 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	28 th June 2023
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Sheahan
	TELEPHONE:	01737 276514
	EMAIL:	Matthew.sheahan@reigate-banstead.gov.uk
AGENDA ITEM:	6	WARD: RGT - Reigate

APPLICATION NUMBER:	23/00654/F	VALID:	17/04/2023
APPLICANT:	Roebuck Close Ltd	AGENT:	Origin Planning Services
LOCATION:	ROEBUCK HOUSE BANCROFT ROAD REIGATE SURREY RH2 7RP		
DESCRIPTION:	Full planning application for the partial infill of the existing undercroft car park to form four new apartments together with waste and cycle storage.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the infilling of part of the existing ground floor of Roebuck House, Reigate, to create four new flats, with associated parking, refuse and cycle storage. The existing ground floor office unit would be retained. The site is located on the corner of Roebuck Close and Bancroft Road in Reigate and is within the Reigate Conservation Area. The building is currently vacant however was formerly occupied as office accommodation and has been granted consent via a prior approval application for the conversion of the upper floors to 22 residential flats.

The proposal would see part of the existing undercroft parking area on the ground floor be converted to 2 x 2 bed flats and 2 x 1 bed flats. The height and form of the building would remain unchanged. Two of the flats would address Roebuck Close whilst the remaining two would face the rear of the site. The principle of the conversion to a residential use is considered acceptable given the extant prior approval consent to which works have commenced. The character of the road is now very much residential, given the presence of Churchfield Court to the east, and Vale House to the south, which also benefits from prior approval consent to develop the previous office use to residential.

The choice of materials for the proposed flats would be acceptable and in keeping with the character of the conservation area and would not be harmful to the character of the street scene. The remaining office unit on the ground floor would see part of the active ground floor frontage retained on the corner of the road where

it would be most visible, which would be of benefit to the more commercial nature of Bancroft Road.

The relationship between the building and neighbouring properties would be acceptable. There would be reasonable separation between the front elevations that would be similar to many residential streets, such that there would not be undue overlooking between properties. The physical relationship would be similar to that experienced with the previous office use.

The proposal would see a further 4 flats created, bringing a total of 26, for which 26 parking spaces are provided. Four spaces would also be provided for the proposed office space. Prior approval application 21/02800/PAP3O was granted with the provision of 22 parking spaces. These would continue to be provided.

As a standalone application a scheme for 4 flats in a medium accessibility area and the retained office space would create a total parking demand of 8 spaces. For which this proposal provides and complies with the adopted standard. If considered as a whole (26 flats) and Office a further 5 spaces for visitors would be required. However, visitors spaces are not deemed to be required in this instances as parking standards should not be retrospectively applied to an extant prior approval scheme and given the town centre location, where public visitor parking is available.

The site is within a sustainable location, with convenient access to local services and various forms of public transport. The County Highway Authority (CHA) has raised no objection with regard to parking or impact on highway safety. Sustainable travel will be encouraged through the provision of cycle storage facilities and electric vehicle charging points. A travel information pack, secured by condition, will notify residents of public transport opportunities and encourage their use. The majority of flats would be 1-bed and so have a lower demand for car ownership and overall the proposal is considered acceptable in this regard.

The site has been deemed acceptable with regards to flooding and drainage details can be secured by condition. There are opportunities to incorporate soft landscaping in to the scheme, which again can be secured by way of a condition.

In view of the above it is considered that the scheme would be acceptable with regard to its design and impact on the character of the wider area, impact on neighbouring amenity, parking and other highway matters, drainage and landscaping, in compliance with the relevant policies of the Reigate and Banstead Development Management Plan 2019 and National Planning Policy Framework 2021.

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 considered any local representations and having assessed the application on safety, capacity and policy grounds, has raised no objections subject to the imposition of appropriate conditions and informatives.

Environment Agency (EA): The application has been assessed and the proposed development would be covered by the EA standing advice.

Surrey County Council Lead Local Flood Authority: No comments made on this application. Previous applications advised that a finalised drainage scheme can be secured by conditions and informative.

Surrey County Council Archaeological Officer: Although the site borders an Area of High Archaeological Potential, the construction of the current building will have disturbed any archaeological potential within its 'footprint. On the basis that the scheme would not result in new below ground disturbance no objection is raised.

Contaminated Land Officer: No objection subject to an informative advising the applicant of their responsibilities with regard to groundworks and the potential presence of contaminated land from previous historic uses.

Representations:

Letters were sent to neighbouring properties on 26th April 2023. No comments have been received.

1.0 Site and Character Appraisal

- 1.1 The site is occupied by a three storey former office building on the corner of Bancroft Road and Roebuck Close within Reigate town centre. The building is currently vacant and dates from the mid-late 1980s. The design and appearance of the building is of its' period, featuring a mix of hipped roofs with pitched roof gables to the front and side elevations of the building.
- 1.2 The materials comprise multi-stock brickwork and plain tiles to the roof. The windows are UPVc with blue coloured plastic framing. The building features former office accommodation at the first and second floors, with a smaller single office unit on the ground floor fronting Bancroft Road and Roebuck Close. Existing parking is found on the ground floor underneath the building and spreading out to the rear.
- 1.3 The site benefits from the granting of permission via a prior approval application for the conversion of the upper floors in to 22 residential flats. Conversion works have commenced at the site.

- 1.4 The site is within the town centre of Reigate, which is typically mixed in terms of land uses, featuring as it does a wide range retail and commercial services. The site is in a sustainable location, being in very close proximity to a number of bus stops with routes across and beyond the borough, as well as being less than 1 Km from Reigate train station. The site is within the Reigate Conservation Area and a primary shopping area.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice was not sought from the local planning authority prior to the submission of the application.
- 2.2 Improvements secured during the course of the application: Improvements have not been secured during the course of the application as the proposed development is considered to be acceptable.
- 2.3 Further improvements to be secured through the use of conditions: Further improvements could be secured by way of suitably worded conditions and informatives.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|----------------|--|---|
| 3.1 | 21/01796/PAP3O | The proposals relate to all floors of the building currently in office use and are to change the use of those floors to provide 29 new flats comprising 23 one bedroom flats and 6 two-bedroom flats. | Prior approval refused 23 rd August 2021 |
| 3.2 | 21/02800/PAP3O | Change of use of floorspace (on part of the ground floor and at first and second floor level) and land within its curtilage from Class E office use to 22 residential apartments (and associated car parking, cycle parking and bin storage) with a Class C3 dwellingshouse use. | Prior approval not required
13 th December 2021 |
| 3.4 | 22/02391/F | Full planning application for the partial infill of the existing undercroft car park to form five new apartments (2 x 2 Bed 4 Person and 3 x 1 Bed 2Person) together with waste and cycle storage, the addition of 8 new balconies at first floor level, the addition of a new front entrance from Roebuck Close to the existing | Refused 10th March 2023 |

ground floor office unit and the
retention of 25 car parking spaces

3.3 The following application relates to Vale House Roebuck Close:

21/02082/PAP3O	Prior Approval pursuant to Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 42 residential units.	Prior approval not required 21 st September 2021
----------------	---	---

4.0 Proposal and Design Approach

4.1 This is a full application for the partial infill of the existing undercroft car park of Roebuck House to form five new apartments (2 x 2 Bed and 2 x 1 bed dwellings) together with waste and cycle storage, changes to the elevations in the form of the addition of new front entrances from Roebuck Close, a new entrance to the existing ground floor office unit and the retention of 30 car parking spaces.

