 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	8 th March 2023
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	6	WARD: <i>Horley Central and South</i>

APPLICATION NUMBER:	22/02450/F	VALID:	30/11/2023
APPLICANT:	Seagrave Holdings 2 Limited	AGENT:	Avison Young
LOCATION:	SAXLEY COURT 121 - 129 VICTORIA ROAD HORLEY SURREY RH6 7LT		
DESCRIPTION:	Construction of a 6-storey building for residential use (class c3) connected to the existing building at 121-129 Victoria road, including car parking, cycle parking, plant room and refuse store, landscaping, installation of pv panels to the roof of the existing and proposed building, and associated works.		
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

The application site is located within Horley Town centre and comprises a partially developed site (front part of development implemented from application 14/02653/S73) with ground floor retail units and residential dwellings above. The rear part of the site is currently cleared. There are various trees located to the front and side of the property which are on Council-owned land. The site fronts on to Victoria Road with a side access road leading onto a surface public car park to the rear of the application site.

This is a full application for the construction of a 6-storey building for residential use (class C3) connected to the existing building at 121-129 Victoria road (known as Saxley Court), including car parking, cycle parking, plant room and refuse store, landscaping, and installation of PV panels to the roof of the existing and proposed building.

This proposal follows on from the approval of a previous scheme, under the application reference 14/00317/F, and subsequent S73 applications, which was for the Part demolition of existing building, conversion of upper floors of existing building to residential with additional floor, connected 5 storey new build residential building. To provide a total 43 flats. As well as a further full application, under the application reference 18/02441/F, for an additional 1 Bedroom apartment being

applied for against the original consent ref. 14/02653S73 dated 23.03.15). This resulted in a total of 44 flats being approved on the site.

The approved applications have been implemented through the works undertaken to the front, northern, part of the site which fronts on to Victoria Road. The front building is therefore in existence as approved and accommodates 502sqm of retail space at ground floor and 15 residential flats on the floors above.

The remainder of the site to the rear is a cleared and vacant following the demolition of the rear building prior to its substantial completion due to deficiencies associated with its construction.

The proposals are for a revised design of the previously approved development comprising a residential building to be connected to the completed 4-storey retail and residential building, which fronts Victoria Road.

The proposed new building will provide 29 residential units, comprising one and two-bedroom accommodation, all designed to meet national space standards for residential dwellings. The proposals involve a change of 33sqm GIA of existing retail space within the existing building to residential plant room. The proposed new building will provide 2,480sqm GIA of residential floorspace, inclusive of 147sqm GIA ancillary floorspace, including parking, plant rooms and refuse.

The overall site, including the existing building, will comprise 469sqm GIA of retail sqm of existing retail use, 3,688sqm GIA of residential floorspace inclusive of 147sqm GIA ancillary residential area, providing 44 residential units across the two linked buildings. The total number of residential units will therefore be the same as the approved applications. The mix would be 10 x 1 bedroom units and 19 x 2 bedroom units (overall across whole site 13 x 1 bedroom units and 31 x 2 bedroom units). The extant permission and additional permission provided 9 x 1 bedroom units and 35 x 2 bedroom units.

The layout of the proposed building has changed from the previously approved scheme, which was in the form of a U-shape. This has been partially infilled in the new proposals and the building has been set in from the site boundaries and set back from the existing building where it was closest.

The proposed development is considered to be of a commensurate scale and bulk when compared to the extant 2014 permission. In fact the footprint of the rear block would be smaller than approved and further away from the front block. The design and external materials of the proposal are considered to be an improvement on the extant scheme. The additional 5th floor would result in a higher building than approved but this element would have limited visual impact in both short and longer views of the building due to its subservient size. When compared to the extant scheme the townscape impact and impact on the setting of heritage assets would not be materially more harmful and as such the impact is considered to be acceptable.

The scale and location of the development is such that no adverse harm is considered to occur to the amenity of neighbouring properties, particularly when considering the proposal against the extant scheme.

With regards to the units themselves, these are considered to be of an adequate size and overall would afford an acceptable level of outlook and day light provision. The occupants would also not be affected by adverse levels of noise or air pollution. The relationship between the proposal and the already built front block whilst tight is not considered to be materially worse than the extant scheme in terms of overbearing impact, loss of light and loss of privacy and when viewed in this town centre context is not considered to be unacceptable.

The proposed development does underprovide in terms of car parking when considered against the Council's adopted parking standards but when taking in to account the town centre location of the application and the positive comments from Surrey County Council and the extant scheme which proposed a similar level of parking it is considered that the under provision is acceptable in this case.

Subject to conditions the scheme is considered to be acceptable with regard to water efficiency, crime, Gatwick Safeguarding, drainage, ecology and trees. Conditions are also recommended to help mitigate the impact on neighbouring occupants during construction.

RECOMMENDATION

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

Consultations:

Environmental Health Air Quality Officer: recommends a condition to secure the air quality mitigation of construction activities

Environmental Protection Officer: recommends a contaminated land informative

Gatwick Airport: no objection subject to condition to secure submission of a Bird Hazard Management Plan

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

Horley Town Council: Objects on the grounds of loss of light to the properties in the rear of the existing Saxley Court.

UK Power Networks: consideration needs to be given to the proximity of their substation.

Regulatory Support Services (Council's Noise Consultants): no objection subject to conditions

Surrey County Council Lead Local Flood Authority: satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents [NPPF, accompanying PPG and non-statutory technical standards for sustainable drainage systems] and are content with the development proposed, subject to the imposition of conditions requiring the submission of a detailed drainage scheme and a verification report.

Surrey Police: Request that a condition be imposed for require Secured by Design accreditation for the development.

Surrey Wildlife Trust: further bat information recommended, conditions to secure mitigation measures during construction and bio-diversity net gain recommended.

Representations:

56 Notification letters were originally sent to neighbouring properties on 2nd December 2022 and a site notice was posted 16th December 2022 and advertised in local press on 15th December 2022.

To date 9 responses have been received objecting to the proposal. The following issues have been raised:

Issue	Response
Property devaluation	This is not a material planning consideration
Noise & disturbance	See paragraphs 6.19 to 6.40

Overshadowing	See paragraphs 6.19 to 6.40
Overlooking and loss of privacy	See paragraphs 6.19 to 6.40
Out of character with surrounding area	See paragraphs 6.5 to 6.10
Overdevelopment	See paragraphs 6.5 to 6.10
Impact on future occupants from existing uses – included the Horley Delivery Office at 107 Victoria Road	See paragraphs 6.19 to 6.32
Inconvenience during construction	See paragraphs 6.33 to 6.40
Increase in traffic and congestion	See paragraphs 6.41 to 6.52
Hazard to highway safety	See paragraphs 6.41 to 6.52
Inadequate parking	See paragraphs 6.41 to 6.52
Drainage and sewage capacity	See paragraphs 6.62 to 6.63
Flooding	See paragraphs 6.62 to 6.63
Loss of/harm to trees	See paragraphs 6.53 to 6.57
Loss of private view	Not a material planning consideration
Health fears	See paragraphs 6.19 to 6.40

1.0 Site and Character Appraisal

- 1.1 The application site is located within Horley Town centre and comprises a partially developed site (front part of development implemented from application 14/02653/S73) with ground floor retail units and residential dwellings above. The rear part of the site is currently cleared. There are various trees located to the front and side of the property which are on Council-owned land. The site fronts on to Victoria Road with a side access road leading onto a surface public car park to the rear of the application site.
- 1.2 The town centre is characterised by a range of different styles of building. They have predominately retail uses at ground floor with residential or commercial uses above. Newer developments within the town include the Quadrangle at the corner of Lumley Road and Albert Road and Russell Square further along Victoria Road which are both larger flatted schemes with ground floor retail.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: two pre-application submissions were made by the applicant prior to submission (PAM/21/00117 and PAM/21/00264). This gave both parties opportunity to discuss the key considerations. Amendments were made throughout the process which

improved the scheme including inseting and reduction in size of the top floors and change in layout to address amenity concerns.

