 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	30 th August 2023
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	6	WARD: HRC - Horley Central And South

APPLICATION NUMBER:	22/01816/F	VALID:	15/12/2022
APPLICANT:	Mr James Pinnock	AGENT:	DHA Planning Ltd
LOCATION:	MITCHELLS OF HORLEY LTD VICTORY WORKS 1 - 9 STATION ROAD HORLEY RH6 9HW		
DESCRIPTION:	<p>Mixed-use redevelopment of the site comprising restoration, partial demolition and conversion of the Former Albert Brewery building for class E uses; demolition of existing builders merchant to provide seven new-build use class E/B2/B8 (flexible) units; and erection of a mixed-use building comprising ground floor flexible Class E use and ten C3 residential apartments with associated vehicle parking, landscaping, and other required works. As amended on 14/09/2022 and on 21/12/2022 and on 28.02.2023 and on 26/04/2023.</p>		
<p>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.</p>			

SUMMARY

This is a full planning application for the mixed used development of the existing site of Victory Works 1-9 Station Road Horley, comprising 7 flexible Class E/B2/B8, a mixed use building comprising a flexible Class E use at the ground floor with 10 residential flats above, and demolition of part of the existing former brewery building and its conversion to a Class E office use, including associated parking and landscaping.

The site forms part of the Balcombe Road Employment Area, which is comprised of a range of industrial and other commercial land uses. The site is comprised of a number of buildings, including a 2200 square metre building to the rear of the site, which is two-storey in an 'L-shape' at the front and leads to a high-ceiling single storey building at the rear. It is a long, wedged shaped building, which is separated in to multiple units. To the south is a Class E retail unit with service yard and parking. This building was previously occupied by a builders merchant, however is currently vacant. Within the eastern part of the site is located the former Horley/

Albert Brewery building, which is locally listed and has been left derelict for many years. The character of Station Road is one of mixed land uses, being a mix of commercial, retail and residential.

The proposed mix of land uses would be appropriate within the designated Employment Area in accordance with Policy EMP2 of the Reigate and Banstead Development Management Plan 2019. Whilst noting that residential use would not be typical of an employment area such as this, the residential element would be located closest to the road. Flats form part of the character of Station Road therefore their inclusion as part of this scheme would not be unacceptable. The proposed uses of the building within Class E would be controlled by way of a suitably worded condition.

The design of the proposed buildings would be appropriate to their use. The mixed commercial/ residential building would be of a height and scale that would not be disproportionate to other buildings in the road and would not appear overly dominant. The commercial/ light industrial buildings would be functional in design and materials which would be appropriate for an employment site. The changes to the listed former brewery building would constitute a considerable improvement to the building, with the remaining oldest section restored internally and externally. The Conservation Officer has reviewed the application and is satisfied that subject to conditions the conversion would be acceptable. Improvements to the setting of the listed building would be secured through a landscaping scheme that would be secured by way of a condition.

The location of the proposed buildings and their positions relative to neighbouring properties would be such the scheme would not give rise to harm to the amenity of neighbouring properties. They would not be overbearing in nature and there would be minimal opportunity for overlooking to neighbouring windows.

The scheme would be acceptable with regard to ecological impact subject to conditions requiring the submission of a lighting management plan, ecological management plan and construction environment management plan. The drainage scheme has been reviewed by the Lead Local Flood Authority (LLFA), who are satisfied that the development would be acceptable subject to a finalised drainage scheme being submitted.

The scheme would provide an acceptable number of parking spaces for the proposed commercial uses. Whilst the residential development would be car free, the site is in a very sustainable location in close proximity to Horley Station and a number of bus stop, as well in easy walking distance with Horley Town Centre providing a range of goods and services. The Highway Authority has reviewed the proposal and is happy that a car free scheme would be acceptable and appropriate in this location, and that it would not generate significant on-street parking demand or harm the safe operation of the highway.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: Has reviewed the proposal on parking, access, highway safety and capacity grounds and considers that the scheme would be acceptable. Recommends conditions and informatives.

Contaminated Land Officer: The potential for ground contamination to be present on the site has been identified due to historic land uses, therefore a number of conditions and informatives have been recommended.

Lead Local Flood Authority (LLFA): Initial comments raised objection on the grounds of insufficient information with respect to outfall at the northern end of the site, surface water discharge in a 1 in 1 year or 1 in 30 year flood event. Further clarity on why additional SUDs elements were not included within the proposed drainage scheme. Advised conditions in the event of permission being granted. The application submitted a response to address the concerns/ points raised by Surrey CC, which has been reviewed by the LLFA, who are satisfied that their points have been addressed. Conditions and informatives have been recommended, which are detailed later in this report.

Thames Water: Advise that the developer should follow the sequential approach to the disposal of surface water. Where a development proposed to discharge in to a public sewer, approval from Thames Water Developer Services is required.

Horley Town Council (HTC): Initially commented that HTC are supportive of the application. Following submission of amended plans, including an amended site layout, concerns raised regarding inadequate parking provision.

Minerals and Waste Planning Authority: Raise no objection subject to the provision of a waste management plan, which can be secured by condition.

Network Rail: Advise that, due to the proximity of the works to the railway, the applicant/ developer engages with Network Rail's Asset Protection and Optimisation (ASPRO) Team prior to works commencing.

Surrey Wildlife Trust: No objection subject to conditions and informatives pertaining to the provision of Sensitive Lighting Management Plan, Landscape and Ecological Management Plan and Construction Environment Management Plan.

Regulatory Support Services:

Representations:

Letters were sent to neighbouring properties on 7th September 2022. A site notice was posted on the 18th October 2022. No letters of objection or comment have been received.

1.0 Site and Character Appraisal

- 1.1 The application site is approx.. 0.4861 hectares in area and is situated to the north of Station Road, Horley. The site forms part of the Balcombe Road Employment Area, which is comprised of a range of industrial and other commercial land uses.
- 1.2 The site is comprised of a number of buildings, including a 2200 square metre building to the rear of the site, which is two-storey in an 'L-shape' at the front and leads to a high-ceiling single storey building at the rear. It is a long, wedged shaped building, which is separated in to multiple units. To the south is a Class E retail unit with service yard and parking. This building and was previously occupied by a builders merchant, however is currently vacant. Within the eastern part of the site is located the former Horley/ Albert Brewery building, which is locally listed and has been left derelict for many years. Much of the original structure of the building remains, however it is evident that it has been unsympathetically extended and altered over the years. The lower northern part of the building is used as part of an engineering works. The railway line runs along the western boundary of the site. The site is bounded by 2 metre high fences and walls. Given the nature of the site it is largely devoid of trees and landscaping, with the exception of a small number of trees around the former brewery, which are likely self-seeded.
- 1.3 Station Road is comprised of a mix of commercial units to the ground floor, which form part of a local centre in this location (Station Road) as defined within the Councils' Development Management Plan (DMP). Above are typically found residential flats. On the southern side of Station Road there are three two storey residential dwellings (20-24 Station Road), as well as a block of flats with commercial on the ground floor.

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. It was advised that principle of a mixed use scheme comprised of industrial, office and residential uses would be acceptable in principle, having regard to Policy EMP2 of the DMP. Further advice was given in relation to the design of the proposed buildings and the need to consider the appropriate restoration of the locally listed brewery building, and the impacted that any new buildings would have on its setting. Advised of the need to ensure that residential units comply with nationally descried space standards and that any future development does not impact harmfully on the amenity of neighbouring properties.
- 2.2 Improvements secured during the course of the application: Improvements to the layout of the scheme has been sought to address concerns regarding the impact on the proposed industrial units on the character/ setting of the locally listed brewery building. In response the scale and number of industrial units has been amended, as has the design of the proposed residential/ retail

building to the front of the site. The parking and access arrangements have been reconsidered and amended in response to the revised site layouts.

