including a basement) or in any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development. The design of the site will ensure that flows resulting from rainfall more than a 1 in 100-year rainfall event are managed in exceedance routes that avoid risk to people and property both on and off site.
- 6.12 A Surface Water Management Report has been submitted, which has been reviewed by Surrey County Council Flood Risk and Resilience Officer, who is satisfied that the submission would meet the requirements of the NPPF and accompanying Planning Practice Guidance, and Non-Statutory Technical Standards for sustainable drainage systems, and has recommended conditions. Subject to compliance with these conditions the proposal would be acceptable with regard to drainage issues and would comply CCF2 of the DMP.

#### Contaminated Land

- 6.13 Given the former industrial uses that have taken place over the years, the potential for ground contamination to be present on and/or in close proximity to the site has been identified. Where a site is known to be contaminated, Policy DES9 of the DMP requires appropriate investigation, and where necessary mitigation and/or remediation where this is required. The application has been reviewed by the Councils' Contaminated Land Officer, who has recommended conditions and informatives with regard to site investigation and remediation. Subject to compliance with these conditions the scheme would be acceptable with regards to Policy DES9 of the DMP.

#### Trees and Landscaping

- 6.14 The application site does not contain any protected trees and is largely devoid of soft landscaping, with the exception of the existing belt of trees which runs between the application site and railway line. These trees fall outside the application site however to partially overhang the boundary. It is proposed to prune these trees where needed and incorporate a greater degree of soft landscaping along the frontage, details of which would be secured by condition. A further condition requiring tree protection measures to be implemented in accordance with the submitted details would also be attached. Subject to compliance with these conditions the scheme would be acceptable with regard to tree matters and would comply with policy NHE3 of the DMP.

#### Ecology

- 6.15 The site is not subject to any specific ecology designations, however Policy NHE2 of the of the DMP 2019 requires all development to:
- a. retain and enhance other valued priority habitats and features of biodiversity importance; and
  - b. be designed, wherever possible, to achieve a net gain in biodiversity. Where a development will impact on a priority habitat or species, or protected species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
- 6.16 A Preliminary Ecology Appraisal has been submitted which demonstrates the site and existing building is of low value and negligible potential for protected species, including bat, which is unsurprising given the industrial nature of the area. The adjacent trees may provide roosting opportunity for birds, therefore enhancement measures, including the provision of bird boxes, as set out within the report, would be secured by condition. Subject to compliance with this condition the scheme would be acceptable and would comply with Policy NHE2 of the DMP.

#### Other issues – impact on the railway line

- 6.17 The application site is next to the railway line immediately to the west. Network Rail have commented and advised that the applicant will need to engage with

their Asset Protection team prior to works commencing, allowing Network Rail to review the details of the proposal to ensure works can be completed without any risk to operational railway.

## CONDITIONS

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

Reason:

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

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

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.

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

Plan Type	Reference	Version	Date Received
Arboricultural Plan	ENC/260421/4PP5/Top		10.05.2022
Location Plan	J004066-DD-01		11.01.2022
Block Plan	J004066-DD-02		11.01.2022
Site Layout Plan	J004066-DD-03		11.01.2022
Block Plan	J004066-DD-04		11.01.2022
Floor Plan	J004066-DD-06		11.01.2022
Elevation Plan	J004066-DD-07		11.01.2022
Elevation Plan	J004066-DD-08		11.01.2022
Floor Plan	J004066-DD-09		11.01.2022
Proposed Plans	J004066-DD-10		11.01.2022
Elevation Plan	J004066-DD-11		11.01.2022
Elevation Plan	J004066-DD-12		11.01.2022
Proposed Plans	J004066-DD-13		11.01.2022
Site Layout Plan	J004066-DD-14		11.01.2022
Arboricultural Impact Assessment	Arbtech AIA 01		11.01.2022
Arb / Tree Protection Plan	Arbtech TPP 01		11.01.2022
Site Layout Plan	J004066-DD-05	A	16.11.2022

3. The materials to be used in the construction of the external surfaces of the development shall be constructed in accordance with the materials as specified within the application and there shall be no variation without prior approval and agreement in writing with the Local Planning Authority.