- 2.2 Improvements secured during the course of the application: Additional noise and surface water drainage information submitted to address initial matters raised by consultants and third parties.
- 2.3 Further improvements could be secured: Conditions will be applied regarding materials. Also conditions recommended regarding drainage, parking and highways, ecology, air quality, Gatwick Airport and water/energy efficiency.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|--|--|
| 3.1 | 14/00317/F | Part demolition of existing building, conversion of upper floors of existing building to residential with additional floor, connected 5 storey new build residential building. To provide total 43 apartments. | Approved with conditions
04.08.2014 |
| 3.2 | 14/02653/S73 | Variation of Conditions 1, 5 and 14 of 14/00317/F - Conditions 1, 5 and 14 will need to be changed to reflect the requirement for the site access to remain as existing (i.e. one vehicular access only) | Approved with conditions
23.03.2015 |
| 3.3 | 15/02877/S73 | Variation of Condition 1 of 14/00317/F - Alteration to front entrance - low boundary wall to be raised to form new post boxes and Dry Riser intake to left hand side of existing entrance off Victoria Rd | Approved with conditions
17.03.2016 |
| 3.4 | 16/00945/S73 | Variation of Conditions 1 and 3 of 15/02877/S73 - Changes required to the external design to change the proposed brick slips to K-rend brick effect render | Approved with conditions
02.07.2016 |
| 3.5 | 18/00865/S73 | Variation of condition 1 of 14/00317/f - the approved plans will need to be changed to reflect the modifications as highlighted above to reflect the application for variation shown on the revised drawings. Variation of condition 1 of permission 15/02877/s73. Amendment to replace entrance | Approved with conditions
14.08.2018 |

canopy.

- | | | | |
|-----|--------------|---|--|
| 3.6 | 18/02441/F | Additional 1 Bedroom apartment being applied for against the original consent ref. 14/02653S73 dated 23.03.15) for the redevelopment and extension of the existing 3 storey Retail and Office Building at 121-129 Victoria Rd, Horley and provision of a high quality mixed use development. The approved development currently comprises of 43 apartments and 502 sqm retail space. Change of vehicular access security to gates (to match the carpark enclosure) instead of an access controlled barrier | Approved with conditions
21.01.2019 |
| 3.7 | 20/02017/S73 | Variation of Conditions 5,6, and 8 of permission 14/02653/S73. For the refurbishment block to be fully functional we are proposing temporary measures to overcome cycling and parking provision, whilst the new block is being built and completed. Change wording from 'prior to occupation' to 'prior to completion' to enable the 15 apartments to be occupied with temporary provisions for cycle and vehicle parking as listed below :
Condition 5 - Any residents with vehicles and/ or deliveries can utilise Victoria Road car park temporarily. Condition 6 - Any residents/ visitors with vehicles can utilise Victoria Road car park temporarily. Condition 8 - The Ground floor cycle hoops have been installed enabling 4 cycle spaces as the attached photo. The First, Second and Third Floor apartments have 5 lockable storage areas on each floor as per the attached floor plans and photo. These enable a minimum of 15 cycle spaces and maximum of 30 spaces. | Approved with conditions
30.12.2020 |

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of a 6-storey building for residential use (class C3) connected to the existing building at 121-129 Victoria road (known as Saxley Court), including car parking, cycle parking, plant room and refuse store, landscaping, and installation of photo voltaic panels to the roof of the existing and proposed building.
- 4.2 This proposal follows on from the approval of a previous scheme, under the application reference 14/00317/F, and subsequent S73 applications, which was for the Part demolition of existing building, conversion of upper floors of existing building to residential with additional floor, connected 5 storey new build residential building. To provide a total 43 flats. As well as a further full application, under the application reference 18/02441/F, for an additional 1 Bedroom apartment being applied for against the original consent ref. 14/02653S73 dated 23.03.15). This resulted in a total of 44 flats being approved on the site.
- 4.3 The 2014 application has been implemented through the works undertaken to the front, northern, part of the site which fronts on to Victoria Road - conversion of the upper floors of existing building to residential with additional floor. The front building is therefore in existence as approved and accommodates 502sqm of retail space at ground floor and 15 residential flats on the floors above.
- 4.4 The remainder of the site to the rear is a cleared and vacant, following the demolition of the rear building prior to its substantial completion due to deficiencies associated with its construction.
- 4.5 The proposals are for a revised design of the previously approved development comprising a residential building to be connected to the completed 4-storey retail and residential building, which fronts Victoria Road.
- 4.6 The proposed new building will provide 29 residential units, comprising one and two-bedroom accommodation, all designed to meet national space standards for residential dwellings. The proposals involve a change of 33sqm GIA of existing retail space within the existing building to residential plant room. The proposed new building will provide 2,480sqm GIA of residential floorspace, inclusive of 147sqm GIA ancillary floorspace, including parking, plant rooms and refuse.
- 4.7 The overall site, including the existing building, will comprise 469sqm GIA of retail sqm of existing retail use, 3,688sqm GIA of residential floorspace inclusive of 147sqm GIA ancillary residential area, providing 44 residential units across the two linked buildings. The total number of residential units will therefore be the same as the extant proposals. The mix would be 10 x 1 bedroom units and 19 x 2 bedroom units (overall across whole site 13 x 1 bedroom units and 31 x 2 bedroom units). The extant permission and additional permission provided 9 x 1 bedroom units and 35 x 2 bedroom units.

- 4.8 The proposed building comprises residential units at first to fifth floors, over ground floor parking, plant, waste and recycling storage. The units are arranged around a central core. The ground floor connects with the existing building allowing access to the parking and storage areas and to the landscaped amenity space at first floor level, situated between the two buildings. The layout of the proposed building has changed from the previously approved scheme, which was in the form of a U-block around. This has been partially infilled in the new proposals and the building has been set in from the site boundaries and set back from the existing building where it was closest.
- 4.9 Access is proposed to make use of the existing access from the entrance road to Victoria Road car park. The proposals include 17 car parking spaces at ground level including 1 blue badge wheelchair parking bay. This is the same number of parking spaces as proposed under the extant scheme. The proposal also includes 48 cycle parking spaces in a combination of Sheffield stands and within a secure cycle store at ground level, which provide ease of access for all users.
- 4.10 The proposed materials are set out in the Design and Access Statement, and these have been selected to respond to the context of the completed block to the front and the surrounding area. The elevations will feature a limited palette of red and buff brickwork, with grey windows, balustrades, and fencing.
- 4.11 The approved applications on this site, given that the 2014 permission is an extant development which is part built, are a significant material consideration in the assessment of this application.
- 4.12 A design and access statement (DAS) 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.
- 4.13 Evidence of the applicant's design approach is set out below:

Assessment	Section A of the submitted DAS sets out the site location and context, details of the previously implemented permission and site analysis including site boundaries, trees, access arrangements, and flood maps.
Involvement	No details have been provided of any community consultation prior to submission.
Evaluation	The statement does not include any evidence of other development options being considered. But in Section B

	section 4 sets out how the proposals have evolved from the consented scheme including evolution through the pre-application process with particular attention given to building massing, distance and relationship with the existing front building and impact of the changes on the amenity of the existing residents in the front block.
Design	The applicant's reasons for choosing the design and materials are set out within sections 4 and 5 of the DAS.

4.14 Further details of the development are as follows:

Site area	0.14ha
Existing use	Retail (502 sqm) and residential (15 flats) at front of site (before retail and offices). Rear of site is vacant
Proposed use	Proposal for 29 residential units. Overall use of site retail (469 sqm) and residential (44 flats)
Existing parking spaces	0 (Previously 35 car parking spaces which serviced the office use and retail uses)
Proposed parking spaces	17
Parking standard	44
Number of affordable units	0 (although S106 payment for affordable housing made under extant permission for same number of units)
Net increase in dwellings	29 (total on site 44 flats when adding in the 15 already built)
Net retail floorspace	-33 (loss of part of 1 retail unit (121 Victoria Road to allow space for plant rooms)
Existing site density	107 dph
Proposed site density	314 dph (the same as extant scheme density)

5.0 Policy Context

5.1 Designation

Urban area
Horley Town Centre
Primary Shopping area

Primary Shopping Frontage
Parking Standards Score – 11 (High Accessibility)
Tree Preservation Order to trees adjacent to the north-west corner of the existing building at the front of the site

5.2 Reigate and Banstead Core Strategy (CS)

CS1 (Sustainable Development)
CS4 (Valued townscapes and the historic environment)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019 (DMP)

RET1 (Development within identified retail frontages and local centre)
RET2 (Town centre frontages)
DES1 (Design of new development)
DES4 (Housing mix)
DES5 (Delivering high quality homes)
DES8 (Construction Management)
DES9 (Pollution and contamination land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
INF3 (Electronic communication networks)
NHE9 (Heritage Assets)

5.4 Other Material Considerations

National Planning Policy Framework
(NPPF)

National Planning Practice Guidance
(NPPG)