- 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	85/12900/OUT	Ground floor factory extension and front lobby entrance for offices.	Granted 23/12/85
	00/04930/CU	Change of use and internal alterations to form Post Office sorting hall, ancillary offices & welfare facilities.	Granted 27/03/2000
	03/02565/CU	Change of use from industrial to builder's merchants	Approved with conditions 29/01/2004
	03/02566/ADV	Shop and company signs on building and freestanding sign	Express Consent 20/01/2004

4.0 Proposal and Design Approach

- 4.1 This is a full application for a mixed-use redevelopment of the site comprising restoration, partial demolition and conversion of the Former Albert Brewery building for class E office uses; demolition of existing builders' merchant to provide seven new-build use class E/B2/B8 (flexible) units; and erection of a mixed-use building comprising ground floor E(a)/E(b) uses and ten C3 residential apartments with associated vehicle parking, landscaping, and other required works.
- 4.2 The proposed class E/ residential block would be located to the front of the site adjacent to Station Road. It would be a mix of contemporary and modern design, with the external facades featuring a predominantly facing brickwork of a similar hue to existing station road buildings, whilst incorporating modern glazed balustrades and a recessed top floor which would comprise grey cladding. The overall height of the building would be 12.9m. The footprint of the building would be approx..379sqm.
- 4.3 Behind this building would sit three smaller light industrial buildings (Units 1, 2 and 3). Units 1 and 2 would be the smallest, being 185sqm in floor area (128sqm in footprint), which unit 3 would be larger at 323sqm in floor area (223sqm in footprint). The height would be 9.2m. These buildings would be more functionally in appearance, being of flat roof design and materials comprised of a mix of different forms of cladding in varying shades of grey. All

four of these buildings would be sited 3.5m from the western boundary of the site with the railway line.

- 4.4 The northern part of the site would be occupied by the four larger light industrial units (units 4-7), which would be of similar design to units 1-3. They would also be 9.2m in height.
- 4.5 The middle part of the site would continue to be occupied by the former brewery building, which it is proposed to restore and convert in to offices. The proposed works would include the restoration of the roof, which has been lost for many years.
- 4.6 Access would be initially to the east of the retail/ apartment blocks, before winding through to the rear of the site leading to the front of units 1-4. Parking would be located throughout the site. In front of the retail/ residential block and units 1-3 would be 16 spaces with three more to the rear. A further 24 spaces would be located in front of units 4-7. The office building would feature 4 parking spaces to the front with an additional 7 spaces to the rear which would be reached via an existing separate vehicular access via Station Road. Elements of landscaping would be incorporated predominantly to the front and rear of the office building.
- 4.7 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;
 - Design.
- 4.8 Evidence of the applicant's design approach is set out below:

Assessment	<p>The site is identified as being located to the north of Horley railway station and within the Balcombe Road industrial area, surrounded by a mix of uses including industrial and commercial buildings, as well as residential houses and flats. The immediately neighbouring buildings facing the public realm along Station Road are a mix of retail, cafe/ restaurants and professional services at ground floor with ancillary accommodation and residential apartments above.</p> <p>A detailed local character assessment has been undertaken which makes the following observations:</p> <ul style="list-style-type: none">• The character assessment shows that the local area has a range of building styles, materials and
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	<p>features.</p> <ul style="list-style-type: none">• There are a variety of roofscapes with the lower scale buildings generally having pitched tiled roofs, many along the busier street frontage with parapet walls that, to a large extent, hide the roof behind.• There is a mix of facing brickwork in a variety of colours with the predominant material being red brick.• Metal cladding has been commonly used for the nearby industrial buildings.• The relatively modern SGN building opposite the site is noticeable as being a significantly larger scale building than the general pattern of development, with a sizable, pitched roof which houses an additional storey of accommodation.• Common features in the older buildings, which have been followed through in the more recent additions, are large windows and brick detailing, used as string courses as well as around window heads, jambs and sills. The external walls at ground floor along Station Road tend to be treated differently from the upper storeys, with larger windows and signage which is a result of the more public use of the street level units. <p>The heritage of the site with respect to the locally listed former brewery building, has also been subject to detailed assessment. A separate Heritage Impact Assessment has also been submitted, however the following key points are made:</p> <ul style="list-style-type: none">• It is probable that the first buildings were erected in the 1850s with a brewery operating from the site in the 1860s. Various light industrial buildings have been erected on the site since this date.• A significant part of the former brewery has already been demolished. The taller and more visually impressive part to the south is now unused and derelict, but the lower northern part is used as part of an engineering works. Various extensions have been built onto the east side of the lower portion of the building. It appears that all the original brewing machinery has long since been removed.• The locally listed building has been left to deteriorate, as seen in the images to the right. The chimney, and the louvered gables on the east and west sides, are interesting features which create a
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	<p>strong silhouette.</p> <ul style="list-style-type: none"> • Most of the east side has been altered by later extensions, but the west side can still be seen within a narrow space between the old brewery and a modern building. It should be noted that the lower part of the structure to the north is not one single build, and it has been subject to alteration, so its originality is open to some question. • The southern part of the locally listed building, which is the more visually interesting part, is unoccupied and suffering from significant water ingress, such that there is a pressing need for a new use if any part of the original structure is to be retained for future generations to appreciate. • It is proposed to demolish the lower northern half of the former brewery, which is the less impressive, less original, and more altered, part of the structure. The retained part of the former brewery, which is the more impressive and taller southern element (with chimney and east and west gables) will be retained and converted into one of eight employment-related units.
<p>Involvement</p>	<p>Following the engagement in pre-application discussions with the Council, public consultation has been undertaken by the applicant with the wider community. A newsletter has been distributed to the local community and a website launched to outline the proposals, the background to the development and the opportunity to provide feedback. At the time the planning application was submitted this consultation process was still underway and not yet completed. The applicant intends to review the consultation responses during the determination period and, along with any further advice received from the planning consultation process, adapt the proposal where necessary.</p>
<p>Evaluation</p>	<p>The proposed development of the site has been informed by assessment of the local character and from feedback received from the local planning authority prior to submission. Discussion has been ongoing during the application process and amendments to the layout have been informed by those discussions.</p>
<p>Design</p>	<p>With regard to the mass of the proposed buildings, the larger scale retail and apartment block to the front of the site now sits away from the neighbouring lower scale buildings that front Station Road with the site entrance road forming a gap in the massing.</p> <p>The view through this gap to the brewery building has been opened up to give a new view of the heritage asset</p>

	from Station Road. To the rear the proposed industrial building has been revised to provide an improved setting for the brewery building, with the frontage set back. This ensures the brewery building becomes the dominant built feature along the new vista.
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4.9 Further details of the development are as follows:

Site area	0.66 Ha
Existing use	Retail (Class E), General/ light industrial (Class B and Class E).
Proposed use	Retail (Class E), General/ light industrial (Class B and Class E), Residential (Class C3)
Existing parking spaces	30
Proposed parking spaces	50 (split between retail and commercial/ industrial uses).
Parking standard	DMP Accessibility Level - High 1 parking spaces required per dwelling, office and industrial uses 1 space per 30sqm of gross floor area (maximum standards)
Number of affordable units	0
Net increase in dwellings	10

5.0 Policy Context

5.1 Designation

Urban area
Employment Area (Balcombe Road Industrial Area)
Local Centre (secondary access only)
Locally Listed Building (former Horley Brewery)

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued people and economic development)
CS7 (Town and Local Centres)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS13 (Housing Delivery)

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, DES6 DES8, DES9, DES10
Local Employment Areas	EMP2
Retail	RET5
Landscape & Nature Conservation	NHE 2NHE3, NHE9
Transport, Access and Parking	TAP1
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
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Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010
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6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development.