4.2 It is proposed to retain the existing building at its current height and the form would remain largely unchanged. The upper floors have already been granted consent for conversion to residential use via a prior approval application 21/02800/PAP3O. The external staircase to the east side of the building would be retained.

4.3 The changes to the building would take place on the ground floor. It is proposed to retain the existing office to the north east corner of the ground floor. In addition, a portion of the ground floor would be turned over to residential use in the form of 4 flats. Two of these would address Roebuck Close, whilst the two remaining flats would be located to the rear of the building, along with the refuse storage area. Parking would be located to the rear and side, along with secure cycle storage, which would be behind the existing staircase. The two rear most flats would be separated from the parking area by small private patio areas, whilst the two flats to the front would also have small patios.

4.4 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.

4.5 Evidence of the applicant’s design approach is set out below:

<p>Assessment</p>	<p>Roebuck House is described as being typical of many offices built in the area during the 1980s. The building adopts a common commercial vernacular style using traditional materials that is reasonably sympathetic to the wider town centre location.</p> <p>Red brick elevations are set above an arcaded ground floor that takes the form of a series of wide, shallow arches.</p> <p>The site is identified as being located within the Reigate Conservation Area. However, the site and the area to the north of Bancroft Road that includes the multistorey carpark, are outside of the CA the boundary of which runs along the western site boundary, demarcating the extent of the properties on the eastern side of Bell Street. The Chart Lane Conservation Area is identified as being located to the east of the site, which comprises the large open spaces of the playing fields and Reigate Cemetery to either side of Chart Lane itself.</p> <p>Five listed buildings, 37, 39, 41, 49 and 51 Bell Street are within the row of buildings that form the eastern side of Bell Street, three of which back on to the site.</p> <p>It is stated that in relation to the Reigate CA, the topography and street pattern of the town centre, together with the tight clustering of buildings ensure that Roebuck House remains relatively hidden within the fabric of the town.</p>
<p>Involvement</p>	<p>It is not stated that community consultation took place.</p>
<p>Evaluation</p>	<p>The statement does not include any evidence of other development options being considered, however the application follows a previous proposal to develop the site further through the creation of an additional storey, as well as a refused scheme for 5 units to the ground floor.</p>
<p>Design</p>	<p>The proposal has been designed to work with the character and style of the existing building and reflect the character of the conservation area in terms of external elevational changes. The application seeks to address the reason for refusal of the previous application, which was refused on the grounds of insufficient parking provision.</p>

4.6 Further details of the development are as follows:

Site area	0.15Ha
Existing use	Formerly Offices (Class E). Building currently being converted to residential use (Class C3).
Proposed use	Residential (C3) 4 flats
Existing parking spaces	51
Proposed parking spaces	30
Parking standard	DMP Accessibility Level - Medium Residential requirement – 4 Office Requirement – 1 space per 30sq. m (Max. Standards) 4 spaces required
Number of affordable units	0
Net increase in dwellings	4

5.0 Policy Context

5.1 Designation

Urban area
Reigate Conservation Area
Flood Zone 2
Primary Shopping Area
Air Quality Management Area
Area of High Archaeological Potential
Surface Water Flooding

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS15 (Affordable Housing)
CS17 (Travel Options and accessibility)

5.3 Reigate & Banstead Development Management Plan 2019

Design, Character and Amenity (including housing)	DES1, DES2, DES4, DES5, DES6 DES8, DES9, DES10
Landscape & Nature Conservation	NHE3

Heritage	NHE9
Employment	EMP4
Transport, Access and Parking	TAP1, TAP2
Climate Change Resilience and Flooding	CCF1, CCF2

5.4 Other Material Considerations

National Planning Policy Framework 2021

National Planning Practice Guidance

Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018
Householder Extensions and Alterations
Affordable Housing

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms. The existing building benefits from permission to convert the first and second floors into residential use (22 flats) therefore the principle of the conversion of the building to residential has been established. 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, flooding and drainage, landscaping improvements and other material considerations.

6.2 The main issues to consider are:

- Design appraisal
- Impact on Neighbouring amenity
- Amenity for future occupiers
- Highway matters
- Landscaping
- Flooding and Drainage
- Sustainability, Infrastructure and Climate Change

- Affordable Housing
- Community Infrastructure Levy
- Other matters

Design appraisal

- 6.3 The site is located within the Reigate Conservation Area and is located on a visually prominent corner plot between Bancroft Road and Roebuck Close. The southern end of the building is also visible through gaps between buildings on Bell Street to the south west, a number of which are statutory listed. Therefore changes to the building have the potential to impact on the character and wider setting of the Conservation Area.
- 6.4 Paragraph 189 of the NPPF 2019 recognises that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 6.5 Paragraph 195 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. In determining applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 6.6 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (paras. 197-199).
- 6.7 Policy NHE9 of the Councils' Development Management Plan 2019 (DMP) states that development within or affecting the setting of a conservation area must preserve, and where possible, enhance the Conservation Area, paying particular regard to those elements that make a positive contribution to the character of the Conservation Area and its setting, and the special architectural or historic interest of the area.
- 6.8 In this instance it is not considered that the scheme would result in harm to the Conservation Area. The height, scale and overall form of the building

would not be changing significantly, with the main changes being the addition of flats to part of the ground floor, involving the infilling of part of the existing undercroft parking.

- 6.9 The Conservation Officer commented on the previous application and raised no objection to the scheme, and recommended conditions to control materials, fenestration, the placement of solar panels and landscaping. The current application would appear very much the same as the previous submission in terms of design. The materials proposed would reflect those found within the wider area, as would the proposed windows, which would change from a blue colour to a darker black, which would be more sympathetic and in keeping with the Conservation Area. Additionally the existing blue external staircase to the south of the building, which at present detracts from the character of the area, would be conditioned to be painted black, which would be a considerable visual improvement.
- 6.10 The creation of four additional flats would see the partial infilling of existing open archways serving the existing ground floor parking area to create front entrances to two of the flats with small patio areas to the front. This would result in an obvious visual change from an office building to one that is clearly residential; however this change in character would not be harmful. The character of the road is already predominantly residential. The flats would be set in from the front elevation, with the form of the existing arches remaining, meaning the form would not be substantially changing.
- 6.11 A block of flats (Churchfield Court) is located opposite the site, and Vale House to the southern end of the road has also been granted consent via prior approval of the change of use from an office building to 42 flats. Therefore the character of the road is changing from one that is commercial to residential, and the appearance of the ground floor would not be harmful in this context. The existing ground floor office building on the corner of the road would be retained, thus part of the active ground floor frontage would be maintained. This would be appropriate given that Bancroft Road is more commercial in nature.
- 6.12 In summary the proposed changes to the building and addition of five additional flats would be acceptable and would not result in harmful impact on the character and appearance of the Conservation Area. The scheme is therefore considered to comply with the requirements of the NPPF and Policies DES1 and NHE9 of the DMP in terms of design.