Supplementary Planning Guidance

Local Character and Distinctiveness
Design Guide SPD 2021
Climate Change and Construction
SPD 2021
Affordable Housing SPD 2020
Development Contributions SPD
2016
Horley Town Centre SPD 2006
Horley Town Centre SPD 2006

Other

Human Rights Act 1998

Community Infrastructure Levy
Regulations 2010

6.0 Assessment

- 6.1 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 acceptable.
- 6.2 Policy RET1 relates specifically to development within identified retail frontages and RET2 relates specifically to sites within Town Centre and Primary shopping areas. Whilst there is a net loss of retail space, this is only part of one of the existing retail units, to provide plant for the proposed rear residential building, and does not affect the retail frontage and does not result in the complete loss of the retail unit. The proposal relates to changes to the approved rear section of the original scheme - which was solely for car parking and flats. The use of the ground floor of the front building would therefore remain in retail use and would retain the existing active frontage. Part 2 of policy RET1 offers encouragement to the provision of a range of uses, including residential flats to upper floors.
- 6.3 There is therefore no objection in principle to the development of the site and such a proposal would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply.
- 6.4 The main issues to consider are:
- Design appraisal
 - Affordable Housing, Housing Mix and Accessible and adaptable homes
 - Standard of Accommodation
 - Neighbour amenity
 - Highway matters
 - Trees and ecology
 - Energy, Sustainability and Broadband
 - Flooding and drainage
 - Crime
 - Gatwick Airport
 - Community Infrastructure Levy

Design appraisal

- 6.5 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and

building detailing and have due regard to the 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.

- 6.6 In this case due to the scale of the development the potential impact on the setting of the Massetts Road Conservation Area is a consideration and potential impact of nearby locally listed buildings. Policy NHE9 relates to heritage assets. Policy NHE9 1. states that "Development will be required to protect, preserve, and wherever possible enhance, the Borough's designated and non-designated heritage assets and historic environment including special features, area character or settings of statutory and locally listed buildings."
- 6.7 In terms of the scale of the proposal this would be very similar when compared to the extant 2014 scheme in terms of footprint and overall bulk. The proposed footprint of the rear building is in fact smaller in width and depth compared to the extant scheme as it is now set in from the east, south and western boundaries. The height of the majority of the building (the first 5 stories) would be close to the height of the extant scheme, with it only marginally higher. The 5th floor would extend a further storey above the extant scheme. However this element is significant smaller in width and depth compared to the remainder of the building and relatively centrally located which ensures that the top floor is subservient and does not dominate the scale of the building. The verified views and CGIs demonstrate that the top level will not be visible from many view points within Horley and when visible does appear visually dominant. The use of the inset at both the 4th and 5th floors and the change in material on those floors to a lighter buff also serves to break up the bulk of the building and limit the visual prominence of the top two floors.
- 6.8 The design of the proposed rear block is considered to be a better quality design when compared to the extant scheme with a more contemporary facing brick work finish with good vertical emphasis created by the windows, inset balconies and brick detailing to give it interest. The use of red brick and buff bricks also reflects the palette within the town centre area. Whilst different in design approach to the front block it is also considered to successfully integrate with it, by matching the height of the roof and following the red brick finish of the front block along up to the 3rd floor.
- 6.9 In terms of the wider townscape impact and setting of the Conservation Area and any locally listed buildings as evidenced by the verified views the development will only be visible from a limited number of vantage points. The scheme will not be visible from north or east of the site – i.e. not along Victoria Road or Consort Way. The view of the building from anywhere west of the access to Victoria Road would be extremely limited. There are some views of it from Massetts Road and Ringley Avenue looking from within the Conservation Area. But these views are minor and do not dominate the skyline and are seen in the context of the existing large scale buildings near to the application site such as the Telephone Exchange and York House.

Crucially the verified views show that the top floor which is the only element that is higher than the extant scheme is not visible. Therefore it can be confidently concluded that the impact on the wider townscape and setting of the Conservation Area would be materially very similar to the extant scheme. The nearest locally listed buildings, which are undesignated heritage assets, are the Forester's Public House, 88 Victoria Road and 13 Massetts Road. Given their location relative to the site, the proposal would not give rise to any harm to these heritage assets, in terms of impact on their setting. The Conservation Officer has raised no objection to the scheme on this basis and is satisfied that there would not be material harm to the designated heritage asset.

- 6.10 The proposed development is considered to be of an acceptable design and scale which would respect the character, density and scale of the surrounding area and would not have a materially harmful impact on the setting of the designated heritage asset. As such, the proposal would comply with policies DES1 and NHE9 of the Development Management Plan 2019. Conditions are recommended to secure the finalised details of the proposed external facing materials and gates/external doors and details of the proposed design and siting of the solar panels.

Affordable Housing, Housing Mix and Accessible and adaptable homes

- 6.11 In relation to affordable housing the provision of affordable housing was considered in detail during the consideration of the extant scheme. The proposal did not provide affordable housing on site but a contribution of £145,000 towards off site affordable housing was agreed. This contribution was paid on commencement of the development and given that a contribution has already been paid and on the basis that the proposed scheme results in the same number of units on the site as has already been approved by the Council it is considered that the scheme does not trigger the need to seek further on site or off site affordable housing contributions.
- 6.12 For Town Centre applications Policy DES4 criteria 2 requires that (iii) on all schemes, at least half of all homes provided should be one and two bedroom homes and that (iv) On schemes of 20 or more homes, at least 10% of homes must have three or more bedrooms.
- 6.13 The mix would be 10 x 1 bedroom units and 19 x 2 bedroom units (overall across whole site 13 x 1 bedroom units and 31 x 2 bedroom units).
- 6.14 This scheme would therefore meet criteria iii. But would not accord with criteria iv. Criteria 2 of DES4 does however state that the market housing should meet the aforementioned requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so, that there would be no need or market demand for a particular size of homes (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area.

- 6.15 The applicant in their Planning Statement says that “in this case the site-specific circumstances of this constrained town centre site and the challenges for accommodating larger family sized homes are considered to justify the provision of smaller units to meet the likely demand in this location. This is consistent with the previously approved scheme. The proposed development will provide a large proportion of two-bedroom units and seeks to optimise the provision of high-quality new homes to maintain the same number of units as has previously been approved by the Council.” The extant permission and additional permission provided 9 x 1 bedroom units and 35 x 2 bedroom units.
- 6.16 Given the context of the existing permissions on the site where no 3 bedroom units were provided either, the financial constraints of this proposal and the known lack of market demand for 3 bedroom units in this area (as demonstrated on other recent schemes) it is considered that the proposal complies with policy DES4.
- 6.17 Policy DES7 of the DMP requires that on sites of 5 or more homes at least 20% of homes should meet the Building Regulations requirements for ‘accessible and adaptable dwellings’ and that on sites of 25 or more homes, at least 4% of homes should be designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for ‘wheelchair user dwellings’.
- 6.18 The applicant’s Planning Statement advises that “The proposals are designed to meet the policy requirements for provision of accessible and adaptable dwellings, thereby promoting inclusiveness.” A condition is therefore recommended to secure compliance.

Standard of Accommodation

- 6.19 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. New accommodation must meet the relevant nationally prescribed internal space standard for each individual unit unless the council considers that an exception should be made. Sufficient space must be included for storage, clothes drying and the provision of waste and recycling bins in the home. Adequate outdoor amenity space including balconies and terraces and /or communal outdoor space should be provided.
- 6.20 The proposal is considered a good improvement from the already approved schemes and extant development. Concentrating on the proposed rear block each flat would accord with the appropriate space standard and each unit is provided with sufficient storage space in line with the standards. The typical ceiling height of 2.4m would also be improved on the extant scheme. The majority of the proposed units will receive direct sunlight, as set out in the Daylight and Sunlight Assessment. The scheme with its amended layout would prevent overlooking between the units, unlike the extant scheme. The proposal will provide a good level of private and communal amenity space for residents, which is an improvement upon the implemented permission. With exception of 4 units, the accommodation will have balconies providing private

amenity space with good outlook. The fifth floor unit includes a roof terrace and the central courtyard area will be accessible to all residents (including the existing occupants of the front block). In total, the scheme will provide 488sqm of private and communal amenity space for residents, which is considered to be a good level of amenity within a constrained town centre location and no worse than the extant scheme's level of communal space. Furthermore, the future occupants for the completed scheme will have good access to surrounding amenity space within the Town Centre.

