 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	5 th April 2023
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	7	WARD: HRC - Horley Central and South

APPLICATION NUMBER:	22/01961/F	VALID:	07/09/2022
APPLICANT:	Riverhill Ltd	AGENT:	City Planning
LOCATION:	17-19 STATION ROAD HORLEY SURREY RH6 9HW		
DESCRIPTION:	Erection of an additional storey with a flat roof to 19 Station Road and the conversion of the existing two bed flat at first floor level to create three new residential dwellings (four units in total), together with associated balconies, cycle, refuse storage and off-street parking as well as minor alterations to flat at 17a Station Road.		
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 site related to 17-19 Station Road Horley and is located to the north side of Station Road. The buildings comprise mixed uses, being occupied by retail uses on the ground floor with residential flats above. The ground floor retail unit of 17 Station Road has recently been granted prior approval consent for conversion to residential use.

The proposal would change the existing 2-bedroom first floor flat into 2 x 1-bedroom flats and add a further storey on top, with an additional 2 x 1-bedroom flats.

The character of Station Road is a mix of late 19th/ early 20th Century Victorian properties of more traditional character, and later 20th century flatted developments at the western end of the road. Ground floors are typically occupied by retail units with residential flats above. To the rear of the site are a number of industrial buildings that form part of the Bridge Industrial Estate, which is a designated employment area.

The design of the proposed upward extension would be relatively modest in scale and would not be unduly prominent within the streetscene. The design has sought to reflect that of the existing building.

The relationship with neighbouring properties would not be dissimilar to the existing situation. Whilst the addition of balconies would result in a change these would not allow for views into the windows of neighbouring flats. They would be provided with privacy screens, the details of which would be secured by condition.

The environment for future residents would be acceptable and would meet the required national standards for living space.

The development would meet the Councils' required standards for residential parking provision, and cycle storage and electric charging point would also be secured by condition.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The proposed development has been considered by The County Highway Authority who having assessed the application on safety, capacity and policy grounds, has recommended conditions relating to parking and turning, cycle storage, and electric vehicle charging points.

Contaminated Land Officer: No objections subject to condition and informative in relation to ground contamination.

Horley Town Council: No objections.

Representations:

Letters were sent to neighbouring properties on 14th September 2022.

1 response has been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.14 - 6.17
No need for the development	See paragraph 6.1 - 6.6
Noise & disturbance	See paragraph 6.14 - 6.17
Inconvenience during construction	See paragraph 6.14 - 6.17
Out of character with surrounding area	See paragraph 6.3 - 6.6
Increase in traffic and congestion	See paragraph 6.14 - 6.17

1.0 Site and Character Appraisal

- 1.1 The site comprises two storey end of terrace commercial unit at ground floor with residential above and a detached single storey commercial storage unit at the rear of the site. Part of the plot is undeveloped adjacent to the existing building and sectioned off from the vehicular access road that runs to the storage unit at the rear. Off street parking is provided on the hardstanding to the side/rear of the building. The unit appears to have a pitched roof behind a parapet that wraps around the front of the building.
- 1.2 The site lies in a local centre around the crossroads of Station Road, Balcombe Road and Smallfield Road and the area includes a number of small businesses separated from the main town centre by the railway line. To the north of the site is the Bridge Industrial Estate centred around Balcombe Road. The scale of buildings varies from these smaller two storey units to the more predominant three storey units with pitched roof. It is noted that a more modern 4 storey building has been constructed opposite the site, with the top floor contained within the mansard roof.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was sought from the Council prior to the submission of the application. The applicant proposed a four-storey building with a mansard roof. Advised that there would be a significant amount of bulk and mass that would contrast with the streetscene. Considered that the extension to the rear would not give rise to substantial harm to the streetscene. Following on from this the reduced scheme was submitted also with greater parking and bin storage.
- 2.2 Improvements secured during the course of the application: Amended plans have been received to address concerns around the design of the roof and flat/ parapet walls to the rear.
- 2.3 Further improvements could be secured by way of appropriately worded conditions and informatives.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|------------|---|---|
| 3.1 | 07/01866/F | Demolition of two existing stores building and erection of one new stores building. | Approved with conditions
9 th November 2007 |
| 3.2 | 00/05100/F | Demolition of outbuildings and erection of two storey rear extension to create two self contained residential units
Drawing Nos: 11/00/1-3 | Approved with conditions
2 nd May 2000 |

4.0 Proposal and Design Approach

- 4.1 This is a full application for the addition of a further storey at 19 Station Road, to accommodate two additional flats, together with changes to the first floor to change the existing 2-bedroom flat into 1x 2-bedroom flats and minor alterations to 17 Station Road, and associated parking, refuse and cycle storage. The proposal would result in four units in total across the first and second floors of 19 Station Road.
- 4.2 The existing building is of a flat roof design and the extension would maintain this appearance, lifting the height of the building by a further 3m. The design of the front elevation seeks to maintain that of the existing through the incorporation of similar window design and detailing. The rear will be of a fairly plain design, and will feature replacement windows and small glazed balconies.

- 4.3 Parking would be located externally to the north-east of the building as per the existing arrangement, providing four parking spaces. The existing access to these spaces would be maintained. Refuse and cycle storage would also be contained to the front of site behind the existing fence. The existing pedestrian access to the side of the building would be maintained.
- 4.4 The ground floor retail unit of number 19 is to be retained and has historically been used as a barber. Behind this there is a small one bed flat known as 19b Station Road. The existing first floor flat above would also be retained albeit as a one bed studio to the front of the building (currently a two bed flat covering the entire first floor). The remainder of the first floor would become a one bed two person flat. The newly created second floor would contain a 1 bed 1 person studio flat and a 1 bed 2 person flat.
- 4.5 It is also proposed to make minor alterations to the first floor of 17 Station Road, which is occupied by two flats (17a and 17b). Specifically these alterations comprise a new entrance door via the rear and the replacement of the existing entrance door with a window. The ground floor of 17 Station Road has recently gained consent via prior approval application 22/02705/PAP3MA to convert the ground floor retail unit to residential use.
- 4.6 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	<p>The D&A statement describes the following: 19 Station Road is part of a small terrace of shops (11-19 Station Road) with residential above and to the rear at ground floor level. Whilst 19 Station Road has a flat roof, 11-17 Station Road all have pitched roofs Directly opposite the site is Jubilee Court, which is a</p> <p>contemporary block of flats, which replaced a row of two storey commercial buildings. Jubilee Court has been relied upon when designing the preapplication scheme. It is three storeys in height with further accommodation in a pitched roof and commercial use on the ground floor. The wider area is described as being of mixed residential and commercial in character however the architectural character is not described. It is not stated that there are features present that are worth of retention.</p>
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Involvement	No community consultation is indicated to have taken place.
Evaluation	The submission is in response to pre-application advice received which proposed a taller extension to the roof of the building. The submitted scheme seeks to respond to concerns raised by the Council with regard to the design of the extension.
Design	The submitted scheme seeks to address the comments made at the pre-application stage. The design of the development seeks to conform to the design, scale and character of other properties within Station Road