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

4. The development shall not be commenced unless and until the existing access to Trowers Way has been modified and provided with visibility zones in accordance with the approved Ardent Transport Planning Plan numbered 2102681 001 Rev A and the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

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 2021 and Policy TAP1 Parking, access, and Servicing 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 Ardent Transport Planning Plan numbered 2102681 001 Rev A 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 areas shall be retained and maintained for their designated purpose.

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 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

6. 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 WS Planning & Architecture Plan numbered J004066 DD 05 Rev A for bicycles to be stored in a secure and covered location. Thereafter the bike storage shall be retained and maintained for its designated purpose.

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 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. No development shall be occupied until a pedestrian inter-visibility splay of 2m by 2m has been provided in accordance with the approved Ardent Transport Planning Plan numbered 2102681 001 Rev A.
8. 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 2021 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.
9. 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) HGV deliveries and hours of operation
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (i) before and after construction condition surveys of the highway and a commitment
  - (k) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The 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 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

11. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on public transport and retail

land uses within 2 km walking distance and 5km cycling distance of the site and the destinations public transport serves including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

12. The development shall not be occupied until a refuge point has been provided in accordance the approved WS Planning & Architecture Plan numbered 2JO04066 DD 05 Rev A.

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 2021 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

13. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the 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 (+35% allowance for climate change) & 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. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of **1.6 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.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

14. 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 surface water 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/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

15. 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 Development Management Plan 2019 policy DES9 and the NPPF.

16. 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 Development Management Plan 2019 policy DES9 and the NPPF.

17. 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 Development Management Plan 2019 policy DES9 and the NPPF.

18. 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 Development Management Plan 2019 policy DES9 and the NPPF.

19. 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.

20. 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.

21. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the local planning authority. Landscaping schemes 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.

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

accordance with a programme agreed in writing with the local planning authority.

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3, DES1 and DES3, and the recommendations within British Standards including BS8545:2014 and British Standard 5837:2012.

22. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan Arbtech TPP 01 compiled by Arbtech , dated May 2021.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Development Management Plan 2019 policies NHE3, DES1 and DES3 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

23. No development above ground level shall commence until a scheme to provide positive biodiversity benefits, informed by the submitted ecology report Preliminary Ecological Appraisal Survey (dated April 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 or as otherwise agreed in writing by the LPA, and before occupation of this development.

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.

## INFORMATIVES

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

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

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

4. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
5. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

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. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. With regard to Condition 21 (Landscaping) the Council is encouraging the developer to incorporate planting and measures to encourage biodiversity and wildlife and allow wildlife to move into and out of gardens and, in particular, include Hedgehog friendly gravel boards where appropriate. Details of the 'wildlife friendly' measures should be provided with the submission of the details for approval.
9. The applicant site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. As a result there is the potential of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local Planning Authority should be contacted promptly for further guidance.
10. The developer is advised that if the building is identified to contain asbestos within the building fabric they should produce a mitigation plan to reduce any potential risks to construction workers and future occupiers. For further information see the Council's website or contact Environmental Protection at the Council.  
[http://www.reigate-banstead.gov.uk/info/20060/environmental\\_health/712/asbestos](http://www.reigate-banstead.gov.uk/info/20060/environmental_health/712/asbestos)
11. 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 condition 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.

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.