6.2 The main issues to consider are:

- Principle of the development
- Design appraisal
- Impact on Neighbouring amenity
- Amenity for future occupiers
- Housing Mix
- Highway matters
- Trees and Landscaping

- Ecology
- Contamination
- Flooding and drainage
- Sustainability, Infrastructure and Climate Change
- Affordable Housing
- Community Infrastructure Levy

Principle of the development

- 6.3 The scheme proposes to demolish the existing retail building (Mitchells of Horley) along with part of the existing brewery building, a developing a mixed use scheme comprising retail, residential, offices and light industrial uses. The site is located within the urban area, where there would not be an objection to the principle of redevelopment, subject to consideration against Policies EMP2 of the Councils Development Management Plan 2019 (DMP).
- 6.4 As stated, the site is located within the Balcombe Road Industrial Area, which is defined as a local centre in the DMP. Within local centres planning permission will be granted for change of use to, or development of new or extended accommodation for the following uses provided the proposal is of an appropriate scale for the area and does not conflict with the amenity or operation of neighbouring land uses:
- a. Industrial and distribution uses
 - b. Offices
 - c. Financial and professional services
 - d. Any other employment-generating uses (excluding all Class A uses other than A2).
- 6.5 The site is currently occupied by a retail unit which is now vacant (previously occupied by Mitchells). It is proposed to demolish this and the warehouse to the rear, along with part of the brewery building and factory floorspace. These would be replaced by three smaller light industrial units (units 1-3) and four larger light industrial units (units 4-7). The remaining, more historic part of the former brewery would be retained, restored, and converted to offices. The proposed building to the front of the site would be comprised of a flexible Class E unit on the ground floor with 10 residential units occupying the remaining three floors.
- 6.6 The *Employment Area Review (2017)* identifies that a large proportion of businesses in the borough are small businesses, and that these areas provide a valuable stock of smaller, more affordable accommodation suited to their needs. Policy EMP2 recognises this and seeks to reinforce this small business role and the importance of protecting and maintaining a ready supply of appropriate small business premises to support their growth.
- 6.7 The units proposed would be of an appropriate size for a local employment centre where a range of such smaller business could potentially be located. The existing layout of the site and quantum of built form makes it currently

quite unattractive as a location for business. The buildings are large in size, dated, and tightly spaced, making for a cramped site that is not ideal for vehicle movement. The site also lacks an active frontage given the setting back of existing buildings. The proposed development would be a significant improvement over this, the site being opened up, allowing for larger vehicles, such as those for deliveries, to move through the site more easily. The replacement of existing, old industrial units with those of a more modern standard would result in the Balcombe Road Industrial Area being more attractive to a range of businesses and constitute an improvement to the sites existing offer. The proposed light industrial uses would meet those set out within policy EMP2.

- 6.8 With regard to the flexible Class E units it is noted that Policy EMP2 does not include the provision of Class E retail uses (formerly Class A1) nor residential use. The site has historically accommodated a retail unit in the form of Mitchells builders' merchant therefore in this case the proposal would constitute a replacement of the existing retail. The builders merchant occupied the ground floor of the building and was 288.9sqm in area. The proposed retail unit would be 350sqm in area, which would be an improved unit over and above the existing in terms of size. It would be closer in proximity to the road and thus establishing a more active ground floor frontage than there has been historically, allowing the site to relate more positively to Station Road. With regard to residential, whilst the site occupies a designated employment site, the immediate surrounding area is clearly a mix of differing land uses, including residential properties. The flats would occupy the upper floors and would address the road in a way that is not dissimilar to existing flat blocks such as Jubilee Court.
- 6.9 Class E allows for a broad range of uses that could potentially occupy the unit. Whilst many of these units would be acceptable in this location, there are a number which the Council considers would not be appropriate for this site, specifically E(e) provision of medical or health service or E(f) creche, day nursery or day centre due to the number of potential vehicle and pedestrian movements. Therefore in the event that planning permission is granted a condition restricting the uses of these buildings would be appropriate in this case.
- 6.10 The Core Strategy supports the promotion of skills development opportunities for local people. New development in the borough can provide employment opportunities for borough residents and can help provide local people with the skills necessary both to fulfil the needs of local businesses and to make the most of job opportunities available. The proposed development would go some way to improving employment opportunities within both Horley and the wider area. The construction of the site also has the potential to generate employment during development. In order to promote local employment, should permission be granted a condition in accordance with Policy EMP5 requiring the submission of an employment and skills plan prior to commencement of development. The plan will detail measures to ensure contractors work with local employment and training agencies, targets for employment of local labour, work experiences and apprenticeships.

- 6.11 In view of the above considerations the principle of the development and the proposed uses would be acceptable. The scheme is deemed to comply with the requirements of Policy EMP2 of the DMP.

Design Appraisal

- 6.12 The Policy DES1 of the Reigate and Banstead Development Management Plan 2019 (DMP) requires new development to promote and reinforce local distinctiveness and respect the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene. Development should also 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.
- 6.13 The design approach for the proposed retail/ residential block to the front of the site would be appropriate both in terms of its scale as well as design. Whilst at four storeys in height the building would be the tallest on the north side of Station Road in this location, it is comparable with that of the St Lawrence House located opposite, currently occupied by SGN. The width of the building across the frontage would be relatively narrow compared to the depth, with a considerable gap between the neighbouring building to the east. In this location the height of the building would be acceptable and would not appear particularly dominant in the road. The recessed top floor, which would be dark clad, would also go some way to reducing some of the sense of scale of the building.
- 6.14 The elevations would be predominantly of brick, which would be acceptable and would conform to the character of other buildings in the road, which are predominantly brick, though it is noted that wide range of materials are feature in the road such as mixed colours of render. Whilst the use of grey cladding to certain parts of the building, in particular the recessed upper floor, this would not be harmful to general appearance of the street scene. It would assist in breaking up the form of the building visually and would add some further visual interest to the site.
- 6.15 The proposed light industrial buildings would be more utilitarian in appearance, which would be typical of buildings of this kind. They would be positioned deeper within the site away from the road frontage and as such would not be particularly dominant within the wider streetscene. Units 4-7 would be located in the rear half of the site where they would only be visible within wider views, such as up the proposed access and parts of Yattendon Road and Oakwood Road to the west. The level of visual impact from these locations would not be significantly harmful and would be an improvement over the existing buildings, which are old and unsightly.
- 6.16 With regard to the changes to the locally listed brewery building, Policy NHE9 with regard to non-designated heritage assets states that in considering proposals that directly or indirectly affect other non-designated heritage

assets, the Council will give weight to the conservation of the asset and will take a balanced judgement having regard to the extent of harm or loss and the significance of the asset. All development proposals must be sympathetic to a heritage asset and/or its setting by ensuring the use of appropriate high quality materials, design and detailing (form, scale, layout and massing). Development that would help secure the long term viable use and sustainable future for heritage assets, especially those identified as being at risk of loss and decay, in a manner consistent with its conservation will be supported. Any associated or enabling development should have an acceptable relationship to the heritage asset, and character of the surrounding area. Proposals which retain, or if possible, enhance the setting of heritage assets, including views, public rights of way, trees and landscape features, including historic public realm features in a manner consistent with its conservation, will be supported.

- 6.17 It is proposed to remove the later extensions to the north of the building, leaving the oldest, most characterful part of the building to be converted in to a class E use. This part of the building is unused and derelict and consequently in a very poor state of repair, which visually detracts from the area. The proposed conversion, which includes reinstatement of the roof, would retain the original, most characterful features, such as the prominent gables on the east and west elevation, as well as the original chimney. The front and rear of the building would feature soft landscaping which would enhance the setting of the building and root it in the centre of the site. The scheme has been amended during the course of the application to reposition the residential/ retail block, along with units 1-3 to the west corner of the site. This has served to open up views through the site to the restored brewery building, which would form the focal point, substantially improving the visual character of the site. Whilst some parking would feature in front of the building, this would be minimal and not detract from its setting. The Conservation Officer has reviewed the proposal and has recommended conditions to secure the restoration, including details of materials, architectural detailing, method of restorations, fenestration, landscaping and charging points.
- 6.18 In view of the above considerations, the design of the proposed buildings would be acceptable and would improve the visual quality of the site, which would have a positive impact on the character of the wider area. The development would therefore be acceptable with regard to Policy DES1 of the DMP 2019.