4.8 Further details of the development are as follows:

Site area	0.03Ha
Existing use	Retail (Class E) and Residential (Class C3).
Proposed use	Retail (Class E) and Residential (Class C3).
Existing parking spaces	4
Proposed parking spaces	4
Parking standard	4 - High accessibility location (1 space per unit (maximum))
Number of affordable units	0
Net increase in dwellings	3

5.0 Policy Context

5.1 Designation

Urban Area
Employment Area (to the rear)

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS15 (Affordable Housing)

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES5 DES8 DES9
Access and Parking	TAP1
Climate change mitigation	CCF1
Electronic communication networks	INF3

5.4 Other Material Considerations

National Planning Policy Framework
2021

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development
Householder Extensions and
Alterations
Affordable Housing
Outdoor Playing Space Provision

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms. The acceptability of the proposal rests with considering whether the creation of five additional flats would be acceptable with regards to the design and the impact on the character of the street and wider conservation area, impact on neighbouring properties, amenity for future occupiers, highway and parking matters, and other material considerations.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Amenity for future occupiers
- Access and parking
- Sustainability, Infrastructure and Climate Change
- CIL (Community Infrastructure Levy)
- Affordable Housing

Design Appraisal

- 6.3 Policy DES1 of the Councils Development Management Plan 2019 (DMP) requires new development to promote and reinforce local distinctiveness and respects the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene. Development should 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.
- 6.4 The proposed design seeks to reflect the character of the existing building by maintaining the flat roof design and simply raising the height. Whilst this would result in the building appearing more prominent within the road its appearance would not be particularly harmful, nor would it appear incongruous within the streetscene. The 3m increase in height would not result in a scale of building that would be out of context with other buildings in the road, where building heights noticeably increase from the south-west to north-east along the north side of the road.
- 6.5 The principal elevation seeks to reflect some of the detailing of the original building, particularly the fenestration and stone edge detailing around the windows. Whilst the building is somewhat plain these elements do add a modest amount of character therefore it is a positive that these have been incorporated into the additional storey and adds some visual interest in to a street that is somewhat lacking in character. The proposed glazed balconies would be a more modern feature, however they would be located to the rear and would not be greatly visible when viewed within the street. The existing bin and cycle storage areas would be contained behind the existing fencing along the front boundary and would therefore be suitably screened from view.
- 6.6 In view of the above considerations the additional storey and associated changes are considered to be acceptable and would not result in harm to the character of the existing building or the wider streetscene. The proposal is therefore deemed to comply with Policy DES1 of the Development Management Plan 2019 (DMP).

Neighbour amenity

- 6.7 The footprint of the existing building would not be changed therefore the relationship between 17-19 Station Road and surrounding properties would be very similar to the existing arrangement. The upper floor of 17 Station Road is currently occupied by two flats and extends beyond the rear of number 19. The rear most flat features a reception room which is served by windows to the rear elevation, which would not be impacted by the proposed development. It is noted that the addition of balconies to the rear would change the relationship to a degree; however these would not allow views into the windows of neighbouring flats therefore there would not be concern about overlooking or loss of privacy. A single window would be inserted into the side of flat 19c however this would be obscure glazed, and

this would be secure by condition. In any case it would not face any opposing windows.

- 6.8 There is a detached pitched roof building to the rear of the site which is in a commercial use. This building features a single window within the apex of the end gable however this is not serving any habitable space, therefore there would not be concern about harm to the amenity of this building.
- 6.9 There would be a gap of approx. 13m between the building and 25 Station Road to the north-east. The two properties would be separated by the existing access and parking area. Numbers 25-29 Station Road are, like many of the properties along the road, commercial at the ground floor with residential flats above. The first floor flat features a small balcony/ terrace area to the rear however this is associated with the ground floor commercial use and is used for access to the flat and commercial storage. Given that the depth of the building is not increasing and the level of separation distance, it is considered that there any harm to the amenity of any of these properties would be acceptable. The proposed balconies serving flat 19a and 19e would feature glazed privacy screens to the side to mitigate against any overlooking that may occur. The provision of these prior to occupation would be controlled by way of condition.
- 6.10 In view of the above considerations the development is not considered to give rise to harm to the amenity of any neighbouring dwellings and would therefore comply with Policy DES1 of the DMP 2019 and the Householder Extensions and Alterations SPG.

Amenity for future occupiers

- 6.11 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework 2021 that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight. Policy DES2 requires developments to be designed to ensure a good standard of amenity for all existing and future occupants.
- 6.12 The scheme would see the creation of three additional flats (4 in total). Each flat would be 1 bedroom (2x1 bed 1 person flats and 2x1 bed 2 person flats). Having considered the submitted floor plans each of the flats would meet the required standards for living space. Therefore they would be acceptable in this regard. Each of the flats would be appropriately laid out, avoiding awkward shaped rooms. Each main habitable room would be appropriately served by windows that would provide a reasonable outlook and level of light. The internal living environment for future occupants would be acceptable. It is noted that there would not be access to dedicated areas

of communal outdoor amenity space however each unit would have access to a balcony, which would be more than existing flats in the vicinity and acceptable within a town centre location such as this. Policy DES5 encourages the use of balconies where appropriate.

- 6.13 The proposed scheme would be acceptable with regards to amenity provision for future occupants and would therefore comply with Nationally Described space Standards and Policy DES5 of the DMP 2019.

Access and parking

- 6.14 The site is located within an area of high accessibility as defined within the Annex 4 of the DMP 2019. As such, 4 x 1bed properties would be expected to be provided with one parking space each, although the DMP acknowledges that lower parking provision may be acceptable in town centre locations such as this. The submitted site layout shows that each unit would be provided with one space. Each space would comply with the required size standard for a parking space. The scheme would therefore meet the required parking standard. The site is within a sustainable location on the very edge of Horley Town Centre, with access to both the railway station and bus stops along Balcombe Road and Smallfield Road within easy walking distance.
- 6.15 The existing access from Station Road would continue to be utilised. It is also proposed to provide secure cycle storage for four bicycles, one for each unit. This level of provision would also comply with the required standards. The provision of electric vehicle charging points would be secured by way of a condition, which would meet the Councils' aims of promoting more sustainable modes of travel and promoting the use of renewable energy.
- 6.16 It is noted that objection has been raised on the grounds of noise disturbance and inconvenience during construction. Construction would be temporary in nature and therefore not reason to refuse the application. 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.
- 6.17 In view of the above the proposal is considered to be acceptable with regards to access, parking and highway safety, therefore the proposal would meet the requirements of Policy TAP1 of the DMP 2019.