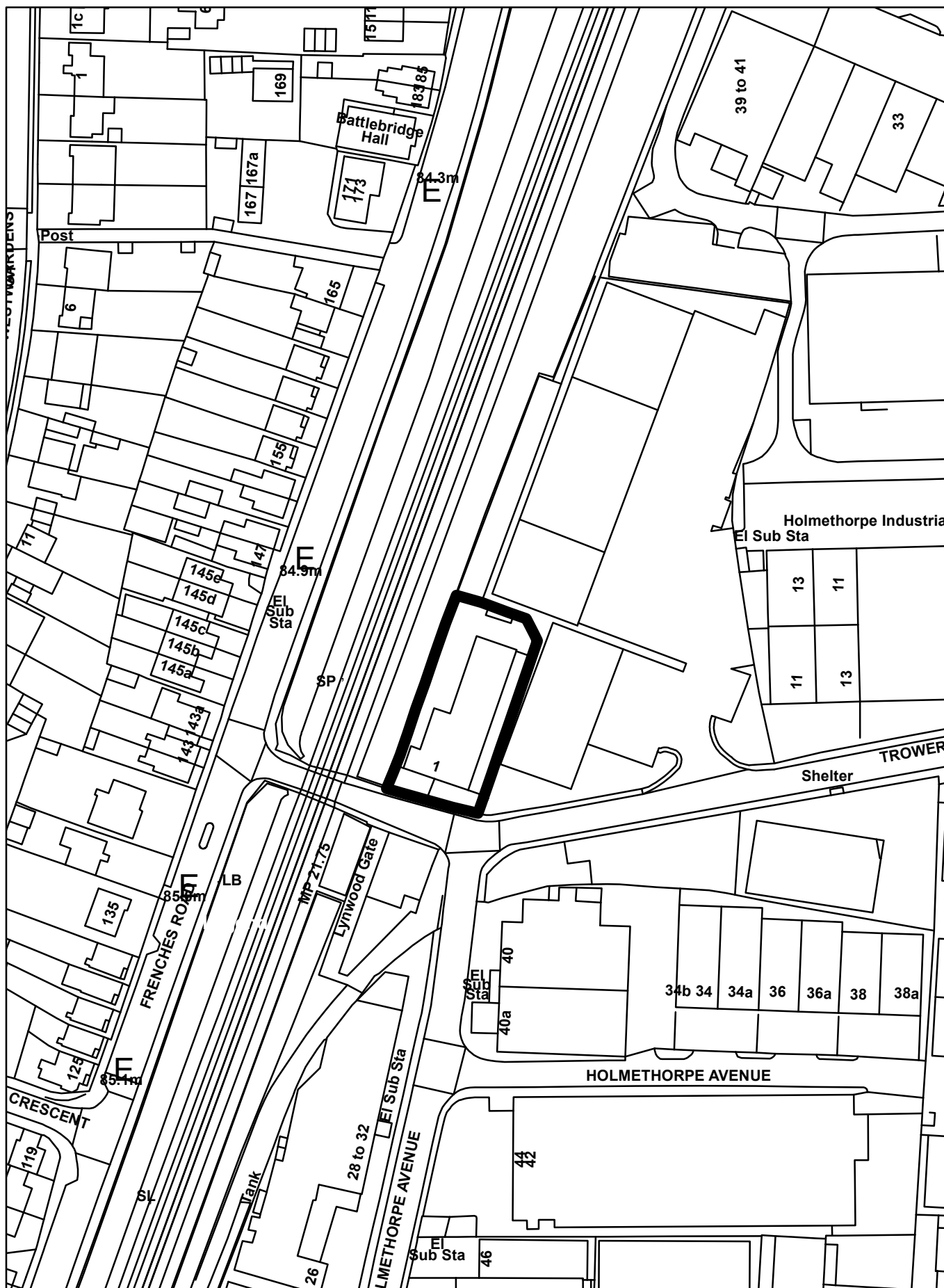
## **REASON FOR PERMISSION**

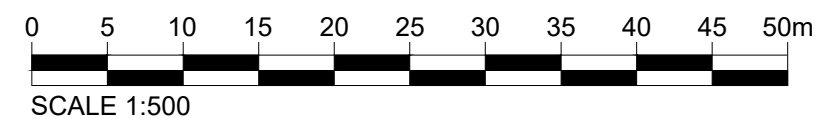
The development hereby permitted has been assessed against development plan policies RET5 DES1 DES8 TAP1 CCF1 CCF2 NHE2 NHE3 NHE5 INF1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are 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.