- 6.21 The relationship between the existing front block and proposed amended rear block is also important. It is noted that some objections have been received from occupants of these flats. Whilst a significant change for the existing occupants will occur it is important to note that the front block was approved in combination with a 5 storey rear block under the extant permission. It was therefore always the intention to erect a flatted block to the rear of the site and this relationship was considered and assessed as acceptable under the 2014 application. The consideration is whether the proposed amended scheme being considered now is any worse or comparable to the extant scheme.
- 6.22 In terms of the distance between the front and back block the amended rear block is actually larger at 5.5 metres compared to 4.7metres. Further the active stair, lift and walkways under the extant scheme all overlooked the south facing units of the front block. In this case there would be no communal areas which face towards the south elevation of the front block or any north facing windows on the nearest flats. The amended scheme does however introduce north facing flats in the centre of the rear block which face towards the south facing flats in the front block effectively infilling some of the void which the extant scheme proposed.
- 6.23 In order to address this relationship the central flats (nos. 2, 9 and 16 on the proposed plans) have been designed so that the windows directly facing the northern block are angled oriel style windows with obscure glazing to one side. This restricts the outlook by making the angle of sight more oblique and a further distance. So that the distance to between windows would be between 12.5m and 15m. This is further than the 10m under the approved scheme. 4th and 5th floor flats which face towards the northern block have standard rear facing windows but as demonstrated by the submitted cross section the set-back nature of these units and their higher level ensures that any overlooking would be limited.
- 6.24 In terms of the impact on light caused by the rear block the applicant has submitted a Daylight and Sunlight Assessment. In relation to the impact on the existing front block the assessment concludes:
- The daylight analysis of the existing building show that half of the windows achieve a better VSC% with the proposed building in place compared with the previous development.
 - Of the windows which do not achieve better VSC%, the reductions are relatively minimal and are within 20%.

- The results show that all the windows on the existing block of flats achieve the recommended APSH (annual probable sunlight hours) annually with the proposed building in place.
- Most of the windows assessed on the existing building achieve the BR 209 sunlight recommendations with the proposed building in place.
- There are two windows (serving apartment 2) which do not meet the BR 209 sunlight recommendations in the winter months however the results show that the levels are close to meeting the criterion target.

- 6.25 Based on the above considerations the relationship between the two blocks whilst tight would not be materially worse than the extant scheme in terms of overbearing impact, loss of light and loss of privacy and when viewed in this town centre context is not considered to be unacceptable. A condition is recommended to secure clearer, finalised details of the proposed oriel style angled windows to ensure that the windows will do what is intended.
- 6.26 The submitted noise and air quality reports also demonstrate that the occupants would not be adversely impacted by noise and air pollution. In terms of noise impacts the noise report has considered the potential impact from the town centre location, which includes a car park to the south, the adjacent retail uses and also the Royal Mail Delivery Office to the east of the site.
- 6.27 In response to the concerns raised by Royal Mail regarding the potential impact on the future occupants from its operations at the Delivery Office at 107 Victoria Road and at the request of officers the applicant's Noise Consultant has reviewed the matter. The Consultant has made the following comments:
1. The Stroma noise survey was undertaken over a 5 day period between Thursday 1st September and Monday 5th September 2022. The noise monitoring position chosen was selected because it covers noise sources from the adjacent road, car park, and other uses around the vicinity (including the BT exchange which also has vans and cars accessing the site 24 hours a day).
 2. Noise monitoring included continuous audio recording. Audio recordings and noise survey data have been reviewed by Stroma and as such we would have discovered any potential issues given that we measured for a number of days. We understand that the Royal Mail Delivery Office was operating as usual during the noise monitoring period.
 3. The LAFmax (Maximum noise level) events during the operational hours quoted by Royal Mail have been reviewed and not resulted in any noise associated with the activities described in the Royal Mail Letter. The noise climate during these periods is controlled by traffic noise, aircraft noise, and local vehicle movements.
 4. The context of the site is that a great deal of the noise sources associated with the Royal Mail car park are already surrounding the site with the public car park and other nearby uses including frequent vehicle movements and commercial operations.

- 6.28 The Council's Noise Consultants Regulatory Support Services (RSS) has further reviewed this matter and advise the following:
"I have discussed the issue of noise from the Royal Mail Depot with the acoustic consultants. At my request they have revisited their monitoring data and audio recordings of the peak noise events. No significant peak noise events attributable to the Royal Mail depot were measured or recorded. I did ask if the monitoring period included any strike days and it didn't. I can appreciate the concerns expressed by Royal Mail but the consultants are clear in their Technical Note they consider the likelihood of adverse impact to be low. The character of the locality is that it is a mixed business and residential area and some impacts from commercial activities are inevitable."
- 6.29 Based on the additional information from the applicant's noise consultants and the comments of RSS the proposed occupants are unlikely to be unacceptably impacted by the Royal Mail operations given the town centre location. This proposal also has to be seen in the context of the extant scheme and the fact that permission has already been granted for 29 flats in this same location with the same relationship. The current proposal would be no worse in this respect. RSS is also satisfied that the future occupants will not suffer from unacceptable noise levels from the other noise generators in the town centre. The fact that ventilation will be provided by mechanical MVHR system means that occupants will not have to rely solely on openable windows for ventilation and this offers additional protection against noise disturbance. The applicant has confirmed that there would be no external plant which would impact on the future occupants.
- 6.30 It is noted that UK Power Networks has raised the issue of the proximity of one of their substations. The advice is that if the substation is too close it can cause noise and vibration nuisance due to the low level hum. They advise that the distance between a substation and building should be greater than 7 metres and that efforts should be made to limit the number of windows facing the substation. In this case the applicant has confirmed that the substation is just under 10 metres away. There will be windows facing the substation but given the above analysis regarding the noise impacts, which would have taken in to account the noise from the substation and measures proposed it is considered unlikely that the substation would cause unacceptable harm to the future occupants.
- 6.31 In terms of air quality the report demonstrates that the impact from vehicle emissions on future occupants from Nitrogen Dioxide and Particulate Matter would not exceed the regulations. The Council's Air Quality Officer has raised no concerns with the findings. They have recommended that electric charging points are added for all parking space. This is to be conditioned as per the further details set out below.
- 6.32 It is therefore considered that the scheme would provide good living conditions for future occupants and would comply with the requirements of DMP Policy DES5.

Neighbour amenity

- 6.33 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.34 As set out above the scheme is very similar in scale when compared to the extant scheme which was considered acceptable from a neighbouring amenity point of view. There have not been any material changes to the surrounding area since the 2014 scheme was approved. Therefore the level of impact will be very similar to that of the approved applications.
- 6.35 The telephone exchange is to the west, which would not be impacted by the proposed residential development given its current use and the distance away. The nearest residential properties to the west are those in Regents Mews over 80 metres away. The proposed scheme even with the additional floor would not cause material harm to these occupants.
- 6.36 To the east and south-east in close proximity to the site are commercial/retail properties which again would not be adversely impacted by the proposed residential development. The closest residential properties would be those that front on to Massetts Road over 40 metres away. Sufficient to ensure there would be no adverse impact to the occupants in terms of overbearing impact, loss of light and loss of privacy. The only additional height proposed on the building compared to the approved scheme is the 5th floor flat which is set well away from the eastern elevation and which would cause no greater impact than the lower floors.
- 6.37 To the south the closest building would be Mitchell Court, a retirement home, which would be over 40 metres from the proposed southern elevation. Sufficient to ensure there would be no adverse impact to the occupants in terms of overbearing impact, loss of light and loss of privacy. The only additional height proposed on the building compared to the approved scheme is the 5th floor flat which is set well away from the southern elevation and which would cause no greater impact than the lower floors.
- 6.38 The scheme, given the residential nature of the proposal and potential traffic movements, would not result in unacceptable levels of noise or air pollution.
- 6.39 In terms of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. To ensure that the impacts of construction are reduced a condition is recommended to secure a construction management statement (CMS) which would require further information regarding working hours and methods to reduce impacts of matters such as noise, working hours, vibrations and other potential impacts.

In terms of the potential impact on air quality during construction the Council's Air Quality Officer has assessed the submitted Air Quality report and is satisfied that as long as the recommended measures are followed there would not be an unacceptable impact during construction. This will be included in the CMS condition.

- 6.40 As a result, it is considered that the proposals would not have an unacceptable impact on the amenities of neighbouring properties and would accord with the provisions of DMP Policy DES1, DES8 and DES9 in this regard.