Sustainability, Infrastructure and Climate Change

- 6.18 Policy CCF1 of the Councils Development Management Plan 2019 seeks to ensure that all new development contributes to reducing carbon emissions. New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. In order that the proposed development contributes to achieving these aims, in the event that planning permission

were to be granted, conditions requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day. A further condition requiring the provision of broadband connection, in accordance with Policy INF3 of the DMP 2019, would also be attached to any grant of planning permission.

Affordable Housing

- 6.19 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, in November 2014, the Government introduced policy changes through a Written Ministerial Statement and changes to the national Planning Practice Guidance which restrict the use of planning obligations to secure affordable housing contributions from developments of 10 units or less. These changes were given legal effect following the Court of Appeal judgement in May 2016.
- 6.20 In view of this, and subsequent local appeal decisions which have afforded greater weight to the Written Ministerial Statement than the Council's adopted policy, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

CIL

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

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason:
To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Received
Elevation Plan	5979-005	A	01.09.2022
Floor Plan	5979-004	G	01.09.2022

Site Layout Plan	2021-38 S6-02		16.02.2023
Floor Plan	2021-38 S6-10		16.02.2023
Roof Plan	2021-38 S6-11		16.02.2023
Elevation Plan	2021-38 S6-20		16.02.2023
Section Plan	2021-38 S6-30		16.02.2023
Location plan	CP-2021-38-S6-01		20.03.2023

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.

3. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

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

4. The first floor window in the south west side elevation of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall be maintained as such at all times.

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

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

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

6. The development hereby approved shall not be first occupied unless and until the following facilities have been provided, in accordance with drawing no. CP-2021-38 | S6-02 for the secure parking of bicycles within the development site. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

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

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

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

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

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.

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

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

10. Before any works above ground level commence, details of the obscure glazed balcony screens shall be submitted to and approved in writing by the

Local Planning Authority. Thereafter, only the approved details shall be implemented prior to occupation and maintained thereafter on the site.

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 policies DES1 and NHE9.

11. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority and the written approval of the Local Planning Authority has been received. The strategy should detail how the contamination shall be managed.

Reason: To comply with the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

12. The remediation strategy shall be implemented in accordance with such details as may be approved and a remediation validation report shall be required to be submitted to Local Planning Authority to demonstrate the agreed strategy has been complied with.

Should no ground contamination be readily identified during the development, confirmation of this should be provided in writing to the Local Planning Authority.”

Reason: To comply with the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.

You are advised that the Council will expect the following measures to be included in the above CMS condition to control noise, pollution and parking:

- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;

- (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.
- Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

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

3. 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.
4. 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).
5. 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.
6. 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.

7. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
8. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service
9. 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.
10. In seeking to address and discharge the “contamination remediation” condition above, the applicant’s attention is drawn to the fact that the application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land.

Visual and olfactory evidence of contamination can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/objects, metallic objects, staining and discolouration of soils, oily sheen on ground water and fragments of asbestos containing materials (ACMs) (Note: this list is intended to be used as a guide to some common types of contamination and is not exhaustive).

In seeking to address the condition a photographic record of works should be incorporated within the validation report. Should no ground contamination be identified then a brief comment to this effect shall be required to be provided in writing to the Local Planning Authority.

The Local Planning Authority cannot confirm that the condition has been fully discharged until any validation report has been agreed.

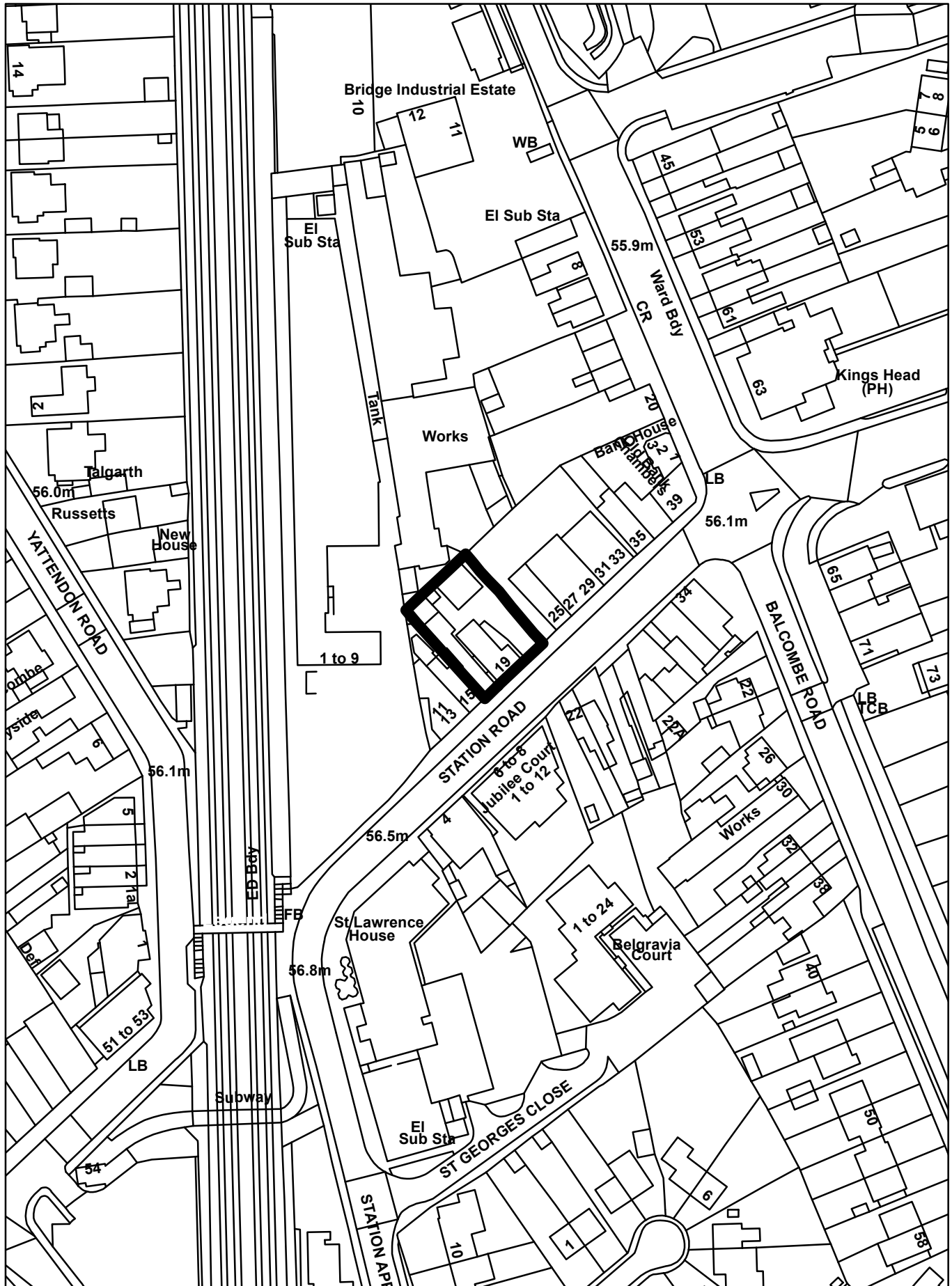
REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2021 and Development Management Plan policies DES1, DES2, DES5, DES8, DES9, TAP1, CCF1, INF3 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.