# 22/00062/F - 1 Trowers Way, Redhill



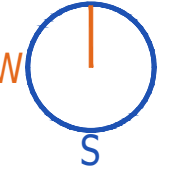


Rev	Date	Description
 <b>WS PLANNING ARCHITECTURAL</b>		
5 Pool House Bancroft Road Reigate Surrey RH2 7RP		
T. 01737 225711 E. admin@wsa.co.uk www.wspa.co.uk		
<u>Date</u>	<b>November 2021</b>	<u>Drawn By</u> <b>JJ</b>
<u>Scale</u>	<b>1:500@A3</b>	<u>Checked</u>
<u>Client</u> <b>R&amp;K Harverson</b>		
<u>Project</u> <b>1 Trowers Way Redhill RH1 2LH</b>		
<u>Title</u> <b>As Proposed Site Block Plan</b>		
<u>Drawing No.</u> <b>J004066-DD-04</b>		<u>Rev.</u>












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### Plan Legend

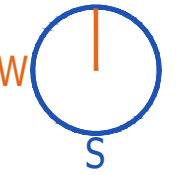
- |   |   |
|---|---|
|  | Tarmac  |
|  | Grass   |
|  | Existing trees  |
|  | Hedge   |
|  | Proposed trees  |
|  | Proposed Hedge  |
|  | Proposed cabling to allow<br>2x additional EVCP for<br>future |

As 10.11.22	Amendments following highways comments	
Rev Date	Description	
 <b>WS PLANNING &amp; ARCHITECTURE</b>		
<div> <div> 5 Pool House Baincroft Road Reigate Surrey RH2 7RP </div> <div> T. 01737 225711 E. admin@wspa.co.uk www.wspa.co.uk </div> </div>		
<u>Date</u>		<u>Drawn By</u>
November 2021		JJ
<u>Scale</u>	<u>Checked</u>	
1:200@A2		
<u>Client</u>		
R&K Harverson		
<u>Project</u>		
1 Trowers Way		
Redhill		
RH1 2LH		
<u>Title</u>		
As Proposed		
Site Plan		
<u>Drawing No.</u>		<u>Rev.</u>
J004066-DD-05		A















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### Plan Legend

- |   |                           |
|---|---------------------------|
|  | Tarmac                    |
|  | Grass                     |
|  | Existing trees            |
|  | Hedge                     |
|  | Proposed trees            |
|  | Proposed Hedge            |
|  | Bat boxes                 |
|  | Bird boxes                |
|  | Hibernacula of logs stone |
|  | Electric charging point   |


Key:

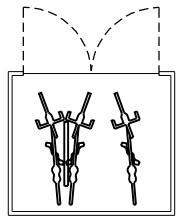
Gross Internal Area proposed:

Ground Floor: 550m2

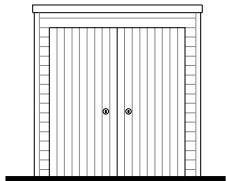
First Floor: 100m2

0 parking spaces  
3 Cycle spaces

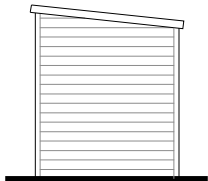
Rev	Date	Description
 <b>WS PLANNING &amp; ARCHITECTURE</b>		
5 Pool House Bancroft Road Reigate Surrey RH1 7RP		
T. 01737 225711 E. admin@wspa.co.uk www.wspa.co.uk		
<u>Date</u>	<u>November 2021</u>	<u>Drawn By</u> <b>JJ</b>
<u>Scale</u>	<u>1:200@A2</u>	<u>Checked</u>
<u>Client</u> <b>R&amp;K Harverson</b>		
<u>Project</u> <b>1 Trowers Way Redhill RH1 2LH</b>		
<u>Title</u> <b>As Proposed Site Plan with technical info</b>		
<u>Drawing No.</u>	<u>Rev.</u>	
<b>J004066-DD-14</b>		