Neighbour amenity

- 6.19 The nearest existing residential properties to the site are found along Yattendon Road and Oakwood Road to the west, which are separated from the site by the railway line. To the east are a number of residential flats that are found above the ground floor retail units.
- 6.20 Regarding the relationship with properties to the west, there would be a separation distance of 25m between the proposed buildings and the rear

boundaries of these properties, and approx.. 30m to the rear elevations, where rear windows feature that face towards to the site. The relationship between these properties and the proposed buildings would not be dissimilar to the that of the existing substantial building occupying the site. The existing building is substantially larger and extends the full depth of the site, therefore it is the view that the relationship would be an improvement. Units 4-7 would be an even greater distance (40+m at the closest point) which would be an acceptable distance to avoid being overbearing on these properties or have a harmful impact on light or overshadowing of the rear garden. It is noted that the west elevation features a number of balconies, including a large balcony to the top floor. Whilst these would provide some opportunity for wider views to the west, these would face the front elevations of 1a-6 Yattendon Road at a distance of approx. 40m with the railway line intervening in between. On this basis it is felt that harmful levels of overlooking would occur.

- 6.21 Turning to the residential flats along the north side of Station Road, these would be approx..15m from units 1-3 and the residential block to the west, and approx..40m from units 4-7, with the brewery building remaining in between. Whilst some of these properties have rear windows that would face the proposed development, there would be little opportunity for loss of privacy. The east elevation of the residential block would feature balconies to the first, second and third floors, however
- 6.22 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

- 6.23 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 (NDSS) 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.
- 6.24 The scheme proposes 10 residential flats in the following mix:

Flat Name	Area	Flat Type
Flat 1-1	63.2sqm	2b3p
Flat 1-2	70.1sqm	2b4p
Flat 1-3	72.9sqm	2b4p
Flat 1-4	50.2sqm	1b2p
Flat 2-1	63.2sqm	2b3p

Flat 2-2	70.2sqm	2b4p
Flat 2-3	72.9sqm	2b4p
Flat 2-4	50.2sqm	1b2p
Flat 3-1	95.1sqm	3b6p
Flat 3-2	95.0sqm	3b6p

- 6.25 Having considered the submitted plans and the above against the NDSS each of the proposed flats would meet the corresponding standard. Each of the proposed flats would be well laid out with main habitable rooms such as living rooms/dining areas and bedrooms well served by windows that would provide outlook and light. Each of the flats would have access to a balcony, with the third floor flats having substantial balconies which can be accessed from each of the bedrooms and living areas. The site is on the edge of Horley Town Centre and there are a number of modern flat developments in the immediate vicinity (Jubilee Court opposite, and Tribbiana Court, Geller Court, Chandler Court and Ross Court to the south) do not generally have access to a private outdoor amenity area, although it is noted that a few of the ground floor flats have small, enclosed patios/ garden areas. Many existing flats do not have access to private gardens or balconies given their relatively central location on the edge of the town centre therefore the proposed provision would be of benefit and is supported.
- 6.26 In view of the above the proposed development would be acceptable in regard to amenity provision for occupants of the residential flats and would comply with the requirements of Policy DES5 and the NDSS.

Housing Mix

- 6.27 All new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community.
- 6.28 Policy DES4 of the DMP 2019 requires market housing should meet the following requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so, that there would be no need or market demand for a particular size of homes (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area. The policy requires that on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case the scheme would meet this requirement and the above requirements have been met.

Highway Matters

- 6.29 The site is in a highly accessible location as defined within Annex 4 of the DMP. On this basis, with regard to the residential development, a total of 12 parking spaces would be required, including 2 visitor spaces. It is proposed that the residential element of the development be car free. Policy CS17 of the Councils' Core Strategy (Travel Options and accessibility) seeks to minimise parking provision in the most sustainable locations, promote non-car

travel, as well as more sustainable travel options such as bus, rail, walking and cycling.

- 6.30 Whilst the site lies outside the Horley Town Centre boundary, this is only by a distance of 25m, therefore it is clear that the site is in a very sustainable location in terms of its proximity to essential services such as convenience shopping. The town centre is easily accessible via an overpass and subway leading to the High Street. The submitted Transport Statement and data to support it shows that key amenities within the town centre are accessible within a 10m walk from the site.
- 6.31 The site is also with easy walking distance of Redhill train station (500m) as well as bus stops on both Balcombe Road (approx.. 135m) and Smallfield Road (160m) to the east, all of which are within the 400m cut off point that is the typical walking distance people are prepared to make to such public transport links.
- 6.32 The site is also well connected to local cycle networks. Surrey County Council operate various cycleways across the County, the nearest to the application site being located along Victoria Road. This cycleway extends both westwards and eastwards, where towns and areas such as Lingfield and Dorking can be accessed. Station Road forms part of the National Cycle Network (NCN) Route 21. NCN Route 21 runs south from Greenwich out of London, to Eastbourne. Along the route, it is possible to access towns and such as Crawley and Reigate. Cycle storage will be provide for each of the 10 flats. In the event of planning permission being granted a Travel Information Pack, secured by condition, shall be provided to residents and contain information on employment, education, retail and leisure land uses within a 2km walking distance and 5km cycling distance, and details of public transport within 400m of the site and destinations they serve.
- 6.33 Surrey County Council has been consulted on the application and is satisfied that a car free residential development would be acceptable in this case, taking account of the above, which demonstrates that the site is in a highly sustainable location. It is noted that Station Road is predominantly subject to single or double yellow line parking restrictions, which would limit opportunity for on-street parking. Limit parking is located on the north side of the road in front of the site, however this limited to 1 hour between 8am and 8pm Mon-Sat. In view of this is would not be the case that a car free development would give rise to significant increases in on-street parking, minimising harm to the safe operation of the highway. It should be noted that while parking spaces are not specifically being allocated to the residential flats, occupants would be able to occupy the commercial parking spaces outside of business hours. Annex 4 of the DMP is clear that the residential parking standards are a guide, and they may be varied at the discretion of the Council to take into account specific local circumstances.
- 6.34 Regarding parking provision for the remain land uses (retail, office, light industrial) maximum parking standards apply to these (1 space per 30sqm). It is proposed to allocate 34 spaces to the light industrial units, 11 spaces for

the office use, which will be split between one parking court to the front and one to the rear, and 7 spaces would be provided for the retail use. In order to provide the 7 parking bays for the retail store, a single parking bay associated with Unit 1 will be allocated for use by the retail store. The mix of parking provision is considered to be acceptable and would be meet the required standards for non-residential use.

- 6.35 It is proposed to provide electric vehicle charging points throughout the site (3 for the office space, 7 for the commercial space and 2 for the retail), the finalised details of which would be secured by condition.
- 6.36 The applicant has submitted vehicle tracking plans which demonstrate that a larger vehicle (in this case a refuse vehicle) would be able to enter and exit the site in a forward gear. Given the light industrial nature of units 1-7, it is not envisaged that access for large HGVs will be required, therefore the width of the proposed access at 4.7m would be acceptable and accommodate the size of vehicles that are likely to access the site, which would be mostly cars. The vehicle tracking plans have been reviewed by the County Highway Authority (CHA) who are satisfied that vehicles would be able to manoeuvre within the site and leave in a forward gear.
- 6.37 Visibility spays have also been provided for both access points on to Station Road, which again have been reviewed by the CHA who are satisfied that the development would not give rise to harm to the safe operation of the highway.
- 6.38 In view of the above it is considered that the scheme would be acceptable with regard to the level of parking provision, access arrangements and impact on highway safety. The scheme would comply with the requirements of Policy TAP1 of the DMP.