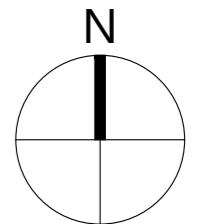
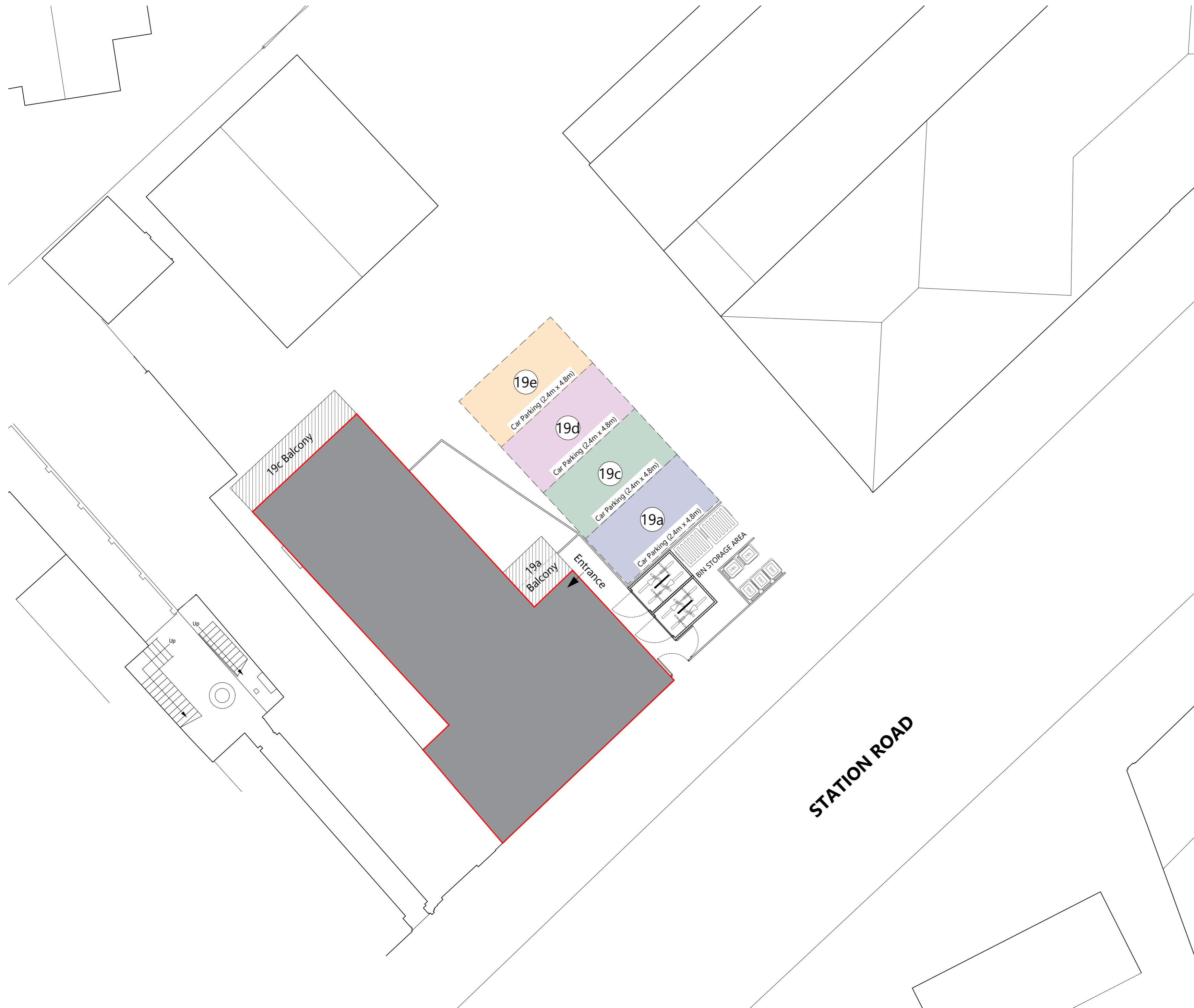
Proactive and Positive Statements

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.

22/01961/F - 17-19 Station Road, Horley



REVISIONS				
REV	DESCRIPTION	DRAWN	CHKD	DATE



- NOTES**
- Drawing to be read in conjunction with specification and all relevant drawings.
 - Do not scale from this drawing unless for planning or transfer purposes - figured dimensions should be used where shown.
 - If you are in doubt of the contents of the drawing, please report discrepancies to the architect.
 - The architect is not liable for any faults relied on by third party consultants

PROJECT				
19 Station Road				
Horley, RH6 9HW				
DRAWING TITLE				
Proposed Site Plan				
PROJECT REF. SHEET NO.				
CP-2021-38 S6-02				
SCALE	SHEET SIZE	DATE	CLIENT	PURPOSE
1:100	A2	10/02/2023	Riverhill Ltd.	Planning