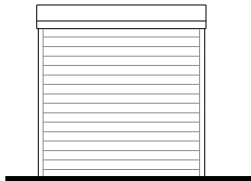
Cycle store - Plan



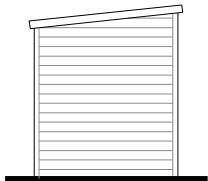
Front Elevation



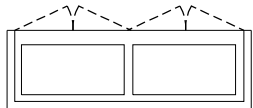
Side Elevation



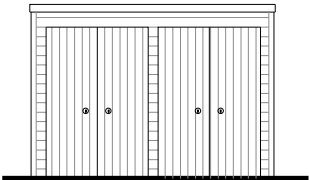
Rear Elevation



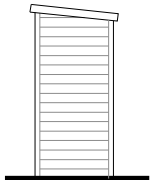
Side Elevation



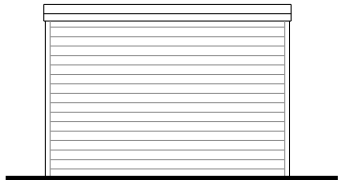
Bin store - Plan



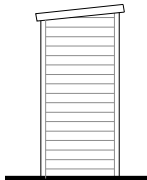
Front Elevation



Side Elevation

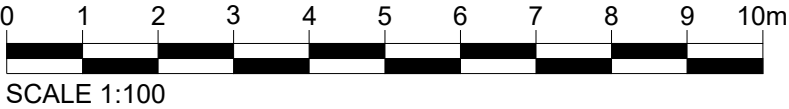


Rear Elevation



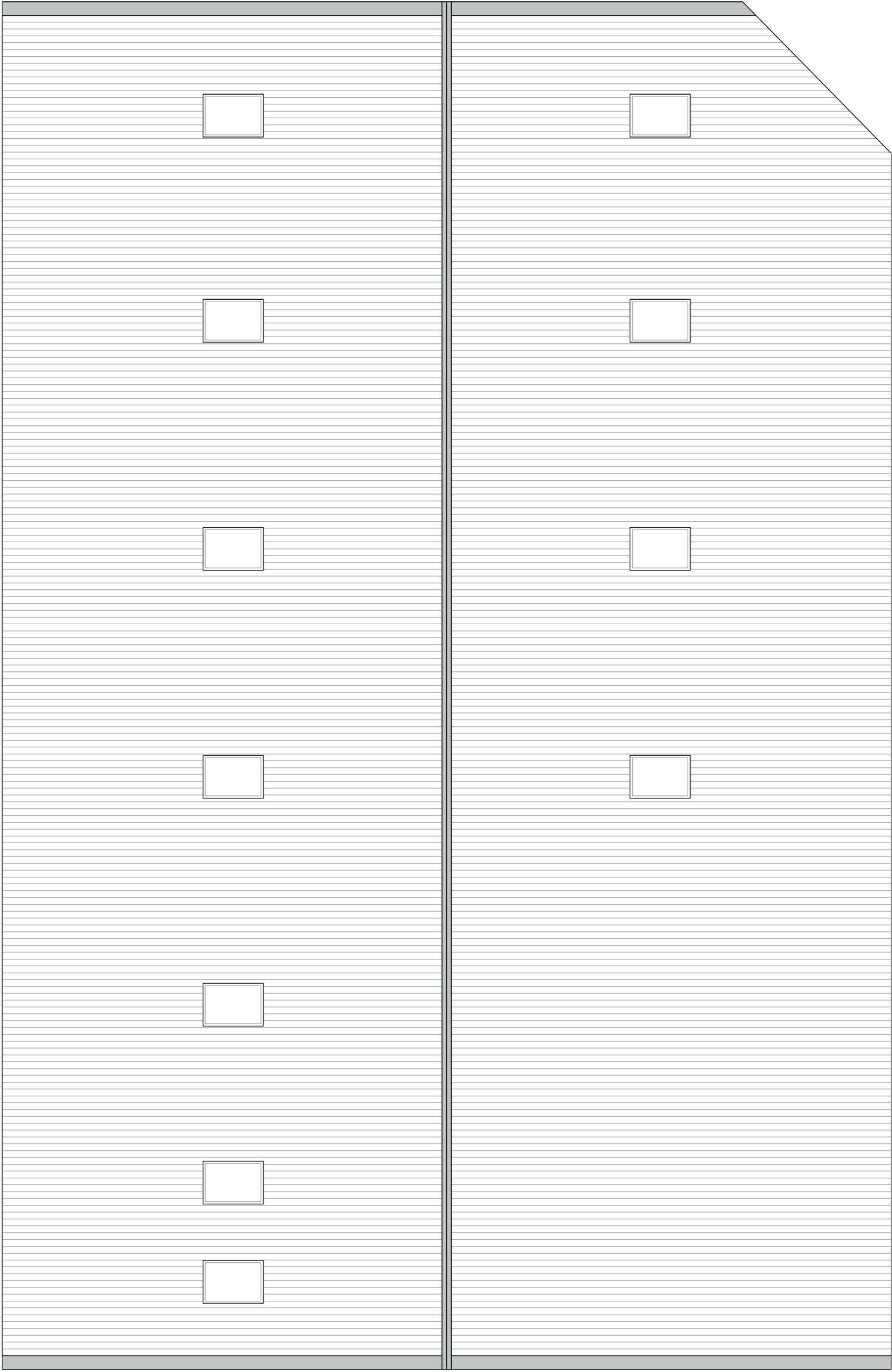
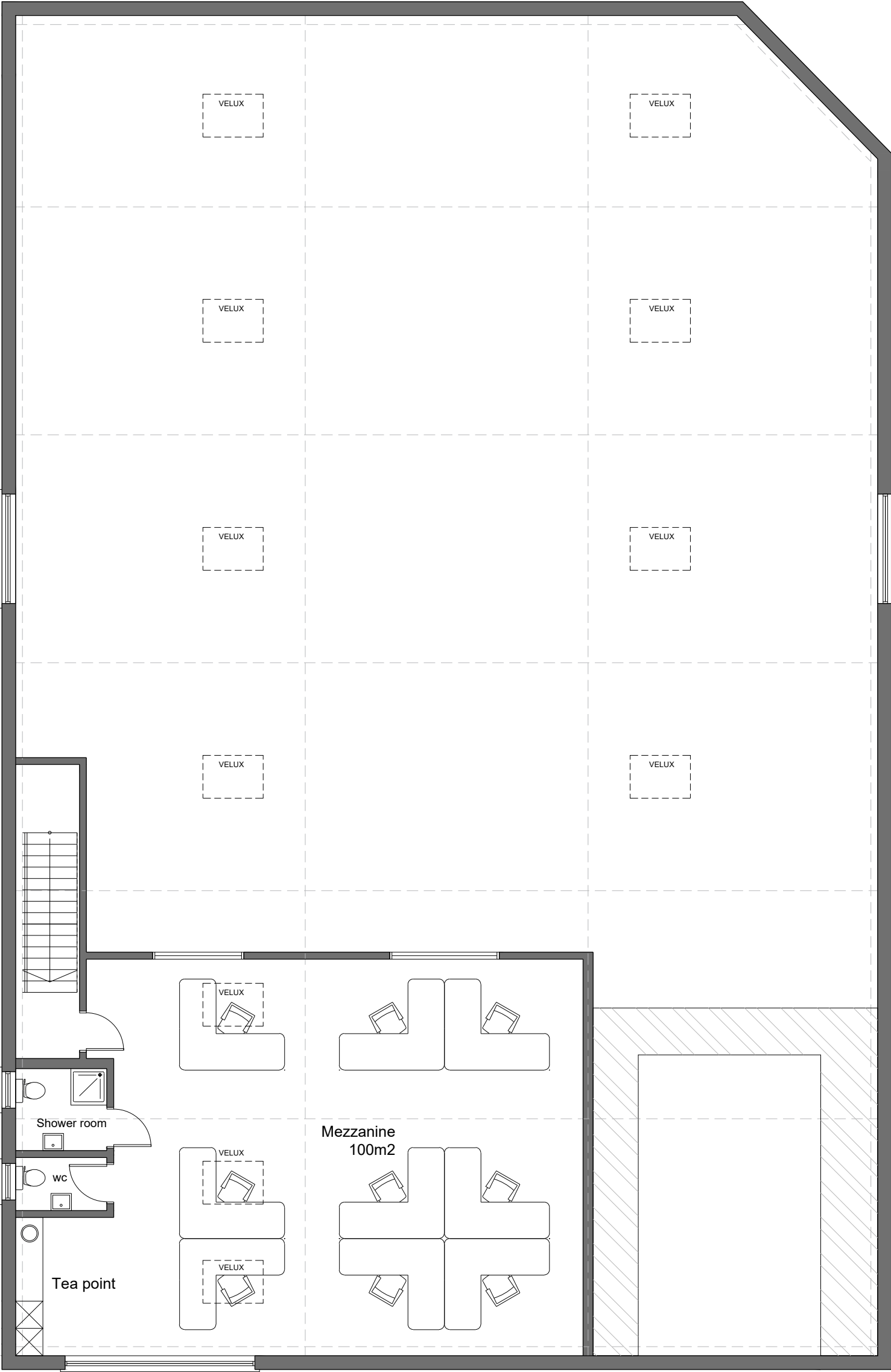
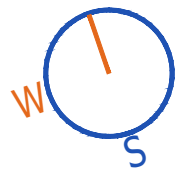
Side Elevation