Highway matters

- 6.41 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location
- 6.42 In terms of the access the proposal will utilise the existing vehicular access point on the access road providing access to the ground floor car park. There will be a sliding gate, which will be secure for residents use only. Car parking would be provided for 17 vehicles. Servicing for the retail units would take place on street as is the case at the moment and historically. In terms of trip generation the submitted Transport Statement advises that the proposal would generate approximately 7 two way vehicular trips during the AM Peak Hour and 10 two way trips during the PM Peak Hour, which equates to one additional movement every 6-8 minutes. On this basis it is considered that this development would have a negligible impact on the operation of the local highway network.
- 6.43 This also has to be considered in the context of the previous office use of the site which had 30 parking spaces and the extant permission where the proposed 18 parking spaces was found by the submitted Transport Assessment to result in a net decrease in expected two-way trips.
- 6.44 Surrey County Council County Highways Authority (CHA) has considered the proposals and has raised no objection on highway safety or capacity grounds with regard to the access arrangement, trip generation servicing and parking provision.
- 6.45 In terms of parking using the latest maximum parking standards the scheme would clearly be well short of the required 44 spaces for the flats.
- 6.46 Policy TAP1 states that all types of development should include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility.

Development should not result in unacceptable levels of on-street parking demand in existing or new streets. Annex 4, under the Residential Standards Section p.174, does state that “The standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances” and that “A lower amount of parking may be appropriate in areas within, or adjacent to town centres.”

- 6.47 In support of the application a Transport Statement has been submitted which sets out in detail the public transport available to the site (Section 3.5), public car parking available (Section 3.7 and figure 4.1) and access to local facilities within walking and cycling distances (Section 4). The conclusion is that the site is in a highly accessible location with a range of services and facilities within easy walking distance and good access to wider facilities and employment through cycling and public transport.
- 6.48 No evidence has been provided in the form of on-street parking surveys, or evidence of parking demand. However, the information on the accessibility of the site is compelling and demonstrates that the site benefits from good access to public transport facilities, and to a good range of shops and services. The application has been reviewed by the CHA who has raised no objection to the level of parking provided. The existing parking controls in the Victoria Car Park access road and Victoria Road and in surrounding roads that would prevent any overspill parking from the site taking place in locations where it is considered dangerous and would not lead to unacceptable levels of on street parking which cause amenity issues.
- 6.49 It is also important to note that the extant 2014 scheme was found to be acceptable with only 18 car parking spaces and this scheme is for the same number of units. The 5 existing retail units have also continued to operate at the front of the site without any on site parking without any known issues. On this basis, no objections are raised with regards to the under provision of parking on the site. Condition is recommended to secure the provision of the proposed car parking provision.
- 6.50 The scheme includes cycle parking for 42 cycles. Whilst this is well in excess of the minimum standards for 29 units. When you consider as a whole, 44 flats, the scheme is short by two parking spaces to provide 1 space per unit. Two spaces already exist to the front of the 5 retail spaces, which were put in upon completion of the front block and would meet the requirements for the retail units. A condition is therefore recommended to secure an updated plans which shows at least 44 cycle spaces prior to first occupation.
- 6.51 In terms of refuse and servicing. The Transport Statement advises that the refuse servicing will be via on street collection, with the bin store directly accessed from the access road to the Victoria Road car park. This is considered to be an appropriate solution, is the same as the extant scheme and would not cause any highway safety or capacity issues. The refuse bin store proposed would be of an appropriate size to accommodate the likely demand in line with the Making Space for Waste document. In terms of servicing for the existing retail units the applicant has advised that this will

remain as per the existing situation with on-street servicing. This is in line with the extant scheme. The CHA has raised no objection regarding both the refuse and servicing proposals. On that basis this aspect of the scheme is considered acceptable. Conditions are recommended to secure the installation of the refuse area prior to occupation.

- 6.52 Given the scale of the development and the supportive comments of the CHA it is not considered reasonable or necessary to condition the need for a Travel Plan. The CHA has however required a condition to secure the provision of a Travel Information Pack for future residents to help encourage non-car travel.

Trees and ecology

- 6.53 In terms of impact on trees there are trees protected under a Tree Preservation Officer in the north-west corner of the site, adjacent to the western and northern elevations of the existing front building. The submitted arboricultural advises that these trees can be adequately protected by the existing site hoarding and that further measures are not necessary. Two other trees to the west of the site (T7 and T8) are considered to be low quality (grade C) and are recommended for removal due to their poor quality and to enable implementation of the development.
- 6.54 The Council's Tree Officer has advised that "Based on the information provided the development will not affect the off-site protected trees. The report provides basic information regarding tree protection measures, therefore a detailed arboricultural method statement is needed which can be secured by condition." Therefore subject to condition the proposal would have an acceptable impact on trees. It is noted that the two trees are on Council owned land. Given the nature of the trees their removal is unlikely to be objectionable, particularly as the loss of the trees was considered acceptable under the extant permissions and the view of the Council's Tree Officer, but the applicant will need consent from the Council's Asset Management Team and Green Spaces Team to carry out the works. This will also be included as part of the condition. The proposed landscaping is quite limited but would provide trees and planting within the communal outdoor areas, which if successful would provide a reasonable environment for occupants. Additional landscaping is shown on the submitted landscaping scheme on the Council owned land. This includes replacement tree planting and additional plants. This would improve the character of the site and wider streetscene if such a scheme could be agreed between the applicant and Council. It is understood that no agreement has been reached to date. In order to secure finalised details a condition requiring an updated landscaping scheme is recommended prior to commencement.
- 6.55 With regard to ecology matters the proposal is supported by a Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain Report (BNG). The PEA concludes that the proposal would have no material impact upon any local or statutory designations, that no habitats of conservation concern were location within the site itself and that the proposals would not impact upon

any rare or valuable habitats. The only species potential on the existing site was hedgehogs. None were found on site however mitigation recommendations are proposed to prevent harm to hedgehogs during construction. Similarly measures are recommended for the protection of birds as well as enhancement measures for invertebrates and birds.

- 6.56 Surrey Wildlife Trust (SWT) has assessed the proposals. Generally they are content with the information submitted subject to conditions to secure the biodiversity net gain and enhancement measures through a Landscape and Ecological Management Plan (LEMP). SWT recommended bat roosting be incorporated in to the enhancement measures. One area of concern raised was the proposed loss of the two trees located to the west of the site (T7 and T8), on Council owned land, and the potential for bat roost. Having carried out a site visit one tree (T8) is only small in size and clearly in poor health and would be unlikely to have potential for a bat roost. The other tree, T7, could have more potential but given the location of the tree and proximity to other more appropriate trees this risk is considered to be low. As consent from the Council would be required to remove these trees and this is still to be established and the low risk it is considered that in this case a condition securing a further roost survey prior to commencement is proportionate.
- 6.57 The BNG report identifies that through the on-site landscaping scheme (Green Roof, 4 new small trees and shrub planting) the proposal could provide an 18.19% net gain. In addition bird boxes and bug hotels are recommended (which do not count towards the net gain figure). On this basis officers are satisfied that a net gain can be achieved on this site. Conditions are recommended to secure the recommended mitigation measures and finalised biodiversity net and enhancement measures through a Landscape and Ecological Management Plan (LEMP).

Energy, Sustainability and Broadband

- 6.58 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.
- 6.59 The application has supported by a water efficiency calculator but this unfortunately refers to the incorrect water efficiency target and therefore Type 1 fails to meet the higher standard of 110 l/p/d. However an updated water calculator with the higher standards can be secured by a pre-occupation condition.
- 6.60 Following the recent changes to building regulations energy efficiency measures are now in excess of the 19% requirement. Therefore it is not considered reasonable or necessary to include a condition requiring the 19% improvement. It is however noted that the submitted energy report shows compliance with the 19% requirement (19.4%) through energy efficiency measures and the provision of PV panels. Indicative arrangement of the

solar panels is shown on the submitted plans but finalised details of the siting and appearance of the solar panels can be secured by condition.

- 6.61 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP. As above a condition is also recommended to secure the implementation of electric car charging points throughout the site.

Flooding and drainage

- 6.62 The site is not located within flood zone 2 and 3. As such no concern is raised with regard to fluvial flooding. The sewage capacity for the site would be assessed at building control stage.
- 6.63 In support of the application, a surface water drainage strategy has been submitted and has been assessed by Surrey County Council Sustainable Drainage team as the Local Lead Flood Authority (LLFA) against the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems. They state that they are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to the imposition of conditions requiring the submission of a detailed finalised drainage scheme and a verification report.

Crime

- 6.64 Policy DES1 requires that development "Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles recommended by Secured by Design.
- 6.65 Surrey Police has considered the scheme and welcomed the secure provision for vehicles with a sliding gate and secure cycle store. They advise that they parcel/letter theft is an increasing issue for flatted schemes and therefore details on these arrangement need to be further considered.
- 6.66 In order to secure further details of the security measures Surrey Police has recommended a condition which requires the scheme to meet the standards contained within the Secure by Design award scheme.