Neighbour amenity

- 6.13 The nearest residential properties to the site are found at Churchfield Court to the east, located diagonally opposite Roebuck House. There is a separation distance of 13m between these two buildings at the closest point, widening to 20m further to the south. The upper floors of Roebuck House have consent for conversion to residential. The proposed creation of flats to the ground floor would not give rise to harm to the amenity of these flats given the distance between opposing ground floors. The relationship would not be untypical of

residential properties facing each other on a residential street, therefore it is not felt that there would be harm in terms of overlooking or loss of privacy.

- 6.14 Vale House is located approx.35m to the south of the site. The location of the flats under the existing building would not give rise to amenity harm due to their position and distance from these flats.
- 6.15 RDO Kitchens, located to the west of the site, is an established retail unit. Given that the proposed development would take place within the envelope of the existing building, the proposed development would have a neutral impact on this property.
- 6.16 Roebuck House is currently vacant, therefore the increase in vehicular movements has the potential to generate noise and disturbance that could be harmful. However the former office use needs to be taken in to account when considering whether there would be harm in this regard. In this case the amount of parking would be less than that provided for the office, therefore a likely decrease in the number of vehicles entering and exiting the site. Therefore there would likely be a modest improvement. It is also the case that residential properties here are located within a town centre and in close proximity to Bancroft Road (A217), the main road through the town centre, which generates a significant amount of traffic and associated noise and disturbance. Within this wider context it is not considered there would be a harmful level of additional noise generated.
- 6.17 Taking in to account the above the proposed development would have an acceptable level of impact on the amenity of neighbouring properties and would comply with Policy DES1 in this regard.

Amenity for future occupiers

- 6.18 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.
- 6.19 The application proposes an additional 4 flats (2x2 bed 4 person and 2x1 bed 2 person flats). A 2 bed 4 person flat requires 70 sqm of internal floorspace, whilst a 1 bed 2 person flat requires 50 sqm. Having considered the submitted plans each of the proposed flats would meet these requirements in terms of floorspace. Habitable rooms would be well served by appropriately placed windows that would allow for a reasonable amount of light and outlook

for future occupants. Rooms would be well spaced and would not be awkwardly laid out or cramped.

- 6.20 Each of the flats would be provided with small patio areas to the front. There are a large number of flats throughout the town centre that do not have access to private outdoor amenity space therefore, whilst the patios would be relatively small, their provision would be viewed positively. The site is within easy walking distance to Priory Park, meaning opportunities for outdoor recreation are within close proximity.
- 6.21 In light of the above considerations the proposed flats are considered to provide an appropriate living environment for future occupants, in line with Nationally Described Space Standards and the requirements of Policies DES2 and DES5 of the DMP.

Highway Matters

- 6.22 The site is located within an area of medium accessibility as defined within Annex 4 of the DMP. On this basis a total of 4 spaces would be required for the four additional flats. The extant scheme for 22 flats was approved with 22 spaces retained for the residential flats to the upper floors. Therefore in total 26 residential parking spaces would be required. In addition, 4 spaces would be required for the retained office, for which maximum standards are applied, meaning a total of 30 spaces would be required. The scheme proposes 26 spaces for all residential occupants, with a further 4 spaces retained for the office space. The scheme would therefore meet the required standards for parking.
- 6.23 The application should be considered upon the basis of the uplift in development rather than the total number of flats. If considered as a whole (26 flats) a further 5 spaces for visitors would be required. However, parking standards should not be retrospectively applied to an extant prior notification proposal that secured 22 flats and for which parking standards could not be applied under the terms of the General Permitted Development Order when it was consented.
- 6.24 Annex 4 of the DMP is clear that within and adjacent to town centres lower levels of parking will be expected, taking account of, amongst other things, public transport accessibility, walking and cycling accessibility and existing parking provision in the town centre.
- 6.25 Whilst the scheme would comply with the required parking standards, in this instance the site is also within highly sustainable location, which should be given considerable weight in considering whether any shortfall would be acceptable. The site is highly accessible by non-car modes of transport to key services such as food and non-food retail and education within 400m of the site. The nearest train station (Reigate) is 0.5km away and there are a number of bus stops within easy walking distance, including on the corner of Bancroft Road and Roebuck Close, with multiple routes across the borough and further afield.

- 6.26 The area surrounding the site has an extensive range of on-street parking restrictions including double yellow lines on Roebuck Close and Bancroft Road, meaning that no parking is allowed at any time where there are double yellow lines, and no parking is permitted Monday to Saturday 0800h and 1830h where there are single yellow lines. On this basis the County Highway Authority (CHA) have not raised concern that the development would result in impact on highway safety in terms of parking and/ or capacity grounds and therefore raise no objection.
- 6.27 It is noted that a parking space numbers 1 and 3 are marginally impeded by existing pillars as shown on plan AP261_P101_A. It is noted that these are existing parking spaces therefore the situation would not be changing, and these spaces have historically been occupied. Even if these spaces were considered impractical a shortfall of two spaces in such a highly accessible/ sustainable location would be acceptable.
- 6.28 All parking spaces would have access to a vehicle charging point and secure cycle storage for 30 bicycles will be provided. This would meet the Councils' standards and aims of encouraging more sustainable forms of travel.
- 6.29 Taking into account the above it is considered that the proposal would be acceptable with regards to parking provision, and it is not the view that the scheme would give rise to harm to the safe operation of the highway or result in unacceptable on-street parking. The scheme would therefore comply with Policy TAP1 of the DMP.

Landscaping

- 6.30 At present, given the former office use, the site devoid of landscaping. It is felt that there is opportunity to incorporate some soft landscaping within the site, which would be appropriate given the change to a residential use, as well as the added benefit of improving the character of the street and surrounding area. Therefore a condition requiring the submission of a landscape scheme for approval prior to commencement of development would be included should planning permission be granted. Subject to compliance with this condition the proposal would be acceptable with regards to landscaping.

Flooding and drainage

- 6.31 The site is located within flood zone 2. Parts of the site are subject to low risk surface water flooding (1-1000 years). A Flood Risk Assessment (FRA) has been submitted in support of the application, in which it is stated that the site is at medium risk of fluvial flooding (due to flood zone 2 location), and low risk of surface water, ground water and sewer flooding.
- 6.32 The mapping shows fluvial flood extents associated with the Wallace Brook 'main river', which flows in a westerly direction through the Reigate Memorial Gardens to a point approximately 50m east of the site where it is joined by an

unnamed tributary from the south and then flows into a surface water sewer heading west below Roebuck Close and Reigate Priory Junior School.