Cycle/Bin store As Proposed

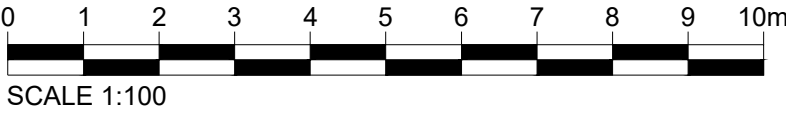



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<div><div><div><div></div><div></div></div><div>WS PLANNING &amp; ARCHITECTURE</div></div><div>5 Pool House Bancroft Road Reigate Surrey RH2 7RP</div><div>T. 01737 225711 E. admin@wspace.co.uk www.wspace.co.uk</div></div>		
Date November 2021		Drawn By JJ
Scale 1:100@A3		Checked
Client R&K Harverson		
Project 1 Trowers Way Redhill RH1 2LH		
Title As Proposed Cycle/Bin store Rear houses		
Drawing No. J004066-DD-13		Rev.

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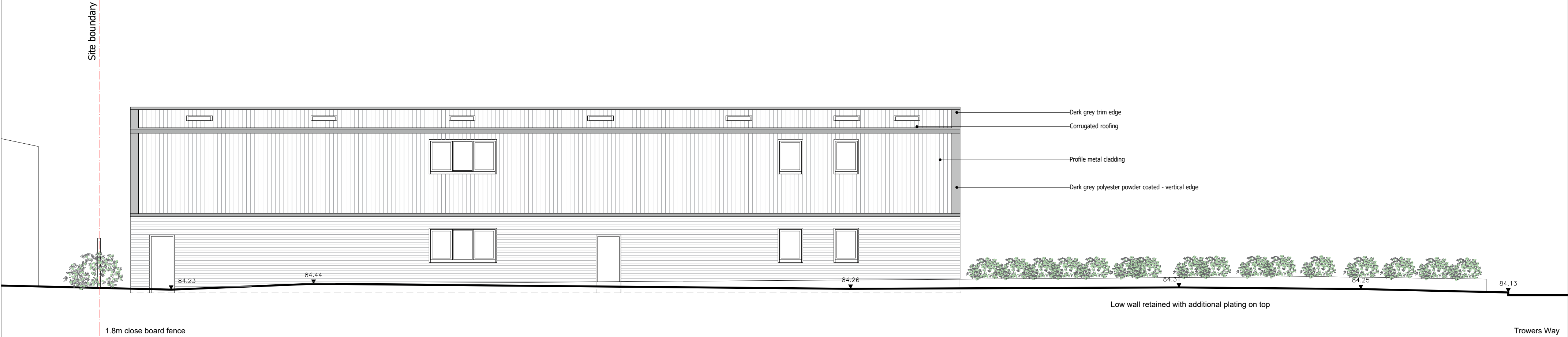
Mezzanine Floor & Roof Plan As Proposed



Rev	Date	Description
 <b>WS PLANNING &amp; ARCHITECTURE</b> 5 Pool House Bancroft Road Reigate Surrey RH2 7RP T. 01737 225711 E. admin@wspace.co.uk www.wspace.co.uk		
Date November 2021		Drawn By JJ
Scale 1:100@A2		Checked
Client R&K Harverson		
Project 1 Trowers Way Redhill RH1 2LH		
Title As Proposed Mezzanine Floor Plan & Roof Plan		
Drawing No. J004066-DD-10		Rev.