Gatwick Airport

- 6.67 Due to the proximity of the site to Gatwick Airport the scheme has been examined from an aerodrome safeguarding perspective by Gatwick Airport Limited. The consultation response advises that the proposal could conflict with safeguarding criteria unless the scheme includes a Bird Hazard Management Plan. A pre-commencement condition is therefore recommended to secure this.

Community Infrastructure Levy (CIL)

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

CONDITIONS

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

Plan Type	Reference	Version	Date
Detailed Technical Plan	330510811-STN- XX-XX-DR-C-1204		18.01.2023
Floor Plan	PL01	B	30.11.2022
Elevation Plan	PL09		30.11.2022
Elevation Plan	PL08		30.11.2022
Floor Plan	PL02	B	30.11.2022
Location Plan	PL06		07.11.2022
Block Plan	PL07		07.11.2022
Floor Plan	PL03		07.11.2022
Floor Plan	PL04		07.11.2022
Roof Plan	PL05		07.11.2022
Floor Plan	PL10		07.11.2022
Floor Plan	PL11		07.11.2022
Floor Plan	PL12		07.11.2022
Floor Plan	PL13		07.11.2022
Floor Plan	PL14		07.11.2022
Floor Plan	PL15		07.11.2022
Roof Plan	PL16		07.11.2022
Elevation Plan	PL20		07.11.2022
Elevation Plan	PL21		07.11.2022
Section Plan	PL22		07.11.2022
Elevation Plan	PL18		07.11.2022
Elevation Plan	PL19		07.11.2022
Elevation Plan	PL23		07.11.2022
Elevation Plan	PL24		07.11.2022

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

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 Policy DES1.

4. No development shall commence until a Construction Management Statement, to include details of:
- a) An introduction consisting of a demolition and construction phase environmental management plan, definitions and abbreviations and project description and location;
 - b) A description of management responsibilities including complaint recording and management;
 - c) Prediction of potential impacts with regard to water, waste, noise and vibration and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts in accordance with best practice.
 - d) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
 - e) Means of communication and liaison with Local Planning Authority, neighbouring residents and businesses.
 - f) Details of hours of work, site delivery hours and other measures to mitigate the impact of construction on the amenity of the area
 - g) Detailed Site logistics arrangements including provision of a suitable booking system for HGV deliveries;
 - h) Details regarding parking, deliveries, and storage
- Has been submitted to and improved in writing by the Local Planning Authority.

The approved details, AND the mitigation measures set out in table 17, pages 23 and 24 of the submitted Stroma Air Quality Impact Assessment (ref. PRO-063432) in relation to controlling dust levels during construction, shall be implemented during the construction of the development.

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

5. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings, type of surfacing for the entrance drive and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. The AMS shall also include evidence that the Council has agreed to the proposed tree works – removal of T7 and T8. All works shall be carried out in strict accordance with these details when approved.

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

6. No development above slab level shall commence on site until a finalised scheme for the soft and hard landscaping and tree planting of the site and adjacent strip of land to the west of the site and east of the access road to Victoria Road Car Park has been submitted and approved in writing by the local planning authority. Shall include details of hard landscaping, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to first occupation of the approved development or in accordance with a programme agreed in writing with the local planning authority

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

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

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

7. No development shall take place until a bat preliminary ground level roost assessment, undertaken by a suitably experienced ecologist in line with best practice guidance, has been carried out and the results of the surveys have been submitted to and agreed in writing by the Local Planning Authority. If potential is identified, then the survey report should include any recommended further surveys and any resultant mitigation measures.

Once agreed the development shall be carried out in strict accordance with the findings of the report, including any further mitigation measures.

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019. It is necessary for this to be a pre-commencement condition because the protection of protected species goes to the heart of the planning permission.

8. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The LEMP should be based on the ecology and landscaping documents submitted with the application and shall include, but not be limited to following:
- a) Description and evaluation of features to be managed, including external lighting)
 - b) Ecological trends and constraints on site that might influence management
 - c) Aims and objectives of management
 - d) Appropriate management options for achieving aims and objectives
 - e) Prescriptions for management actions, together with a plan of management compartments
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period
 - g) Details of the body or organisation responsible for implementation of the plan
 - h) Ongoing monitoring and remedial measures
 - i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
 - j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme
 - k) Ecological Enhancement Plan
- The above shall ensure that the scheme achieves as a minimum the biodiversity net gain set out within the submitted Biodiversity Net Gain report

by Elite Ecology and enhancement measures recommended within that report.

The agreed details shall be implemented before occupation of this development, unless otherwise agreed within the approved LEMP or subsequently agreed in writing by the LPA, and maintained/monitored in accordance with the agreed details.

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

9. 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. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1.8 litres/sec.
 - 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 or 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 and to comply with policy CCF2 of the Development Management Plan 2019.

10. 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 and to comply with policy CCF2 of the Development Management Plan 2019.

11. The development hereby permitted shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management plan shall be implemented as approved, upon completion of the roofs and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To manage the roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport.

12. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) HGV deliveries and hours of operation
 - (f) vehicle routing
 - (g) measures to prevent the deposit of materials on the highway
 - (h) 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: 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 Policy TAP1 Parking, access, and Servicing and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

13. No development above slab level shall take place until details setting out how the applicant will ensure that:
- a) at least 20% of the homes meet the Building Regulations requirements for 'accessible and adaptable dwellings'; and
 - b) at least 4% of homes are designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'

have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

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

14. No development shall take place above slab level until written details (including pictures/images of samples) of the materials to be used in the construction of the external surfaces, including walls, fenestration, roof, and any gates, external doors or other means of enclosure, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

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

15. No solar panels are to be installed until full details of the proposed PV scheme has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented as approved and no subsequent alterations to the approved scheme are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure the visual impact of the solar panels is acceptable with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

16. The refuse store shown on the approved plans shall be erected and made ready for use (i.e. bins installed) prior to the first occupation of the development.

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

17. 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 areas shall be retained and maintained for their 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 Policy TAP1 Access, Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

18. Notwithstanding the approved plans the development hereby approved shall not be first occupied unless and until space for at least 44 bicycles to be securely stored has been laid out and provided within the site in accordance with an updated plan which has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the bicycle storage area shall be retained and maintained for its designated purpose.

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

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

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

20. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve 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: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

21. The development hereby approved shall be undertaken in accordance with the submitted plans and specifications and as detailed in the Stantec Technical Note dated 12th February 2023, the Stroma Technical Note - Planning reference OPP-068993 – NC - 2v3 and Stroma Technical Note - Planning Conditions reference SBE Ref: OPP-068993 – NC - 3v1. Prior to first occupation a post installation letter report confirming compliance with the standards approved shall be submitted by a suitably qualified person and approved in writing by the local planning authority. The approved details and attenuation measures shall be permanently retained and maintained in working order for the duration of the use and their operation.

Reason: To ensure the future occupants do not experience unacceptable levels of noise and overheating with regard to Reigate and Banstead Development Management Plan DES1 and DES9.

22. The development shall not be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority to demonstrate that the development has achieved the standards contained within the Secured by Design award scheme.

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

23. The development hereby approved shall not be first occupied unless and until a Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day.

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

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

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

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

25. Prior to the first occupation of the development further details of the oriel style angled windows serving the north facing units labelled as apartment 2, 9 and 16 on the submitted plans shall be submitted to and approved in writing by the Local Planning Authority. This shall include drawings that clearly show what windows are to be obscure glazed and fixed shut and how the windows will be obscure glazed (what level of obscurity). The relevant residential units will not be occupied until the windows are fully installed in accordance with

the approved details. The windows shall be retained as approved for the lifetime of the development.

Reason: To ensure that the development does not adversely affect the amenity of the residents in the flats on the southern side of the northern block due to overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

26. The development shall be carried out in accordance with the mitigation measures set out within the Preliminary Ecological Appraisal dated October 2022 by Elite Ecology.

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

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.org.uk.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. The applicant 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 for a degree 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.
4. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. All developer enquires on recycling and refuse bin ordering, collections and discussing waste matters is via our department email address RC@reigate-banstead.gov.uk . Please also note our website area for developers https://www.reigate-banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3.

5. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
6. 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.
7. 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.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. 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.
10. 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.

11. Whilst it is accepted that bats are unlikely to present a constraint to the proposed development the applicant is advised that a precautionary approach to works should be implemented during construction. This should be passed to the contractors along with the measures set out within the submitted Preliminary Ecological Appraisal (PEA).