- 6.33 The current EA Flood Zone information is based on indicative JFLOW hydraulic modelling. A detailed Flood Modeller Pro 1D – TUFLOW 2D hydraulic model of the Wallace Brook, unnamed tributary and surface water sewer into which they flow has been constructed by Waterman Infrastructure & Environmental Limited to improve the understanding of flood risk in this area. This modelling has been approved by the EA.
- 6.34 The 1% (100yr) AEP (current Flood Zone 3 equivalent) results of the study suggest that out of bank flows initially occur on the left bank of the Wallace Brook and travel through the Reigate Memorial Gardens to the right bank of the unnamed tributary and contributes to flows that breach the left bank of the tributary. Flood water then passes in a westerly direction across the southern end of Roebuck close (at the northern end of Vale House and to a lesser extent along Bancroft Road past the junction with Roebuck Close. Peak flood levels during this event are shown to reach 79.201m AOD along Roebuck Close before dropping to what is actually a greater depth but still under 200mm below a peak of 78.541m AOD along Bancroft Road.
- 6.35 With regard to fluvial flooding, Roebuck House is shown to be flood free in all modelled events, with flood depths of less than 200mm along Roebuck Close in 1% (100yr) AEP + 35% 'Higher Central' Climate Change 'design event. The approved detailed modelling assessment shows there is no significant risk to the site.
- 6.36 Regarding surface water flooding the EA's Surface Water Flood Risk mapping (Figure 8) shows the majority of the existing Roebuck House building footprint to be at no risk, with the rear car park at a 'low' risk from this source. While the Roebuck Close risk may be compounded by some additional rainfall run-off, these flows come from the south and this is largely as a result of the fluvial risk highlighted.
- 6.37 Regarding the risk from groundwater flooding the site lies in a highly urbanised area, largely surrounded by impermeable man-made surfaces that are likely to cap any potential emergence of ground water. The site is also shown to be on a local high point and on this basis there is considered to be at a low risk of groundwater emergence and flooding.
- 6.38 The Environment Agency has reviewed the application and has referred the Council' to its own standing advice for vulnerable developments. The FRA confirms that finished floor levels (FFL) would be greater than 300mm above 78.541m AOD peak design flood levels along Bancroft Road. The FRA also sets out further measures to be put in place, including the use of permeable materials, ground supported solid slab ground floors, and low permeability floor coverings, walls constructed of low water penetration materials.
- 6.39 Residents are able to sign up the EA Flood Alert service, and information on this can be provided to residents. Regarding access and egress in the event

that persons need to evacuate the building at the peak of a design flood event (when the building is shown to remain dry), a safe access and egress route exists north along Roebuck Close and right/east along Bancroft Road to completely dry land.

- 6.40 No development is proposed in any high risk areas (Flood Zone 3) that could influence any fluvial flooding elsewhere. Given there would be no change in impermeable surfacing it is not considered that the scheme would generate a greater increase in rainfall runoff rates will be no need to change the existing surface water drainage arrangement as a result of this development. A condition requiring the submission of details of the surface water drainage scheme would be secured by condition.
- 6.41 In view of the above the scheme is considered to be acceptable with regard to flooding and drainage matters and would comply with the requirements of the NPPF and Policy CCF2 of the DMP in this regard.

Sustainability, infrastructure and climate change

- 6.42 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

- 6.43 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.
- 6.44 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

Community Infrastructure Levy (CIL)

- 6.45 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	AP261_P113		31.03.2023
Section Plan	AP261_P112		31.03.2023
Elevation Plan	AP261_P111		31.03.2023
Elevation Plan	AP261_P110		31.03.2023
Roof Plan	P104		31.03.2023
Floor Plan	P103		31.03.2023
Floor Plan	AP261_P102		31.03.2023
Floor Plan	AP261_P101_A		31.03.2023
Elevation Plan	AP261_P021		31.03.2023
Elevation Plan	AP261_P020		31.03.2023
Existing Plans	AP261_P010		31.03.2023
Location Plan	AP261_P001		31.03.2023

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 for the development within the Reigate Conservation Area, with regard to Reigate

and Banstead Development Management Plan 2019 policies DES1 and DES9.

4. All windows to have equal sightlines with a casement in each opening.

Reason: To ensure that a satisfactory external appearance is achieved for the development within the Reigate Conservation Area, with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and DES9.

5. All infill and glazing to arches to be set back 2 bricks depth and all other windows and doors to be set back 1 brick depth.

Reason: To ensure that a satisfactory external appearance is achieved for the development within the Reigate Conservation Area, with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and DES9.

6. All photovoltaics or solar panels to be sited within the crown roof and lower than the lowest ridge of the crown roof.

Reason: To ensure that a satisfactory external appearance is achieved for the development within the Reigate Conservation Area, with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and DES9.

7. The external staircase shall be painted black and thereafter retained as such.

Reason: To ensure that a satisfactory external appearance is achieved for the development within the Reigate Conservation Area, with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and DES9.

8. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the local planning authority. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

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

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

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

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

9. 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 plan numbered AP261 P101 Rev A for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /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.

10. 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 plan numbered AP261 P101 Rev A and named ground floor plan for cycles to be parked in a covered, secure and lit location. Thereafter the cycle parking area shall be retained and maintained for its designated purpose.

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

11. The development hereby approved shall not be occupied unless and until the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with approved plan numbered AP253 P101 Rev A.

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.

12. The development shall not be occupied until the refuse collection point has been provided in accordance with the approved plan numbered AP261 P101 Rev A and for refuse material taken to the edge of Roebuck Close on collection day in accordance with paragraph 3.12 of the transport statement dated March 2023.

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.

13. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority. The design must satisfy the SUDs Hierarchy and be compliant with the NPPF and accompanying PPG.

Reason: To ensure the development does not increase risk on or off site, in accordance with the requirements of the NPPF, PPG, and Reigate and Banstead Development Management Plan Policy CCF2.

14. 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.

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

- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
- (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
- (c) Deliveries should only be received within the hours detailed in (a) above;
- (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
- (e) There should be no burning on site;
- (f) Only minimal security lighting should be used outside the hours stated above; and
- (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

- 4. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
- 5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 6. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 7. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle->

infrastructure.html for guidance and further information on charging modes and connector types.

8. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
9. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service
10. 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.
11. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.
12. 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.

REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2021 and Development Management Plan policies DES1, DES2, DES5, DES8, DES9, NHE3, NHE9, TAP1, CCF1, CCF2, 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.