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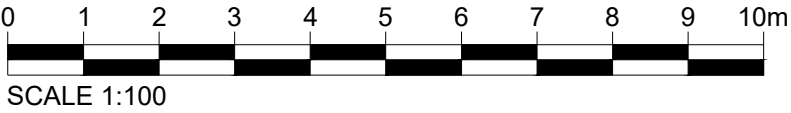


Side (West) Elevation



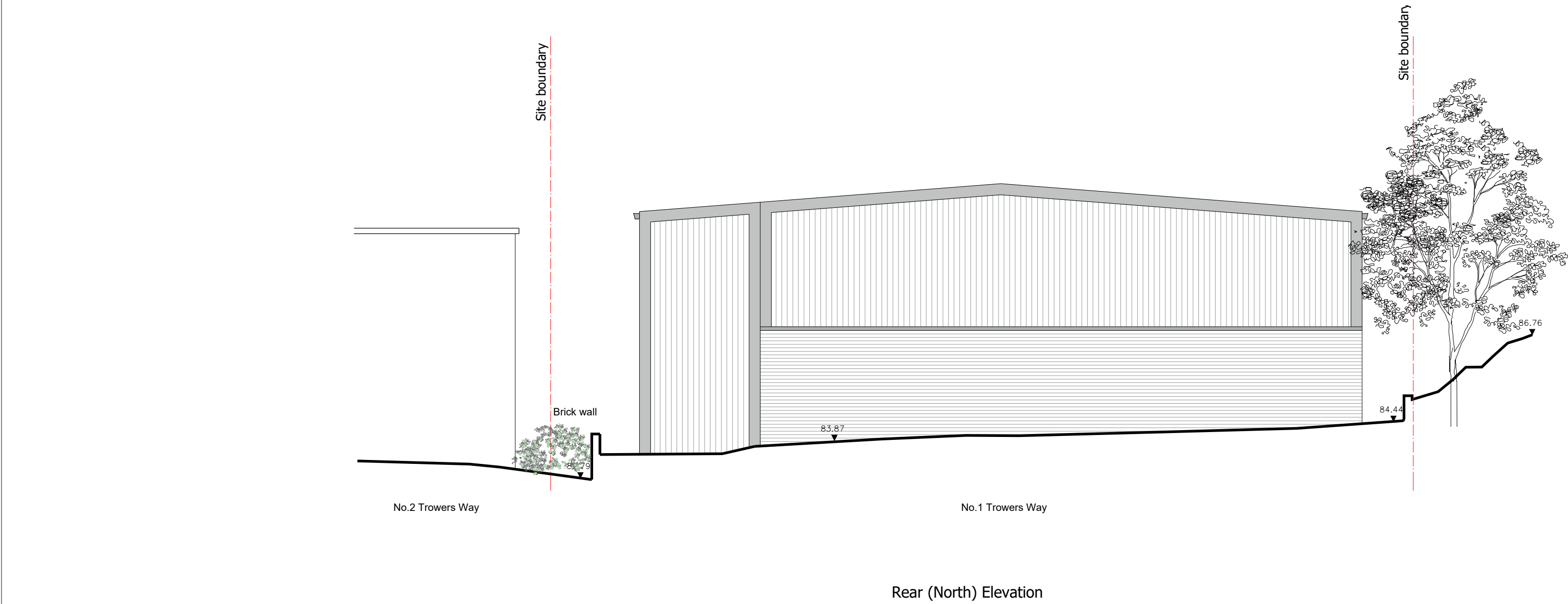
Front (South) Elevation

Elevations As Proposed

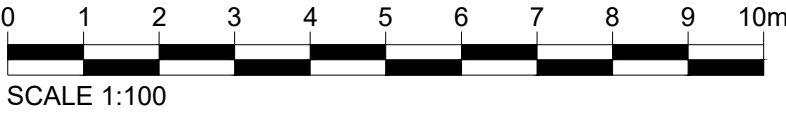


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Date November 2021		Drawn By JJ
Scale 1:100@A2		Checked
Client R&K Harverson		
Project 1 Trowers Way Redhill RH1 2LH		
Title As Proposed Elevations		
Drawing No. J004066-DD-11		Rev.

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Elevations As Proposed



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Date November 2021		Drawn By JJ
Scale 1:100@A2		Checked
Client R&K Harverson		
Project 1 Trowers Way Redhill RH1 2LH		
Title As Proposed Elevations		
Drawing No. J004066-DD-12		Rev.