Trees and landscaping

- 6.39 The site does not contain any protected trees, and the site is largely devoid of any meaningful planting given the industrial nature of the site. It is proposed some soft landscaping would be incorporated in to the site around the brewery building. This would be of benefit to the scheme and would complement and improve the setting of the listed building. Details of any proposed planting would be secured by a landscaping scheme to be submitted prior to commencement of development. Subject to compliance with this condition the scheme would be acceptable with regard to trees and landscaping and comply with Policy NHE3 of the DMP.

Ecology

- 6.40 An ecological appraisal has been submitted in support of the application, which has been reviewed by Surrey Wildlife Trust (SWT). The appraisal identifies the presence of active bat roosts within the former brewery building and that these would be subject to loss or disturbance as a result of the development. In the event of permission being granted the applicant would be required to apply to Natural England for a mitigation license and undertake all

actions in accordance with the method statement which must support a mitigation license. This would be reinforced by an informative in the event of permission being granted. Additional conditions and informatives relating to lighting, breeding birds and the requirement to provide a Construction Environment Management Plan (CEMP) prior to commencement of development. Subject to compliance with these conditions and informatives the scheme would not give rise to harm to ecology and would comply with Policy NHE2 of the DMP.

Contamination

- 6.41 Policy DES9 of the DMP states that where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.
- 6.42 The application has been reviewed by the Councils' Contaminated Land Officer, who has identified the potential for ground contamination to be present on or near the application site. As such conditions and informatives have been recommended to provide environmental desk top studies, site investigations and risk assessments prior to the commencement of development. Subject to compliance with these conditions the scheme would be acceptable with regard to contamination matters and would comply with Policy DES9 of the DMP.

Flooding and draining

- 6.43 The site is located within flood zone 1, however it is noted that the rear half of the site is prone to medium and low levels of surface water flooding. A Flood Risk Assessment and Drainage Strategy and Phase 1 Desk Top study has been submitted in support of the application. This has been reviewed by the Surrey County Council as the Lead Local Flood Authority. Initial clarification was requested as to the discharge rates for surface and foul water. Concern was also raised as to why SUDs elements had not been incorporated in to the drainage scheme.
- 6.44 The applicants responded with a letter to address the issue of discharge rates and opportunities have been considered to include further SuDS features within the landscaped areas of the site. This could include rain gardens, tree pits and raised planters. The exact choice of features would be dependent on the final landscape design, which would be secured by conditions. Surrey CC have reviewed the response and is satisfied that the scheme would be acceptable subject to conditions requiring the submission of a SUDs scheme to be approved prior to commencement of development and a follow-up verification report.

Sustainability, infrastructure and climate change

- 6.45 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

- 6.46 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.
- 6.47 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)

- 6.48 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
Location Plan	4137/001		12.08.2022
Floor Plan	4137/p120		12.08.2022
Elevation Plan	4137/p121		12.08.2022
Floor Plan	4137/p122		12.08.2022
Elevation Plan	P203	C	12.08.2022
Section Plan	P401	B	12.08.2022
Section Plan	P403	B	12.08.2022
Elevation Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Survey Plan	1499		12.08.2022
Floor Plan	4137_P130	D	26.04.2023
Floor Plan	4137_P122	C	26.04.2023
Elevation Plan	4137_P200	D	26.04.2023
Elevation Plan	4137_P201	C	26.04.2023
Elevation Plan	4137_P202	D	26.04.2023
Site Layout Plan	4137_P003	R	26.04.2023
Block Plan	4137_P100	D	26.04.2023
Floor Plan	4137_P101	D	26.04.2023
Floor Plan	4137_P110	C	26.04.2023
Landscaping Plan	P03		26.04.2023

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. Notwithstanding the submitted plans, the proposed external finishing materials and details shall be carried out using the external finishing materials and details specified below and there shall be no variation without the prior approval in writing of the Local Planning Authority:

a) Before any works are commenced, a scheme for the full repair and restoration of the original Brewery building shall be submitted to and agreed in writing by the local planning authority. The scheme shall include full specification with detailed drawings including the restoration of openings to their original construction detail (removing later crittal window widening) and the reinstatement of the brewery roof. The scheme shall include trigger-points by which all the repairs and restoration work specified shall be completed.

b) All existing external timber wall elevations shall be detailed to retain their existing appearance including their existing louvre type detailing, allowing for upgrading and replacement of any defective joinery.

- c) A recording report including a complete survey of the interior and exterior including cross sections and plans of the interior and photograph record shall be carried out before any demolition work commences to the original Brewery building including the wings to be demolished. This shall include an analysis and identification of the function of the various rooms in the building with input from someone with brewery history knowledge and input from CAMRA, the Brewery History Society and the Horley Local History Society as to the meaning and significance of elements. The records at the Surrey History centre and the Horley Local Historic photos of the building and its interior shall be included in the report. Copies of this report shall be submitted to the Local Planning authority for written approval and deposited at the Brough Council and County Historic Environment Record before works commence on the restoration of the brewery building.
- d) A recording report including a complete survey of the interior and exterior including cross sections and plans of the interior and photograph record shall be carried out before any demolition work commences to the original Brewery building including the wings to be demolished. This shall include an analysis and identification of the function of the various rooms in the building with input from someone with brewery history knowledge and input from CAMRA, the Brewery History Society and the Horley Local History Society as to the meaning and significance of elements. The records at the Surrey History centre and the Horley Local Historic photos of the building and its interior shall be included in the report. Copies of this report shall be submitted to the Local Planning authority for written approval and deposited at the Brough Council and County Historic Environment Record before works commence on the restoration of the brewery building.
- e) The Roof tiles on the brewery building should be reinstated as brown sandfaced handmade clay plain tiles, a sample of which shall be submitted to and approved in writing by the LPA before its installation.
- f) All cleaning of brickwork on the brewery building shall be non-abrasive and all painting work shall be removed from the brewery building brickwork by poultice or other chemical removal.
- g) All clean brickwork from the demolished brewery wing shall be salvaged for reuse in the restored building where required for making good.
- h) All joinery on the brewery building shall be of painted timber. The brewery building windows shall be of white painted timber with external glazing bars of traditional profile, set back behind the reveal at two header bricks depth (except for bay windows and windows set in timber walls and the south west wing where windows are set back at one header brick depth), with segmental header brick arches (except for existing natural stone arches) and chamfered brick cills to match existing. Window details shall be submitted to and approved in writing by the LPA before works commence. The fanlights on the south side shall be omitted. Details of all joinery, which shall be of painted timber, including doors, windows, bargeboards, dormers, doors, bay windows and eaves detail, shall be submitted to and approved in writing by the Local Planning Authority before any works commence on the brewery building. The detailed drawings of the bargeboards shall match the original

work before recent decay. The bargeboard main plank shall be at least 5cm depth excluding mouldings and the corbels 10cm depth).

- i) All brickwork on the brewery building shall be made good to match existing with handmade sandfaced brick with red brick façade with gault brick detailing and multi-stock walling and red stock brick dressings in English bond for the main building and tower and Flemish Bond for the south west wing. The brickwork shall be of the same size as existing, reusing clean salvaged brick from the demolished wings where possible, soot-washed to tone in where necessary and with a brushed slightly recessed mortar joint set behind reveal at 2 header brick depth and chamfered brick cills in English bond except south west addition in 1 brick depth and Flemish bond.
- j) All doors on the brewery building shall be of painted timber set back behind the reveal at one brick depth.
- k) The new flat block shall have segmental header brick arches and English Bond stringcourses to match the Locally Listed Building. Soldier bricks arches and stringcourses are not appropriate.
- l) Before any works above slab level details of the materials and detailing for the flats and warehouse units shall be submitted to and approved in writing by the LPA.

Reason: To preserve the character and historic interest of the locally listed former brewery building, in accordance with the NPPF and Policy NHE9 of the Reigate and Banstead Development Management Plan 2019.

- 4. 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.

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

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

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

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

7. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of

DEFRA's and the Environment Agency's Land Contamination: Risk Management Guidance (2020) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

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

8. A) Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

B) Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

REASON: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to the Reigate and Banstead Local Plan Development Management Plan 2019 (Policy DES9 Pollution and contaminated Land) and the NPPF.