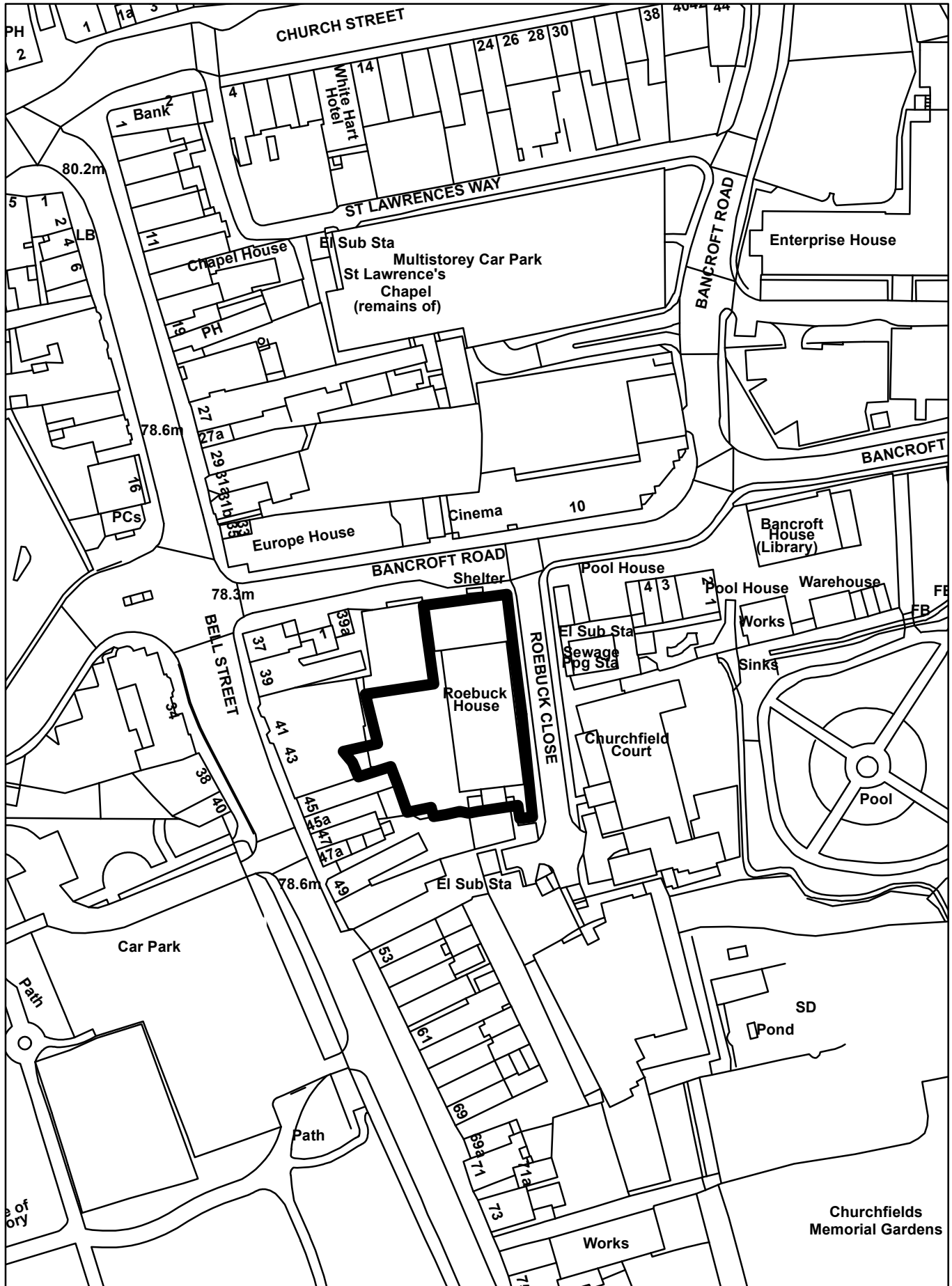
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and

Planning Committee
28th June 2023

Agenda Item: 6
23/00654/F

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.

23/00654/F - Just Retirement, Roebuck House, Bancroft Road, Reigate

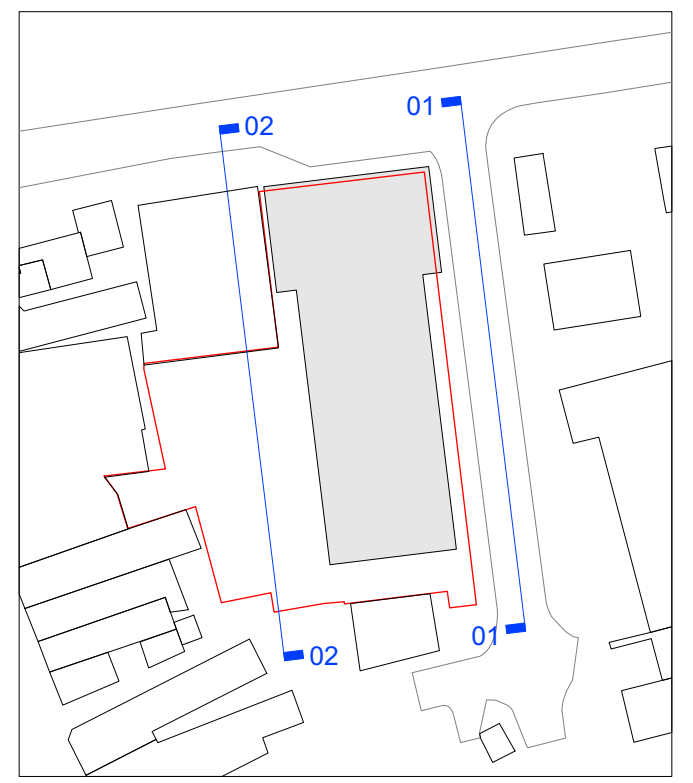




01 East Elevation



02 West Elevation



Materials Key

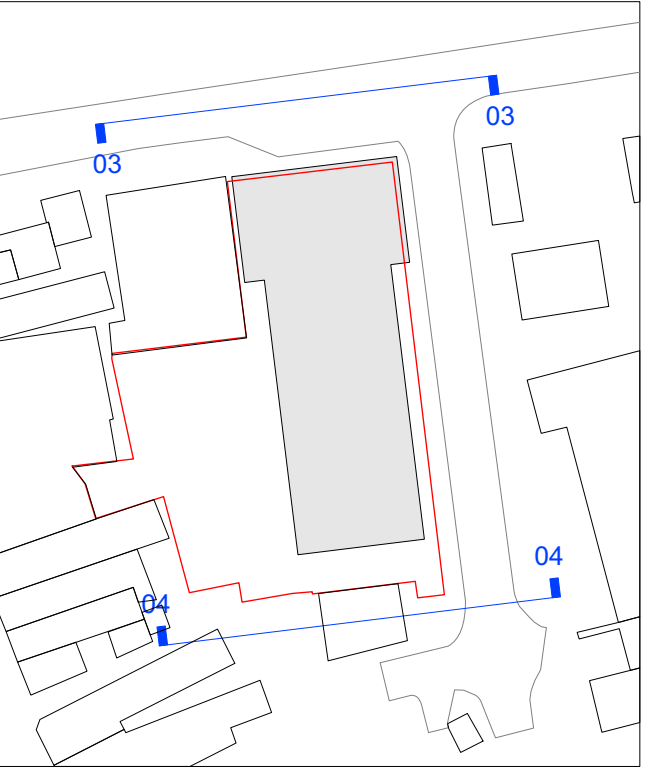
- 01 - Red brick facade within undercroft arches
- 02 - Aluminium framed entrance door and windows.
- 03 - Painted steel balustrade on top of stone coping & brick wall to private terrace