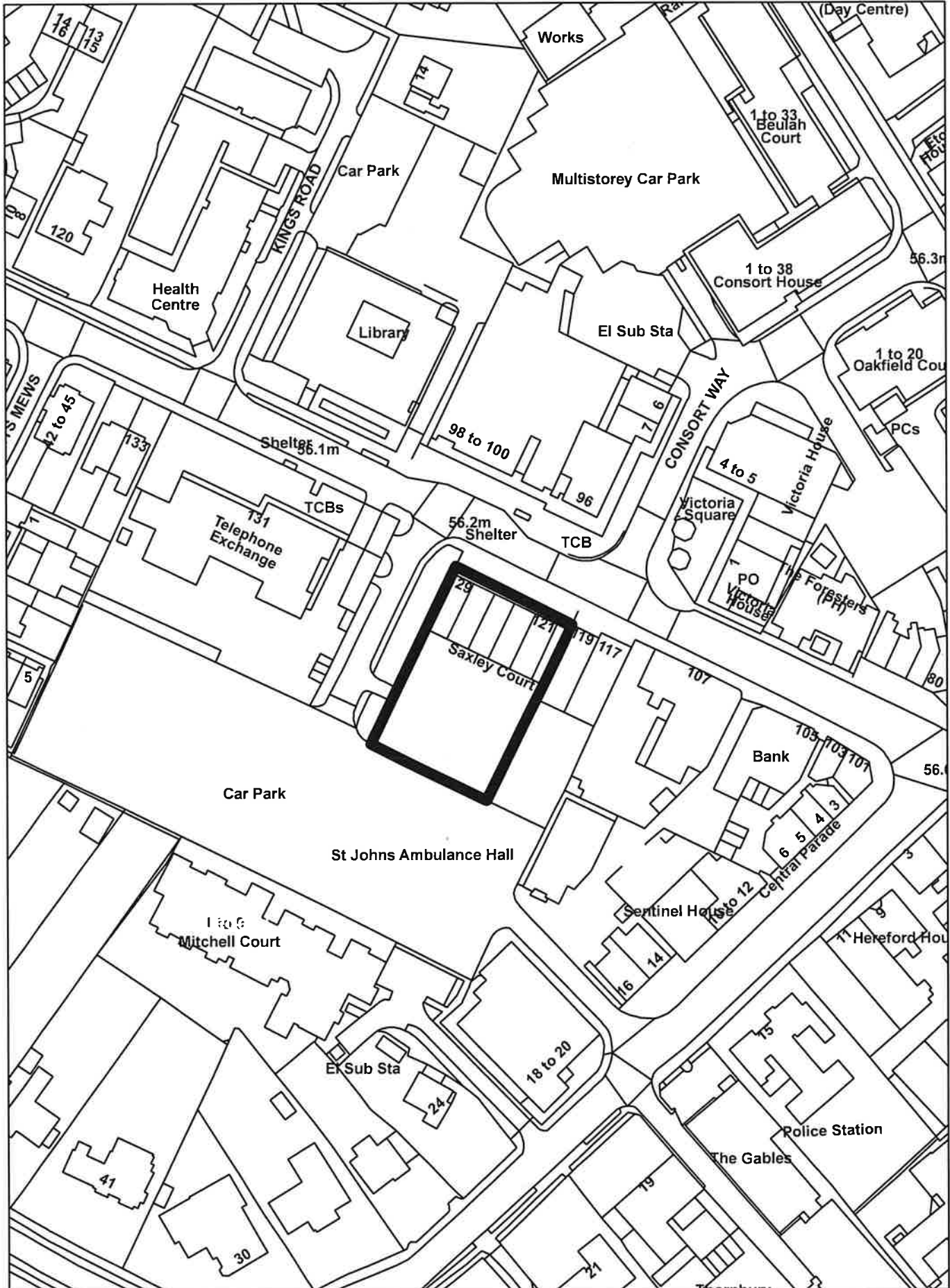
REASON FOR PERMISSION

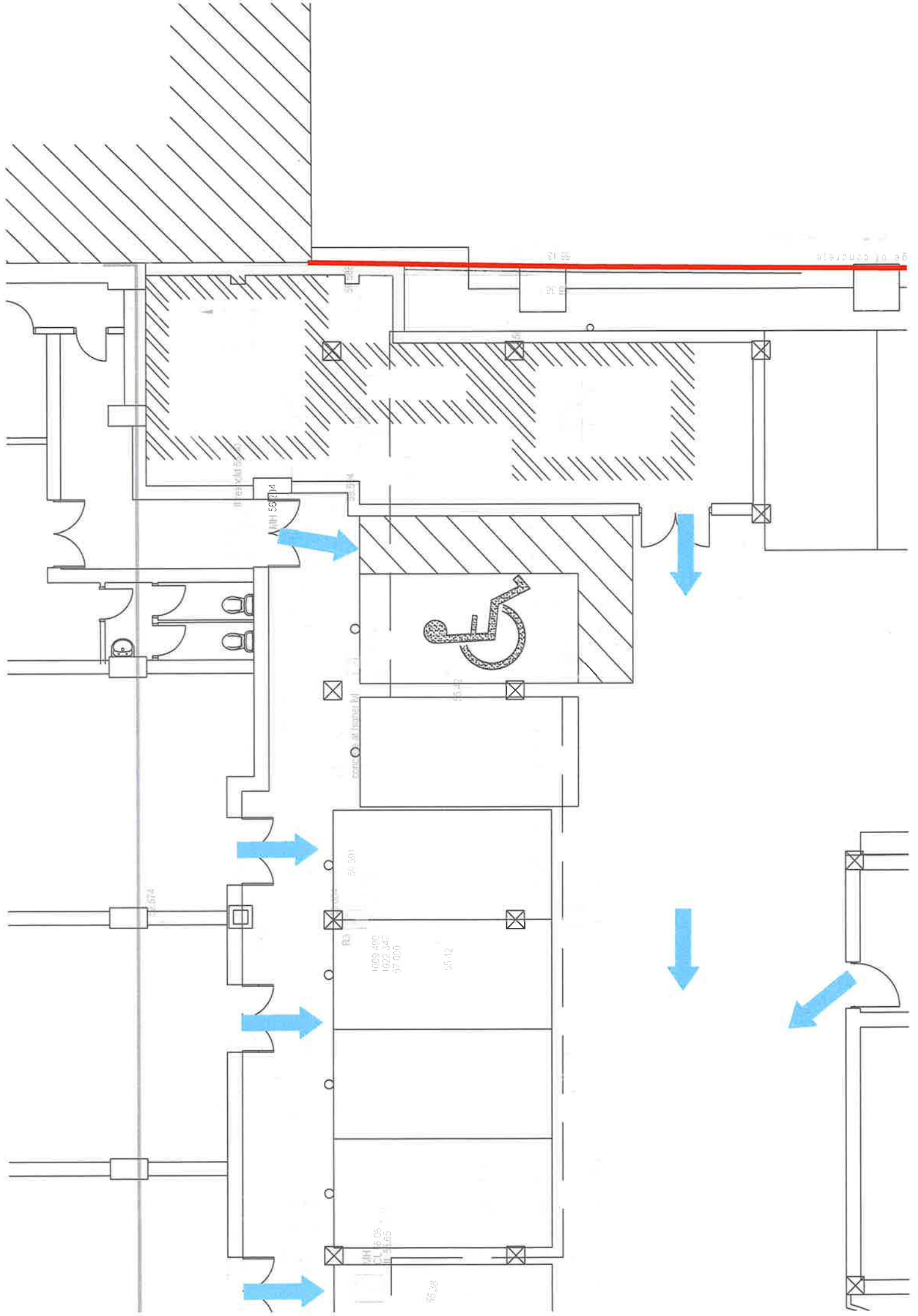
The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS7, CS10, CS11, CS14, CS17 and RET1, RET2, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, INF3, NHE9 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