9. Unexpected ground contamination: Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The

remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition.

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

10. The development shall not be occupied unless and until the accesses to Station Road have been constructed and provided with visibility zones in accordance with the approved Mode Transport Planning drawing numbered J32 6640 PS 001 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

11. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance plan numbered 4137 P 003 Rev S for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance plan numbered 4137 P 003 Rev S for vehicles for bicycles to be stored. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

13. No development shall be commenced until a pedestrian inter-visibility splay of 2m by 2m has been provided on both sides of the western access in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority, the depth measured from the back of the footway and the width

outwards from the edge of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

14. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment
- (k) on-site turning for construction vehicles

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

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

15. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority. The sockets, feed pillars, conduit and any guarding shall be sited to minimise the visual impact and of a dark colour and minimal illumination to respect the setting of the Locally Listed Building.

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

16. The residential development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on employment, education, retail and leisure land uses within 2 km walking distance and 5km cycling distance of the site and details of public transport within 400 metres of the site and the destinations they serve including to the closest rail station to the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to residents of the proposed development upon first occupation.

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

17. The development shall not be occupied until the refuse collection points as shown on the approved plan numbered 4137 P 003 Rev S have been provided.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access , and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

18. There shall be no use of the light industrial units or deliveries loading and goods dispatch from the units hereby permitted other than within the following times:

Monday to Friday 07:00-20:00, Saturday 07:00-18:00 and Sunday 09:00-16:00.

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

19. The development hereby approved, including demolition, shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures for both demolition and construction phase
- i. An introduction consisting of a demolition and construction phase environmental management plan, definitions and abbreviations and project description and location;
 - ii. A description of management responsibilities including complaint recording and management;
 - iii. A description of the demolition and construction programme which identifies activities likely to cause high levels of noise or dust;
 - iv. Site working hours and a named person for residents to contact.
 - v. Detailed Site logistics arrangements including provision of a suitable booking system for HGV deliveries;
 - vi. Details regarding parking, deliveries, and storage;

vii. Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptor. The scheme shall be developed by suitably qualified persons and shall include suitable targets and management actions in accordance with BS5228 Code of Practice for Noise and Vibration control and the Mayor of London's SPG 2014 (dust control) and provision of monitoring results to the Local Planning Authority;

viii. Details of hours of work, site delivery hours and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and

ix. Communication procedures with the local community regarding key construction issues – newsletters, fliers etc.

The construction and demolition shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the related phase, unless the written consent of the Local Planning Authority is received for any variation.

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

20. Prior to the commencement of building works above ground of any relevant part of the development a scheme providing full specifications of flues, extraction and filtration equipment (including elevational drawings), with ongoing maintenance plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include a tabulated schedule of all plant, and the associated noise data, with a sound power level of more than 74dBA. All flues, ducting and other equipment shall be installed in accordance with the approved details prior to the use commencing on site and shall thereafter be maintained in accordance with the approved details and the manufacturer's recommendations.

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

21. Prior to commencement of construction a scheme of design and assessment of the acoustic impact arising from the operation of all internally and externally located plant and machinery shall be submitted to and approved in writing by the local planning authority. The assessment of the acoustic impact shall be undertaken in accordance with BS 4142: 2014 (or subsequent superseding equivalent) and other relevant standards, and shall include a scheme of attenuation measures to ensure the cumulative rating level of noise emitted from the proposed plant, machinery or equipment is 5dB less than background.

The use hereby permitted, or the operation of any plant, machinery or equipment, shall not commence until a post-installation noise assessment has been carried out to confirm compliance with the noise criteria. The scheme shall be implemented in accordance with the approved details and attenuation measures, and they shall be permanently retained and maintained in working order for the duration of the use and their operation.

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

22. Prior to the commencement of development (other than demolition), a scheme of noise and vibration attenuation and ventilation sufficient to prevent overheating and maintain thermal comfort shall be submitted to and approved by the Local Planning Authority. The scheme shall include but not be limited to the following component parts;
- a) A general scheme of façade insulation for the permitted residential habitable rooms including performance details and a glazing plan that shall achieve the habitable and commercial room standards as detailed in BS8233:2014 with no relaxation for exceptional circumstances and appropriate consideration of L_{Amax} with suitable provision of whole house mechanical ventilation in accordance with ANC AVO guidance 2020 to ensure the thermal comfort of occupiers taking due account of relevant UK guidance on overheating.
 - b) A specific scheme of noise insulation and mitigation for the western façade of the residential premises overlooking the railway line to specifically mitigate impulsive and intrusive noise from L_{Amax} fast events from train movements..... standards and the acoustic spectrum of the glazing to be finalised with suitable mitigation of low frequency noise and supporting manufacturers test certificates
 - c) A scheme of noise insulation and mitigation to manage noise impacts and break out from within all class Eg)iii light industrial units to be confirmed which shall be designed demonstrate suitable compliance through a lines of evidence approach with the standard of NR25 within neighbouring noise sensitive premises for a representative workshop source noise 75dBA L_{Aeq} (5 minutes). The scheme shall also demonstrate suitable mitigation of maximum peak internal noise levels of 88dBA L_{Amax} fast from individual noise sources against a limit of NR30 within neighbouring noise sensitive premises and shall provide written supporting evidence for compliance with these noise targets.
 - d) A suitable scheme of final validation including at least three interim stages of construction work that shall be validated by site visits with suitable supporting records and photographs. The scheme shall provide representative verification measurements for all units hereby permitted and shall ensure that all habitable rooms on the western facade overlooking the railway line are individually assessed. Any significant non conformities in the performance of the insulation scheme shall be reported with a scheme of supplementary mitigation which shall be submitted to and agreed by the local planning authority and shall be implemented as approved prior to occupation.

All work must be carried out by suitably qualified person and the approved noise, vibration attenuation and ventilation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

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

23. Prior to occupation of any unit hereby permitted for light industrial use class Eg(iii) a noise impact and vibration impact assessment shall be submitted to and approved in writing by the Local Planning Authority demonstrating that no plant or internal equipment shall generate internal noise levels in exceedance of 88dBA LA_{max} and 75dBA LA_{eq} (5 minutes). In the event any intrusive vibration or exceedance of the previous noise levels is identified a scheme of mitigation and control shall be submitted to and approved in writing by the local Planning Authority and the scheme shall be implemented as approved prior to commencement of operation of the approved plant. All work must be carried out by a suitably qualified person and measures as approved shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

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

24. All doors and windows of the light industrial Eg (iii) uses shall remain shut other than for movement of goods, materials, workers and visitors into or out of the building and there shall be no external working at any time.

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

25. Winter gardens shall be provided on all balconies overlooking the railway line and the glazing and frames shall be designed to achieve the WHO external amenity space standard of 55 dBLA_{EQ}(16 hour). All details shall be submitted to and approved by the Local Planning authority prior to occupation and the glazing as approved shall be retained and maintained for the duration of the use hereby approved.

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

26. Prior to above ground works of the development hereby approved, full details of a lighting strategy shall be submitted to and approved in writing by the local planning authority. The lighting strategy shall include details of the lighting of all public areas and buildings and shall be designed to comply with the ILP guidance for intrusive light Zone E2 and shall include details of how the lights will be automatically controlled to meet curfew requirements. The lighting scheme shall be installed in accordance with the approved details before the commencement of the use and shall be retained and maintained in accordance with the approved details thereafter.

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally (Policy Q2

(Amenity) – Lambeth Local Plan 2021) and Reigate and Banstead Development Management Plan 2019 policy DES1.