1:1 0 10mm 20 30 40 50 60 70 80 90 100
 1:100 0 1m 2 3 4 5 6 7 8 9 10

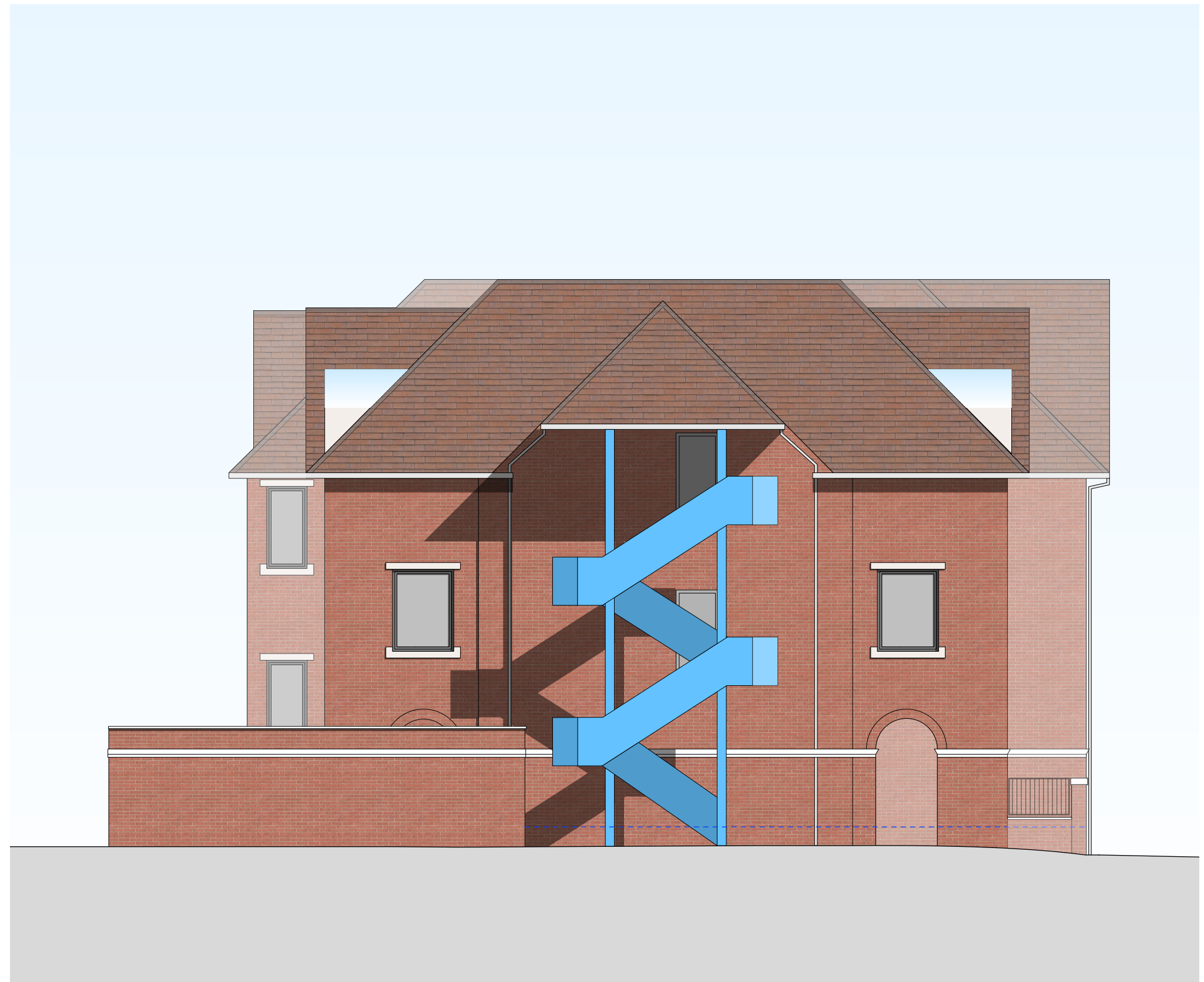
rusdragearchitects
 architecture · masterplanning · urban design

Roebuck House, Reigate
 4 Apartments to Infill Undercroft Carpark

AP261_P110 - Proposed Elevations 01
 1:100@ A1
 MARCH 2023



03 North Elevation (remains as existing)



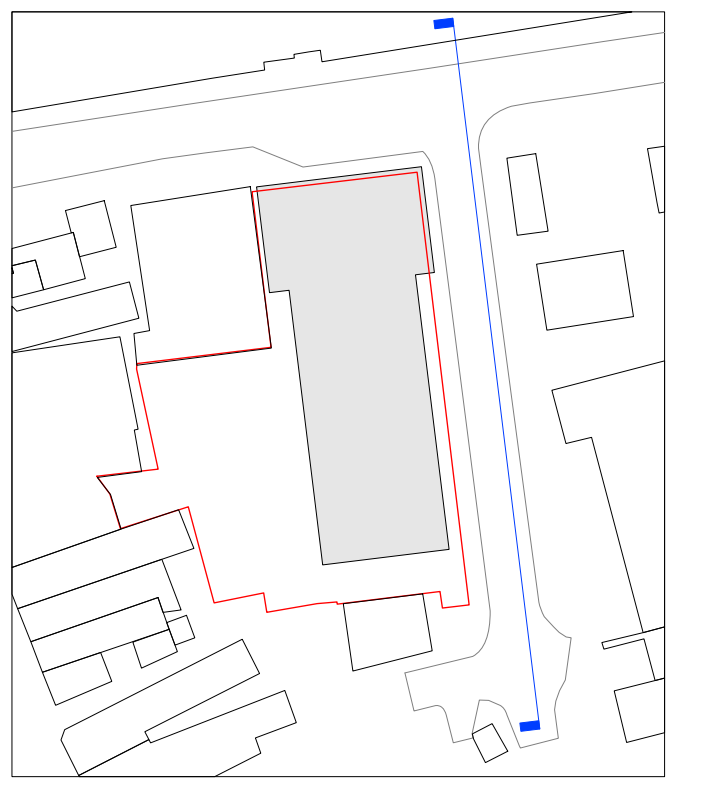
04 South Elevation (remains as existing)