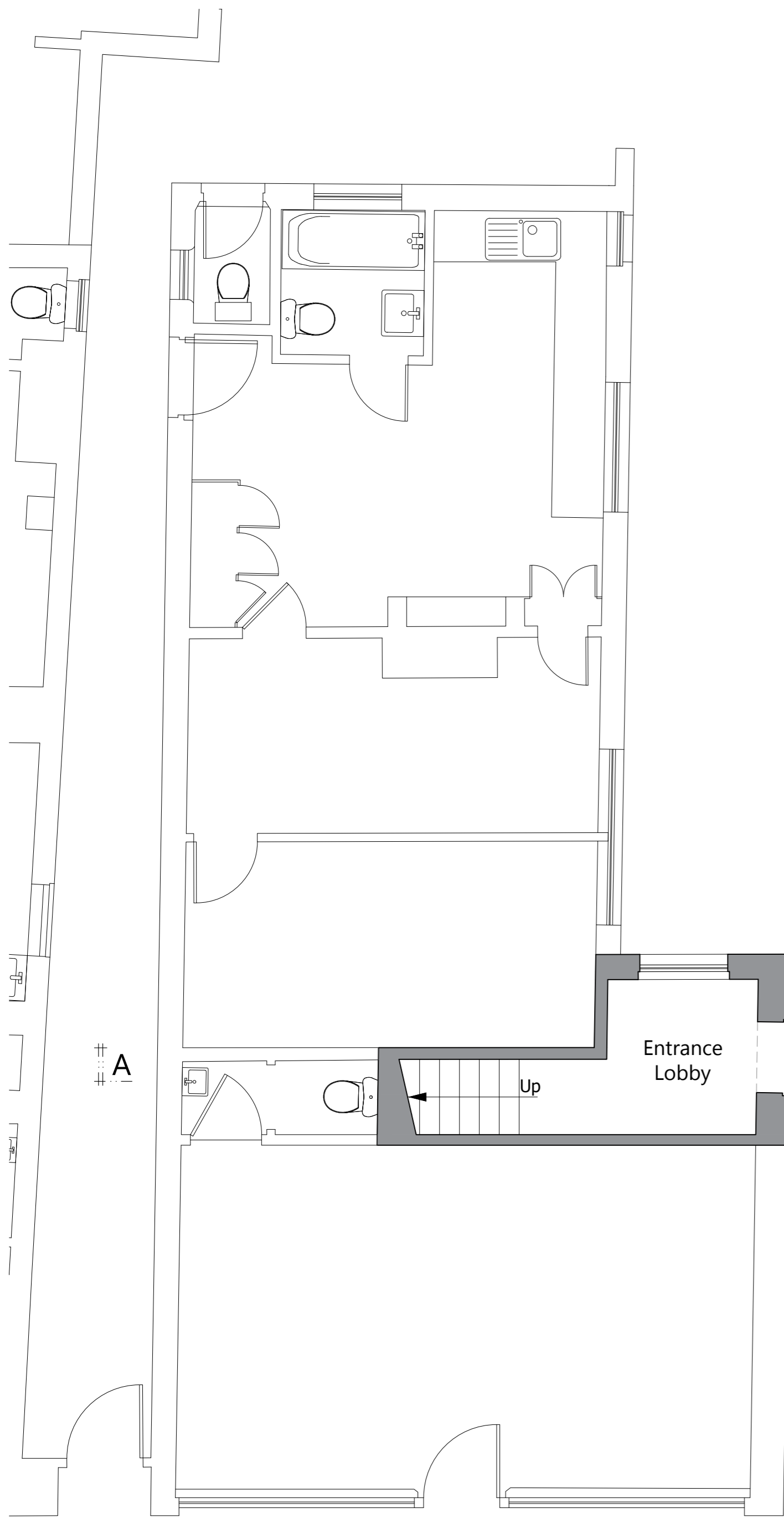
City Planning

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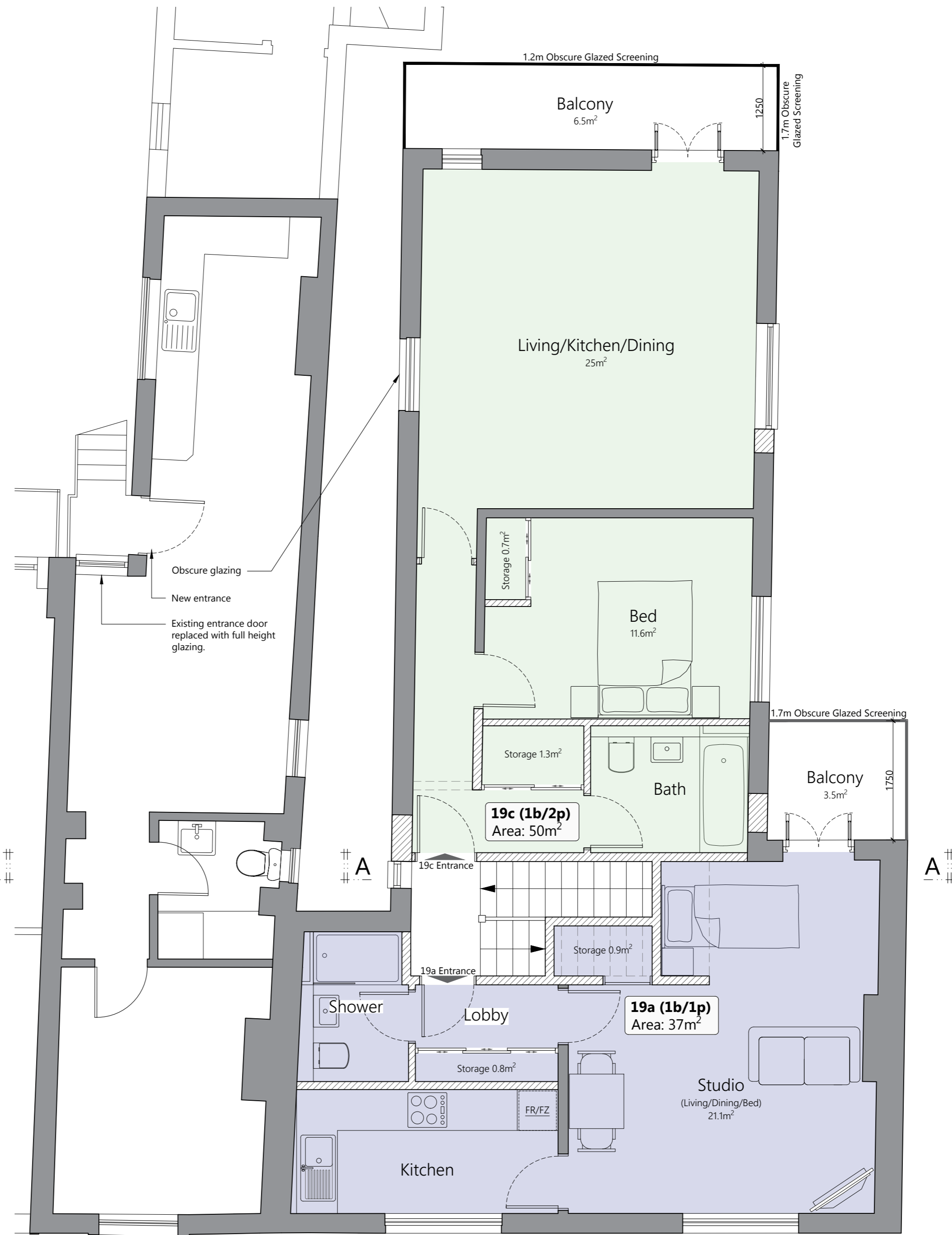
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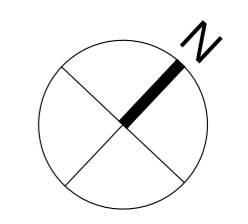
REVISIONS				
REV	DESCRIPTION	DRAWN	CHKD	DATE