22/02450/F - Saxley Court, 121 - 129 Victoria Road, Horley





56.2m

VICTORIA ROAD

VICTORIA ROAD

Departments

Building

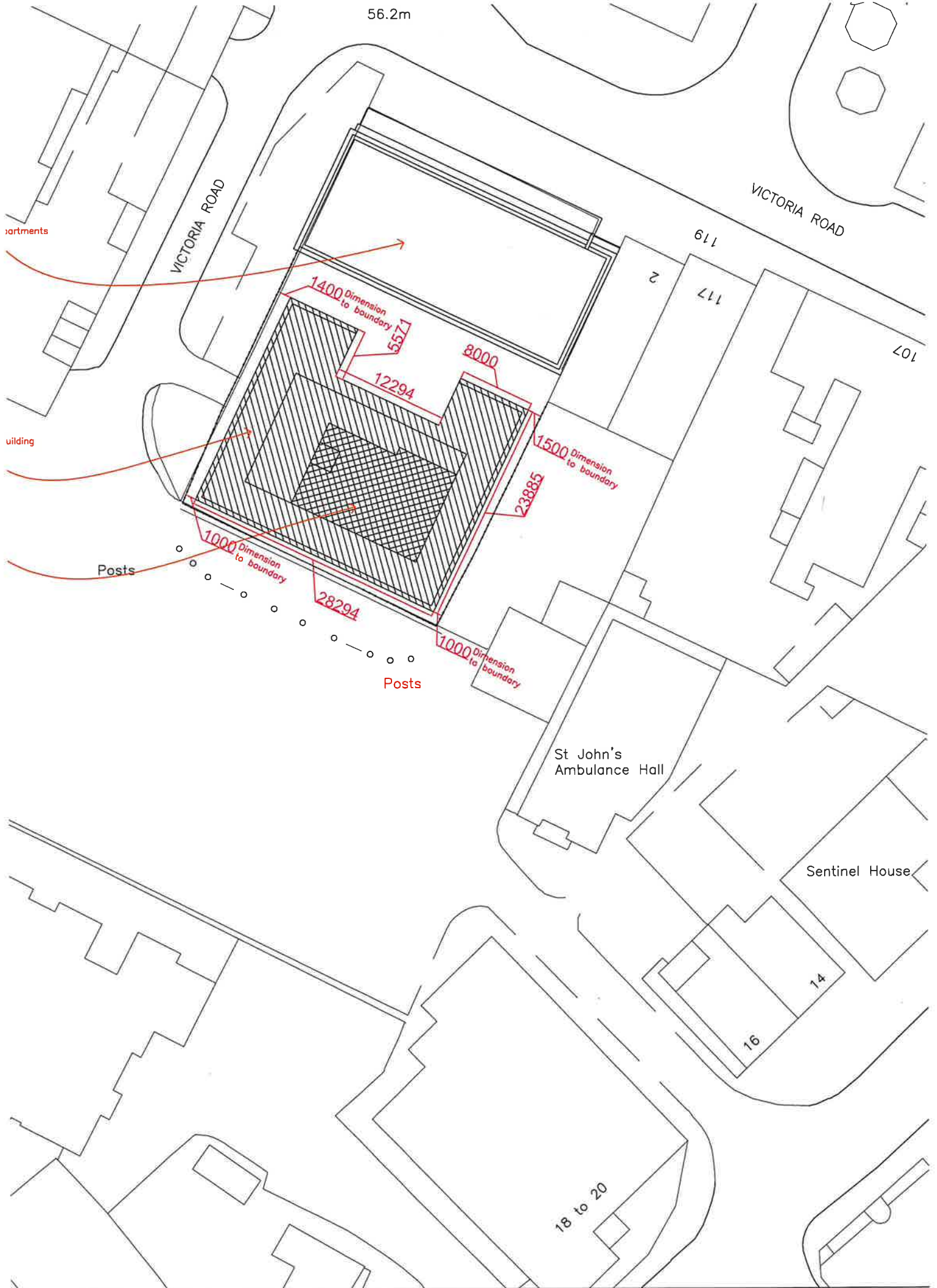
Posts

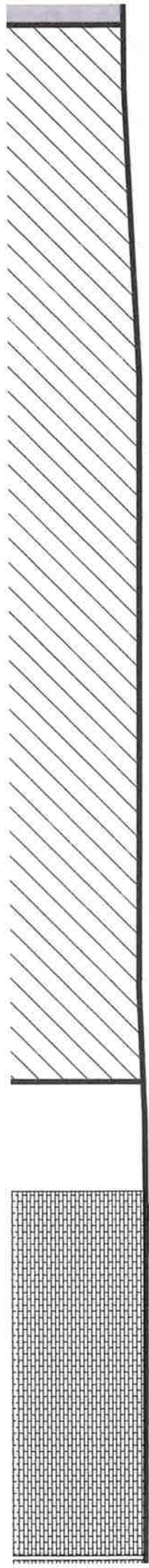
Posts

St John's Ambulance Hall

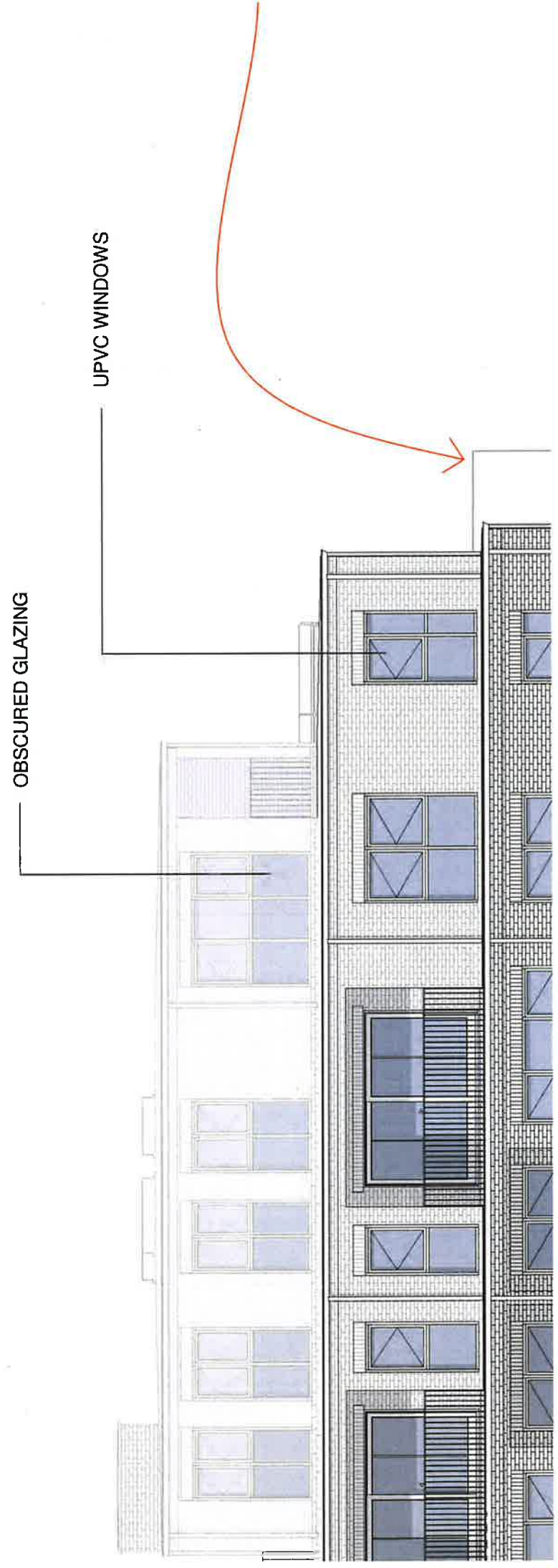
Sentinel House

18 to 20





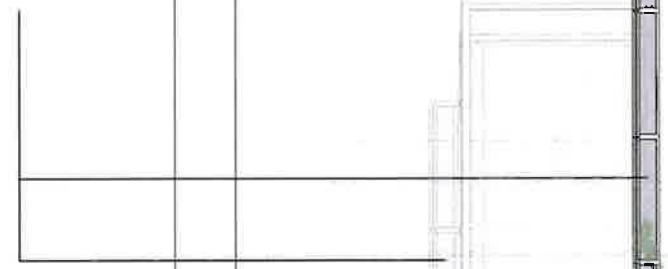
Proposed East Elevation



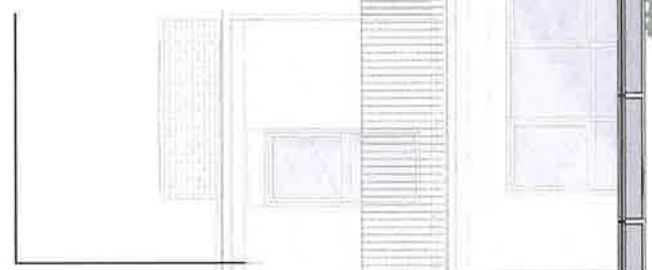


Proposed West - Elevation

PV SOLAR PANELS



FACE BUFF BRICKWORK



PV SOLAR PANELS