1:1 0 10mm 20 30 40 50 60 70 80 90 100
 1:100 0 1m 2 3 4 5 6 7 8 9 10

rusdragearchitects
 architecture masterplanning urban design

Roebuck House, Reigate
 4 Apartments to Infill Undercroft Carpark

AP261_P111 - Proposed Elevations 02
 1:100B A1
 MARCH 2023



01 Existing Roebuck Close Elevation (east)



02 Proposed Roebuck Close Elevation (east)

+78.9

+79.2

RETAINED OFFICE SPACE

+79.1

GF 01
77sqm

+79.5

GF 02
72sqm

waste & recycling

GF 04
51sqm

GF 03
51sqm

new lobby

residential lobby/concierge

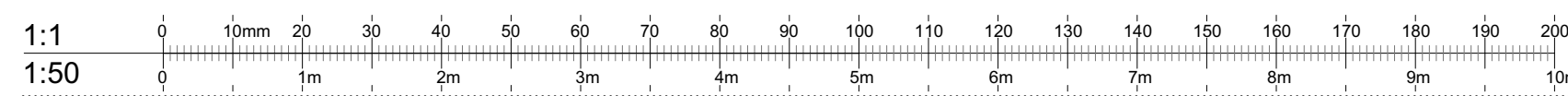
EVC

EVC

EVC

1 BED 2 PERSON FLAT

2 BED 4 PERSON FLAT

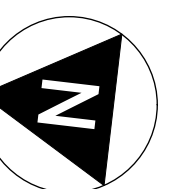


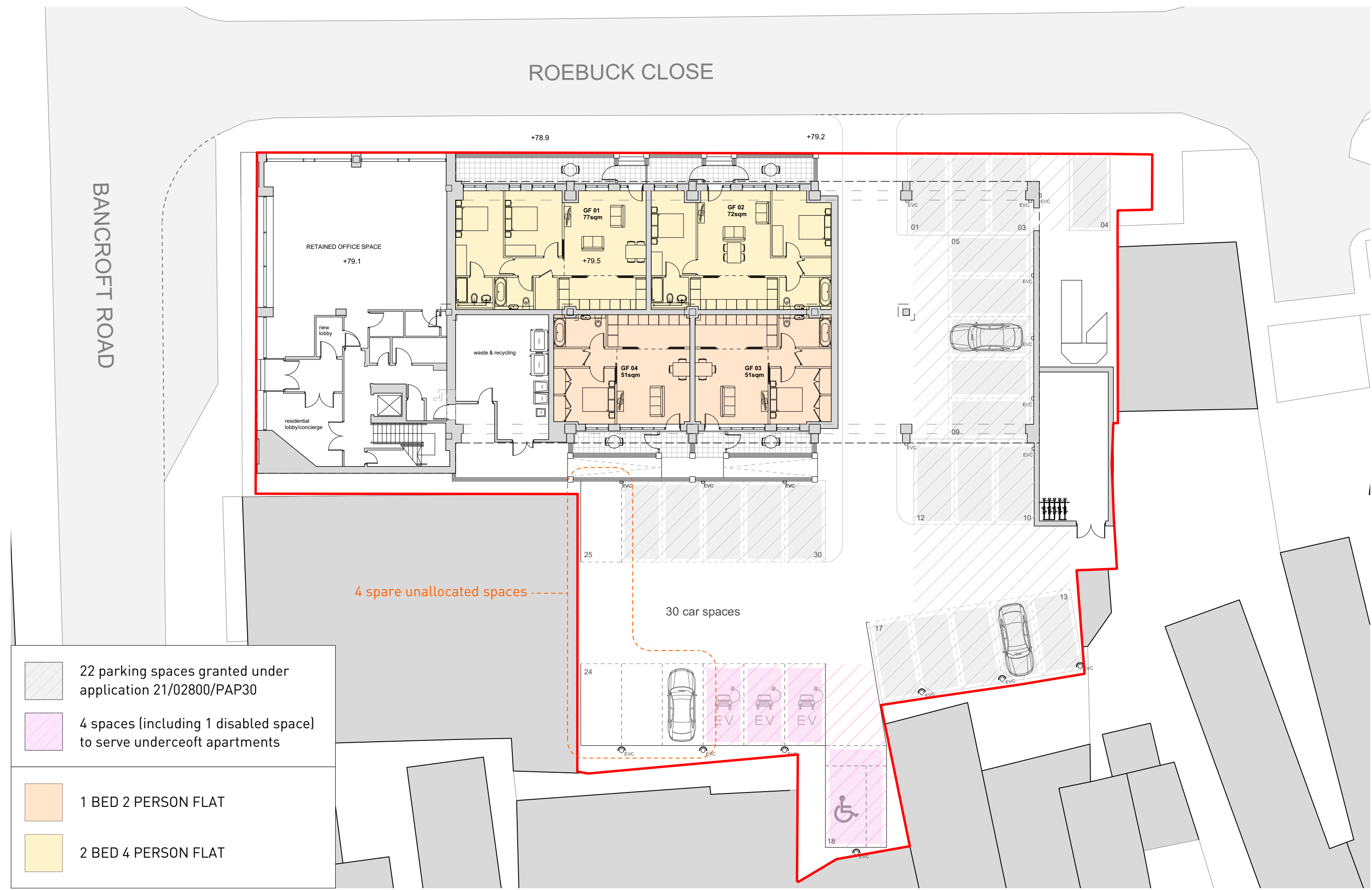
rusdragearchitects
architecture · masterplanning · urban design