Ground Floor
Scale: 1:50 @ A2



First Floor
Scale: 1:50 @ A2

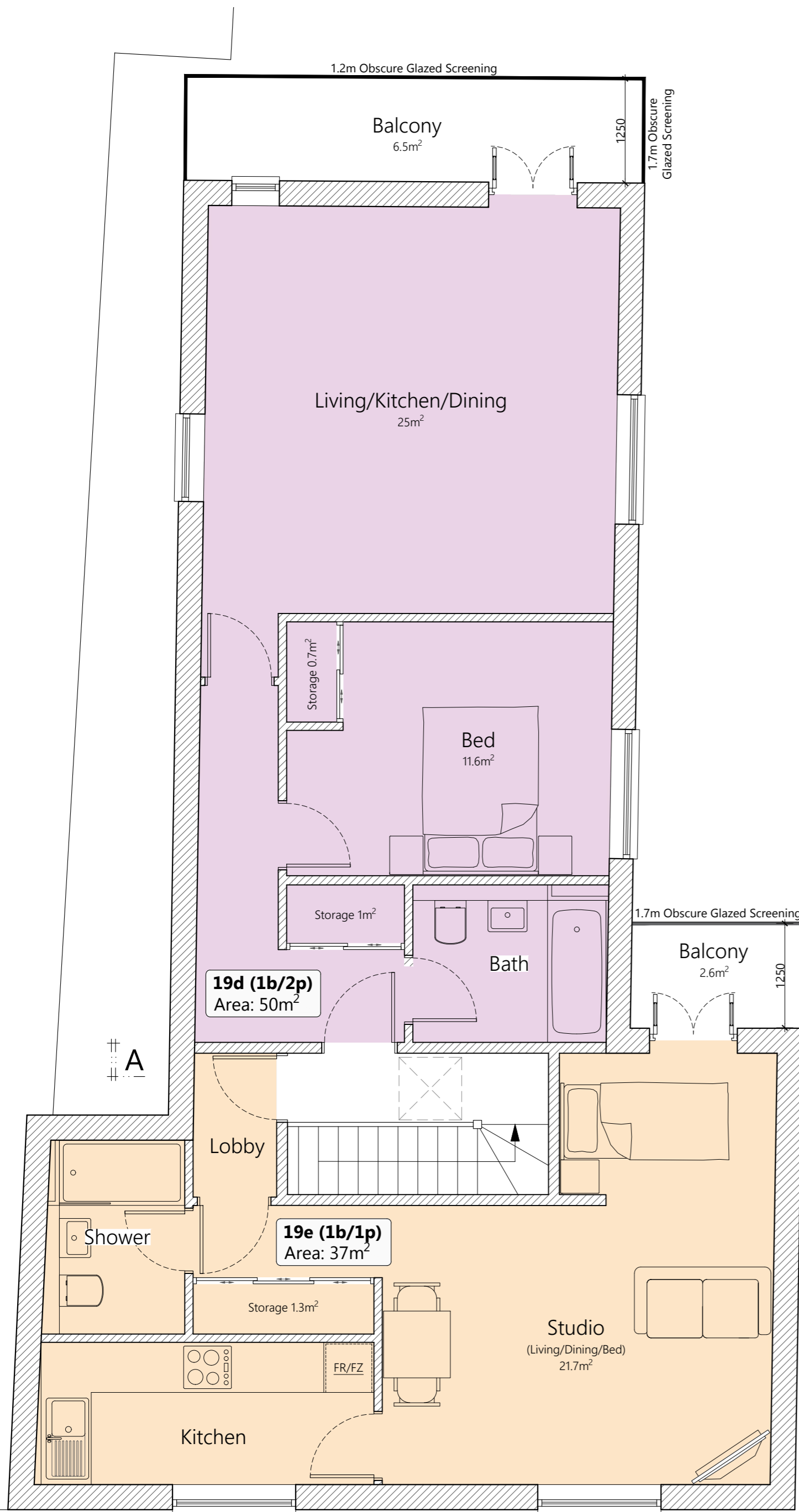


- NOTES
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 - Do not scale from this drawing unless for planning or transfer purposes - figured dimensions should be used where shown.
 - If you are in doubt of the contents of the drawing, please report discrepancies to the architect.
 - The architect is not liable for any faults relied on by third party consultants

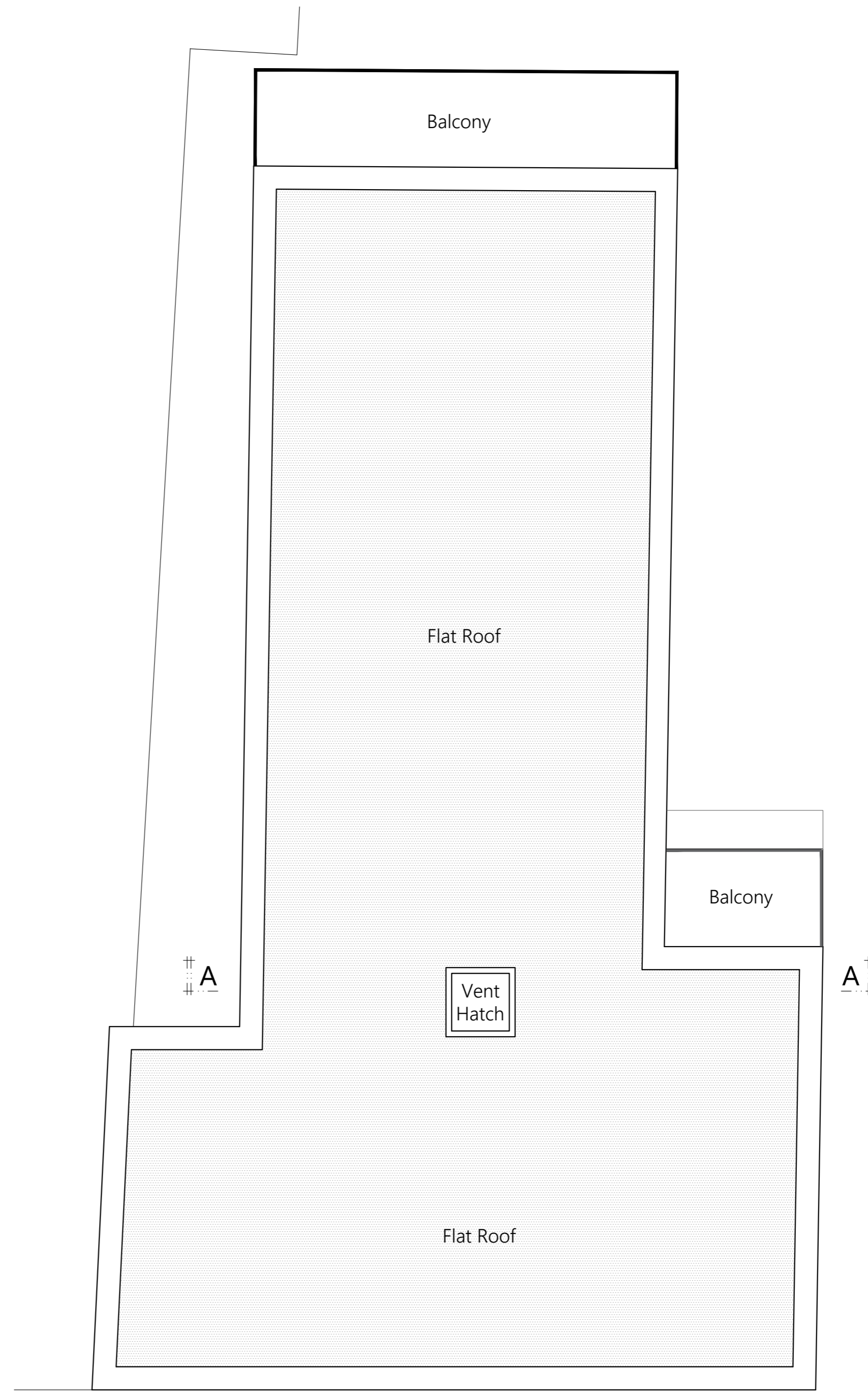
PROJECT				
19 Station Road Horley, RH6 9HW				
DRAWING TITLE				
Proposed Ground & First Floor Plans				
PROJECT REF. SHEET NO.				
CP-2021-38 S6-10				
SCALE	SHEET SIZE	DATE	CLIENT	PURPOSE
1:50	A2	10 02 2023	Riverhill Ltd.	Planning

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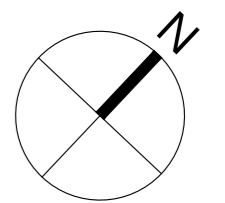
REVISIONS				
REV	DESCRIPTION	DRAWN	CHKD	DATE



Second Floor
Scale: 1:50 @ A2



Roof Plan
Scale: 1:50 @ A2



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PROJECT
19 Station Road
Horley, RH6 9HW

DRAWING TITLE
Proposed
Second Floor & Roof Plans

PROJECT REF. | SHEET NO.
CP-2021-38 | S6-11

SCALE	SHEET SIZE	DATE	CLIENT	PURPOSE
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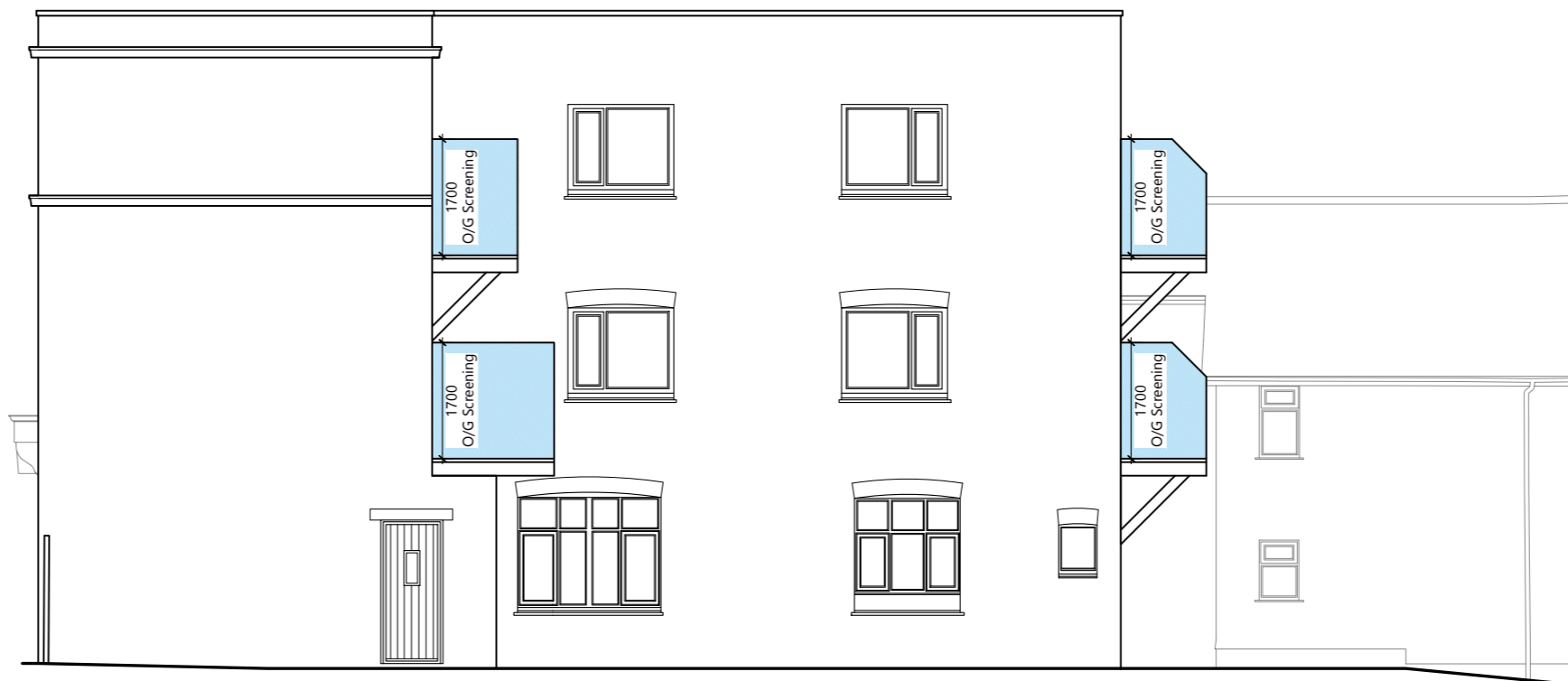