Roebuck House, Reigate
4 Apartments to Infill Undercroft Carpark

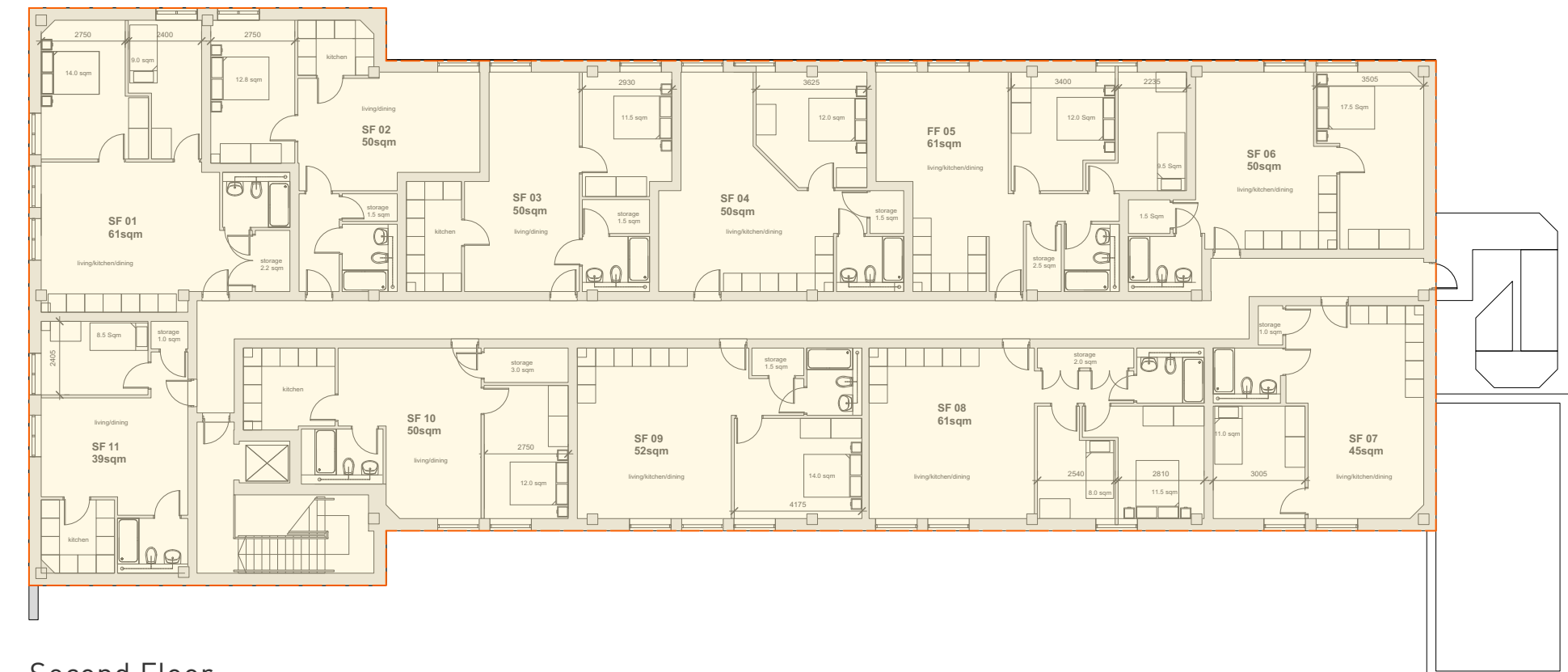
AP261_P102 - Proposed Ground Floor

1:50B A1
MARCH 2023

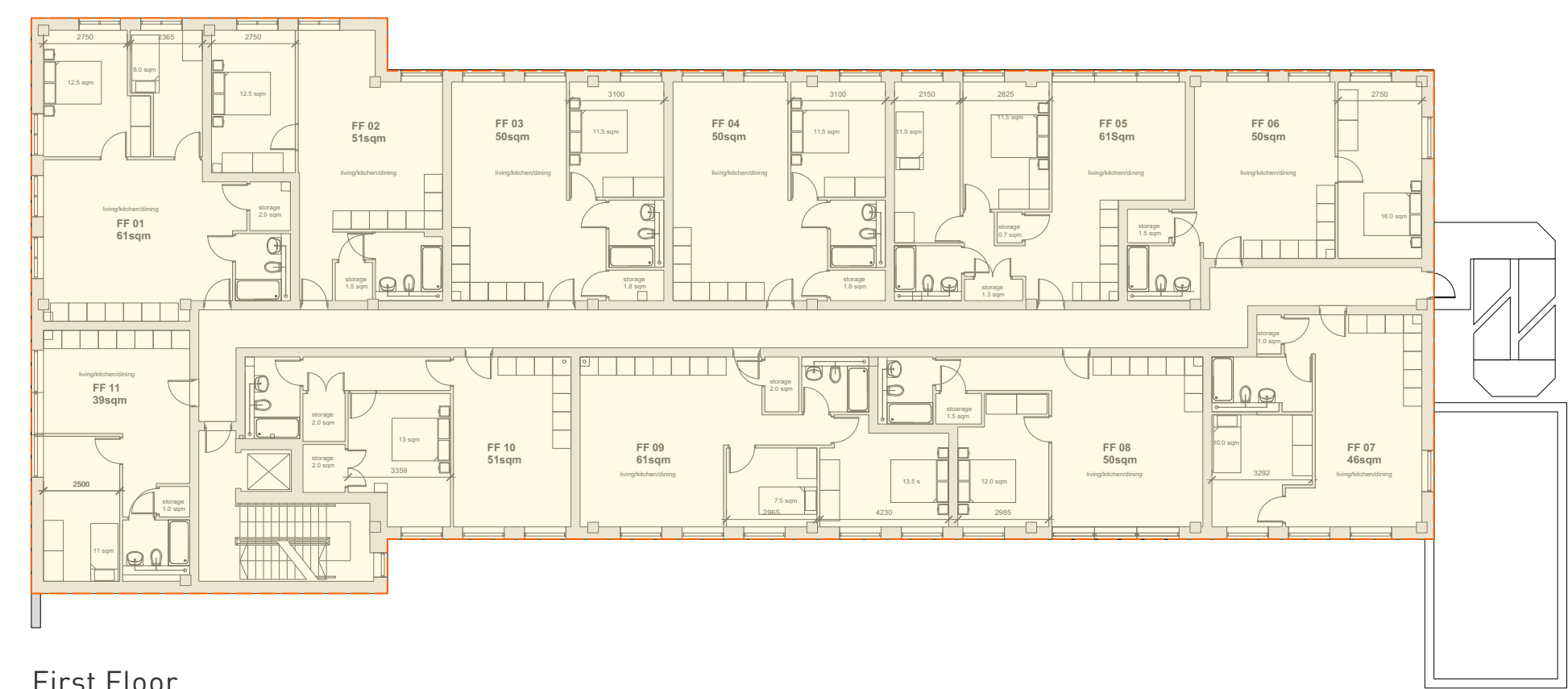




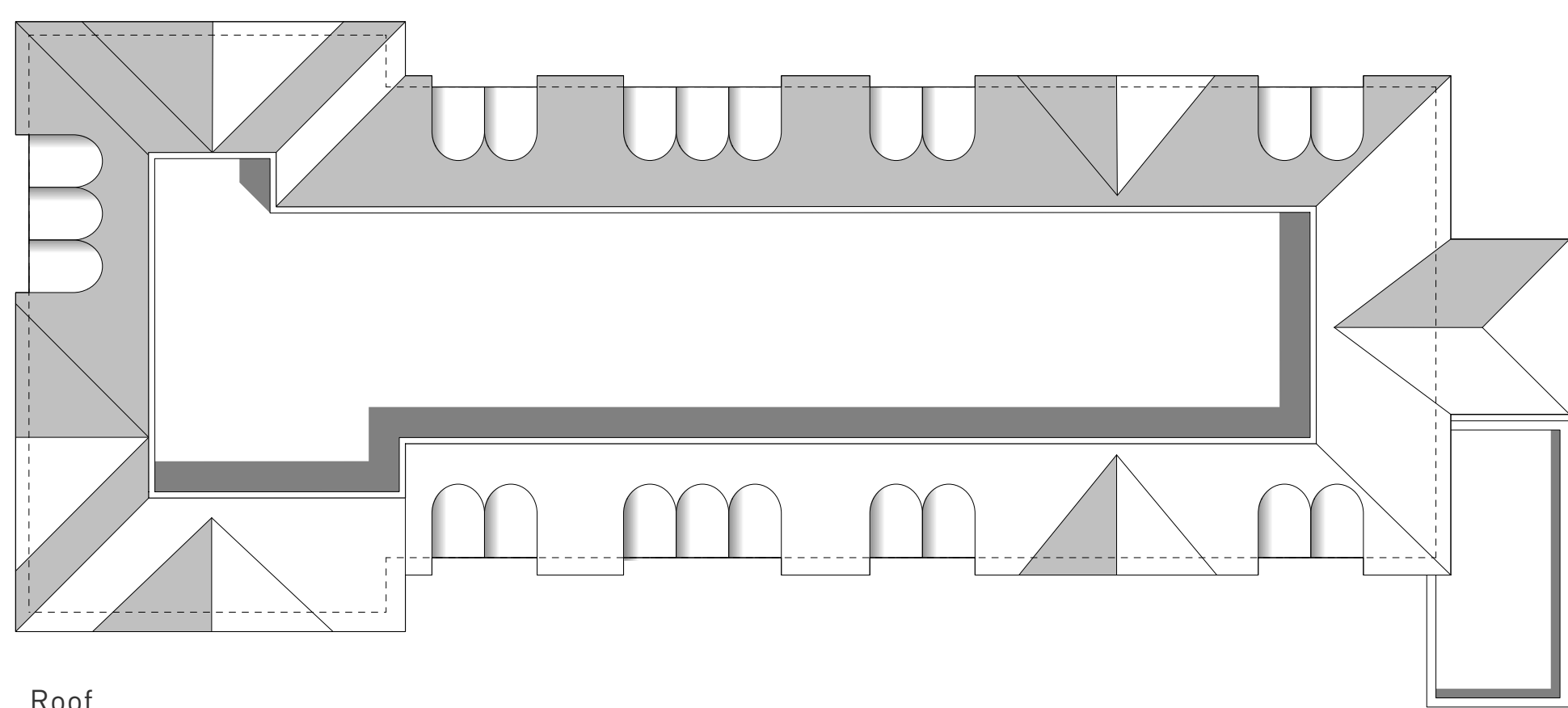
Ground Floor



Second Floor

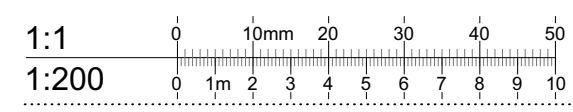


First Floor



Roof

RESIDENTIAL LAYOUTS APPROVED UNDER PERMITTED DEVELOPMENT



russdragearchitects
architecture · masterplanning · urban design

Roebuck House, Reigate
4 Apartments to Infill Undercroft Carpark