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REVISIONS				
REV	DESCRIPTION	DRAWN	CHKD	DATE



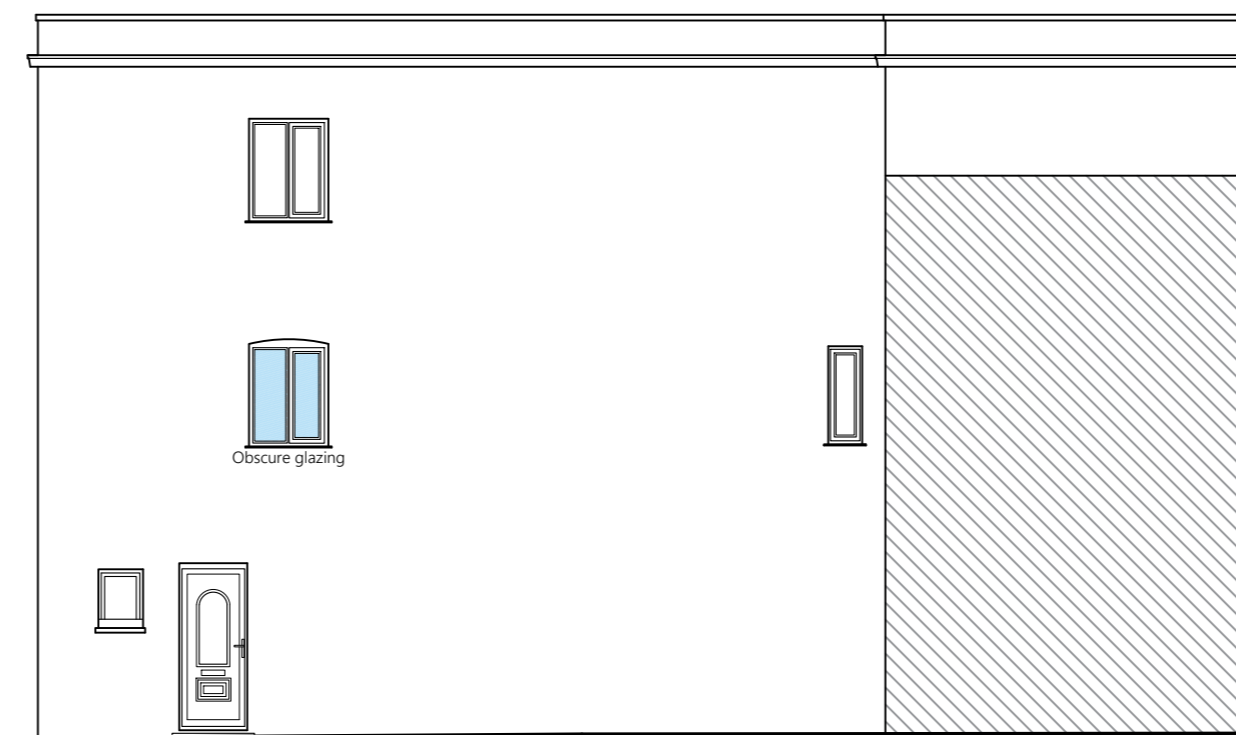
South East Elevation
Scale: 1:100 @ A2



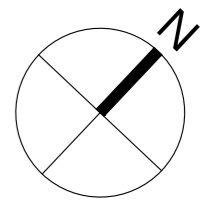
North East Elevation
Scale: 1:100 @ A2



North West Elevation
Scale: 1:100 @ A2



South West Elevation
Scale: 1:100 @ A2

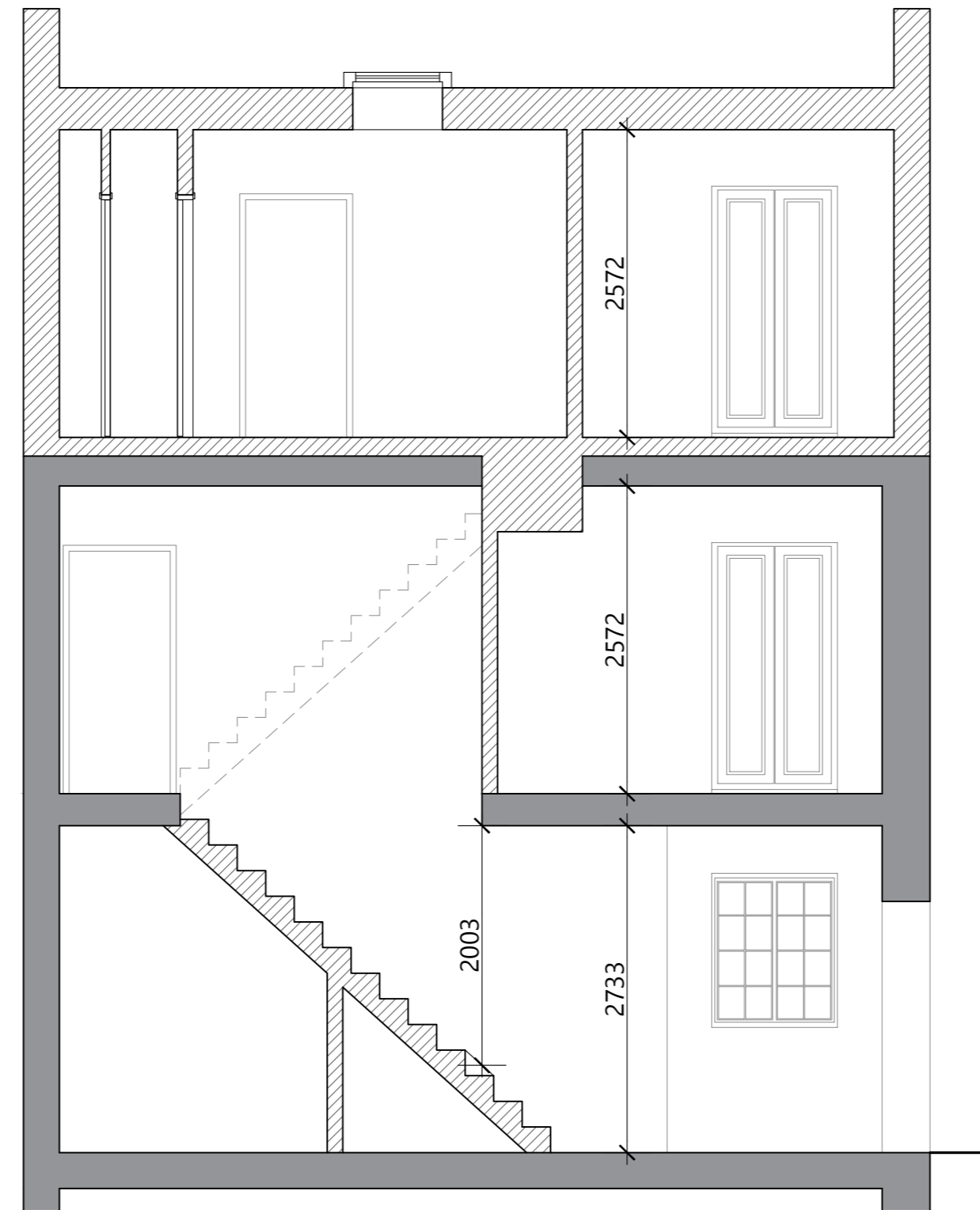


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 2. Do not scale from this drawing unless for planning or transfer purposes - figured dimensions should be used where shown.
 3. If you are in doubt of the contents of the drawing, please report discrepancies to the architect.
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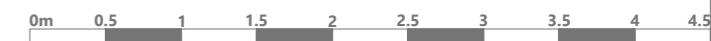
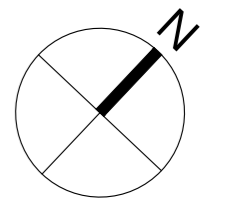
PROJECT				
19 Station Road Horley, RH6 9HW				
DRAWING TITLE				
Proposed Elevations				
PROJECT REF. SHEET NO.				
CP-2021-38 S6-20				
SCALE	SHEET SIZE	DATE	CLIENT	PURPOSE
1:100	A2	10 02 2023	Riverhill Ltd.	Planning



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Section A-A
Scale: 1:50 @ A2



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PROJECT
19 Station Road
Horley, RH6 9HW

DRAWING TITLE
Proposed Section

PROJECT REF. | SHEET NO.
CP-2021-38 | S6-30

SCALE	SHEET SIZE	DATE	CLIENT	PURPOSE
1:50	A2	10 02 2023	Riverhill Ltd.	Planning



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