27. Prior to the commencement of the use hereby permitted, details of waste and recycling storage for the development shall be submitted to and approved in writing by the local planning authority this must include but not be limited to ensuring suitable segregation of commercial and domestic waste and the proposed hours of waste collection. The waste and recycling storage shall be provided in accordance with the approved details prior to the commencement of the use hereby permitted, and shall thereafter be retained solely for its designated use. The waste and recycling storage areas/facilities should comply with the Lambeth's Refuse & Recycling Storage Design Guide (2013), unless it is demonstrated in the submissions that such provision is inappropriate for this specific development.

Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area (policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2021)).

28. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement in relation to the residential flats has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:

Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day,

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

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

29. 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 broadband connection accessed directly from the nearest exchange or cabinet,
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.

30. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:

- Measures to ensure the developer and contractors work directly with local employment and training agencies;
- Targets for employment of local labour
- Targets for work experience and apprenticeships
- Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

31. No development shall commence until an appropriately detailed Construction and Environment Management Plan (CEMP) detailing how habitats and species will be protected from any adverse impacts as a result of construction has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following details:

- Map showing the location of all of the ecological features
- Risk assessment of the potentially damaging construction activities
- Practical measures to avoid and reduce impacts during construction
- Location and timing of works to avoid harm to biodiversity features
- Responsible persons and lines of communication
- Use of protected fences, exclusion barriers and warning signs.

Reason: To ensure that the development does not result in harm to the existing biodiversity of the site and in the interests of retaining and enhancing other valued priority habitats and features of biodiversity importance with regard to Reigate and Banstead Development Management Plan 2019 policy NHE2.

32. Prior to commencement of development, a Sensitive Lighting Management Plan (SLMP), scheme of wayfinding and any ancillary structures such as benches, bins etc shall be submitted to and approved by the Local Planning Authority.

Reason: to maintain the character and appearance of the area, manage the use of the space and to ensure that the development does not result in harm to the existing biodiversity of the site and in the interests of retaining and enhancing other valued priority habitats and features of biodiversity importance with regard to Reigate and Banstead Development Management Plan 2019 policies DES1, NHE2 and NHE3.

33. Prior to commencement of development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Ecology Report prepared by PJC Consultancy ref: 4723E/21 and should include but not be limited to the following:

- A) Description and evaluation of features to be managed
- B) Ecological trends and constraints on site that might influence management
- C) Aims and objectives of management
- D) Appropriate management options for achieving aims and objectives
- E) Prescriptions for management actions, together with a plan of management compartments
- F) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5 year period)
- G) Details of the organisation or body responsible for the plan
- H) Ongoing monitoring and remedial measures
- I) Legal and funding mechanisms by which the long term implementation of the plan will be secured by the applicant with the management body(ies) responsible for delivery.
- J) Monitoring strategy, including details of how contingencies and/ or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To ensure that the development does not result in harm to the existing biodiversity of the site and in the interests of retaining and enhancing other valued priority habitats and features of biodiversity importance with regard to Reigate and Banstead Development Management Plan 2019 policy NHE2.

34. The proposed mixed use class E building and former brewery building shall not be occupied for any purpose within E(e) provision of medical or health service or E(f) Creche, day nursery or day centre (not including a residential use).

Reason: To ensure that the development does not affect the amenity of neighbouring properties and cause undue impact on the safe operation of the highway with regard to Reigate and Banstead Development Management Plan 2019 policies DES1 and TAP1.

35. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated

discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.8 l/s for the 1 in 1 year rainfall event and 10.4 l/s for the 1 in 100 year rainfall event.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

d) Details of drainage management responsibilities and maintenance regimes for the drainage system.

e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

36. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

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

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. 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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
12. Works affecting any of the features identified as potentially suitable for roosting bats should be undertaken carefully and by hand, to ensure that if any bats are sheltering beneath them they will not be harmed. If a bat or evidence of bats is seen work should cease immediately and advice sought from Natural England or a qualified specialist.
13. The applicant should take action to ensure that development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive.
14. The applicant is advised that a precautionary method of working is adopted for reptiles.
15. The applicant should ensure that the proposed development will result in no net increase in external artificial lighting of the woodland to the south of the development site, in order to comply with above referenced legislation and the recommendations in BCT & ILP (2018) Guidance Note 08/18. Bats and

artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby”.

16. The applicant should ensure that construction activities on site have regard to the potential presence of terrestrial mammals to ensure that these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in. If badger activity is detected, works should cease and advice be sought from a suitably experienced ecologist to prevent harm to this species.
17. The Council is encouraging the developer to incorporate planting and measures to encourage biodiversity and wildlife and allow wildlife to move into and out of gardens and, in particular, include Hedgehog friendly gravel boards where appropriate. Details of the 'wildlife friendly' measures should be provided with the submission of the details for approval.
18. Sub ground structures should be designed so they do not have an adverse effect on groundwater.
19. Environmental Health would like to draw the applicant attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks' notice'.

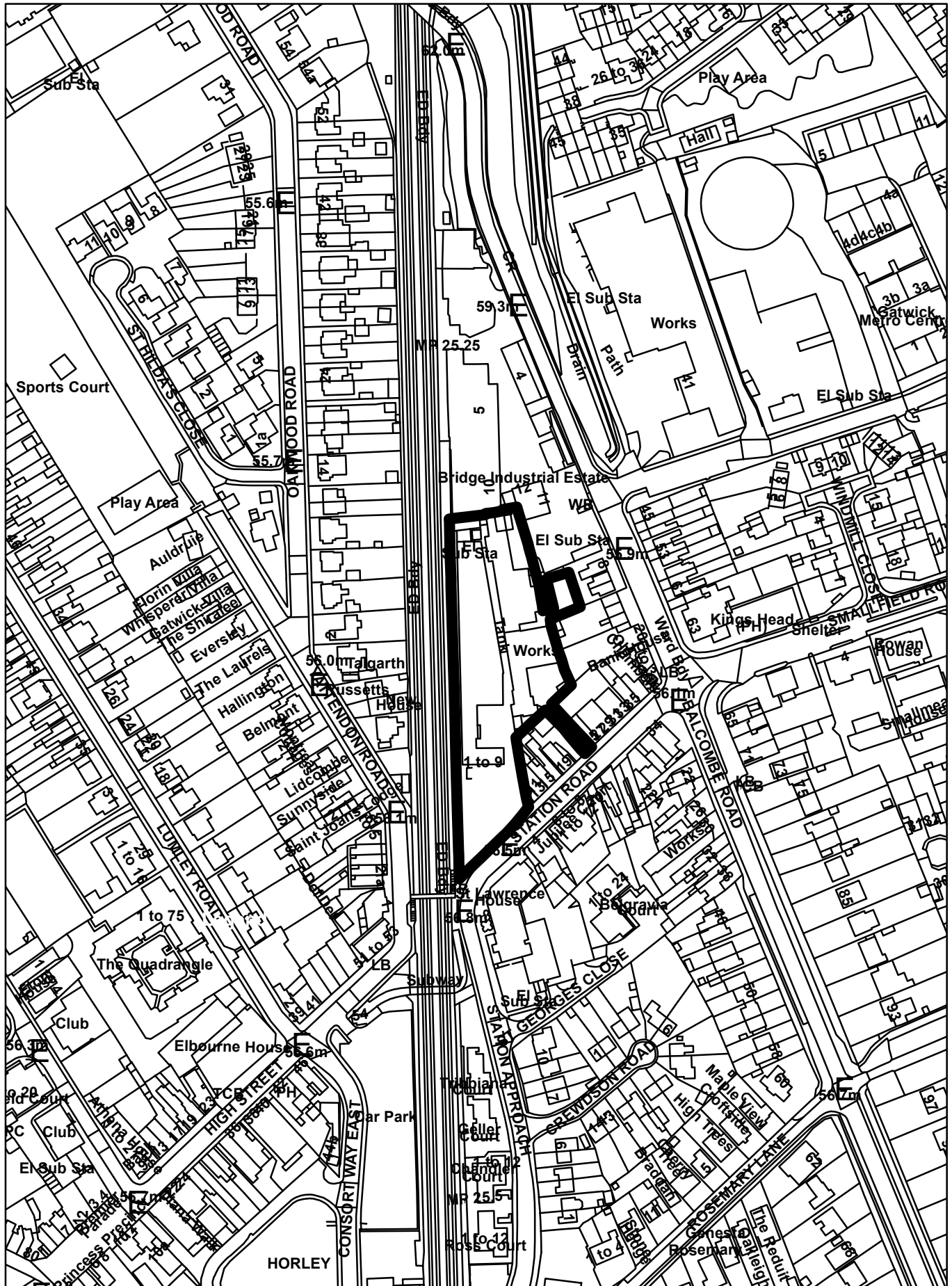
The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to Environmental Health.

REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2021 and Development Management Plan policies DES1, DES2, DES4, DES6 DES8, DES9, DES10 EMP2 RET5 NHE2 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 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.

22/01816/F - Victory Works, 1 - 9 Station Road, Horley



PLANTING SCHEDULE							
CLASS	NO.	UNIT	SPECIES	SIZE & SPECIFICATION	ROOT	DENSITY	
TREES	1 no.		Acer campestre 'Streetwise'	Extra Heavy Standard, 3x, 14-16cm girth, 400-450cm ht, min. 200cm clearstem	RB	as shown	
	2 no.		Amelanchier lamarckii	Multistem, 3x, min 3 stems, 250-300cm ht	RB		
	1 no.		Cotoneaster 'Cornubia'	Standard, 3x, 14-16cm girth, 150-200cm ht,	10L		
	1 no.		Sorbus aucuparia	Heavy standard, 3x, 12-14cm girth, 350-400cm ht, min 200cm clearstem	45L		
HEDGE	64 no.		Carpinus betulus	Transplant 1+2, 80-100cm height, branched min. 5 breaks	BR	3 per Lm double staggered row	
	70 no.		Ilex crenata 'Green Hedger'	Transplant, 1 + 2, 60-80cm ht, branched min 4 breaks	BR	5 per Lm double staggered row	
SHRUBS	62 no.		Berginia cordifolia 'Purpurea'	Full pot, fully rooted, healthy crown	2L	7 per m2	
	55 no.		Cornus alba 'Elegantissima'	40-60cm ht, branched, min 7 breaks	5L	3 per m2	
	59 no.		Echinacea purpurea	Full pot, fully rooted, healthy crown	3L	9 per m2	
	168 no.		Euonymus fortunei 'Darts blanket'	25-30cm dia, full pot, several shoots	2L	9 per m2	
	60 no.		Geranium macrorrhizum 'Bevan's variety'	25-30cm dia, full pot, several shoots	2L	9 per m2	
	55 no.		Hebe parviflora 'Angustifolia'	20-30cm dia, branched, min 3 breaks	5L	3 per m2	
	67 no.		Hebe White Gem	20-30cm dia, branched, min 3 breaks	5L	3 per m2	
	73 no.		Lavandula angustifolia 'Munstead'	20-30cm ht, bushy, min 7 breaks	5L	5 per m2	
	44 no.		Leucanthemum vulgare	Full pot, fully rooted, healthy crown	2L	7 per m2	
	32 no.		Rosmarinus officinalis 'Miss Jessopp's Upright'	40-60cm ht, branched, min 4 breaks	5L	3 per m2	
	60 no.		Sedum spectabile 'Brilliant'	15-20cm ht, bushy, min 4 breaks	2L	9 per m2	
	113 no.		Skimmia japonica 'Kew White'	30-40cm ht, bushy, min 3 breaks	3L	5 per m2	
	55 no.		Verbena bonariensis	Full pot, fully rooted, healthy crown	2L	9 per m2	
	55 no.		Viburnum bodnantense	40-60cm ht, branched, min 4 breaks	5L	3 per m2	
	GRASSES	82 no.		Carex buchananii	Full pot, fully rooted, healthy crown	5L	5 per m2
60 no.			Liriope muscari	Full pot, fully rooted, healthy crown	5L	9 per m2	
103 no.			Stipa tenuissima	Full pot, fully rooted, healthy crown	5L	7 per m2	
GENERAL NOTES	All new planting to be top-dressed with a 50mm layer of medium grade bark mulch. All shrubs & seed to be of local (UK) provenance. Use of herbicides to be avoided.						

OUTLINE SPECIFICATION

Existing trees and shrubs to be retained shall be protected in accordance with the current British Standard 'Trees in relation to construction'. Generally fencing shall be a 1.2m high clef chestnut or 1.8m 'Herres' type fencing secured and maintained in position for the duration of construction.

GENERAL

All planting work & plants shall be in accordance with all approved current/relevant horticultural & British Standard specifications including 'Nursery stock', 'Landscape Operations', 'Trees in relation to Design, Demolition & Construction', 'Tree Work' and the latest National Building Specification, National Plant Specification & HTA 'Handling & Establishing Landscape Plants. Herbicides, pesticides and other chemicals may only be used with the approval of the Contract Administrator. Use of chemicals shall be in accordance with all relevant guidelines and the manufacturers recommendations. Imported topsoil shall be a minimum specification of general-purpose grade, unless otherwise instructed. 1 cu.m approved compost/organic material/soil ameliorant per 20 sq m shall be cultivated into topsoil before planting. Peat shall not be used. Following planting all shrub beds shall be treated with an approved granular fertilizer at rates recommended by the manufacturer. All ornamental planting beds shall be mulched with 75mm depth medium grade ornamental bark mulch. All hedge and native planting shall be mulched with 75mm depth mushroom compost.

TOPSOIL

Imported topsoil shall be a minimum specification to current British BS 3882:2015 Standard Multi-purpose grade from an approved source in accordance to the above specification, unless otherwise instructed. 1 cu.m approved compost/organic material/soil ameliorant per 20 sq m shall be cultivated into topsoil before planting. Peat shall not be used.

MAINTENANCE

The defects liability period for planting shall be 12 months from completion of the works, to the current British Standard. During this period, any plant which is found to be dead, dying or otherwise defective shall be replaced at the expense of the contractor during the next planting season. The contractor shall make maintenance visits as required to ensure the successful establishment of the planting and maintain all shrub areas in a weed free condition. Monthly visits are required, to maintain all planted areas in a weed and litter free condition by hand weeding. Use of pesticides is to be avoided unless necessary and only after approval by the Contract Administrator. Maintenance to include watering, pruning, pest and disease control and re-mulching as required to current British Standard. At each maintenance visit between April and October Watering shall be carried out to field capacity of the shrub beds and native hedge during dry periods. Each tree should receive a minimum of 35L of water during each visit unless weather conditions render this unnecessary. Mulch will be topped up annually on all beds to a depth of 75mm. Final visit to be immediately prior to handing over and to include a fertilizer treatment of Enmag (6:20:10) at 100g/m2 and 25mm depth bark mulch top up to all ornamental planted area. Amenity grass mowing at two-week intervals during growing season, meadow grass maintained in accordance with seed supplier's recommendation. Maintenance to be carried out in years 2-5 to be agreed.

PLANT SCHEDULE

Trees - Trees planted into tree pits 75mm deeper than the root system and wide enough to accommodate roots when fully spread. Root balled trees to be dug 500mm wider and same depth as the rootball. If the site is on an uncultivated site or where clay soils could get waterlogged the tree pits should be 2-3 times the size of the rootball. Hedges - Planted into 450mm depth topsoil. Specimen Shrubs - Planted into 450mm depth topsoil. Ornamental Shrubs and Groundcovers - Planted into 450mm depth topsoil. Climbers - Planted into 450mm depth topsoil as indicated. Support to be provided as required. Grass area - 100mm depth topsoil

TREE PLANTING

All trees are to be planted as shown ensuring a minimum of 3 metres from drainage and with root barriers to protect nearby buildings and surfaces. Tree pits to have suitable topsoil to the current British Standard to a suitable depth, with irrigation, drainage, root protection, aeration, root cells as required to suit ground conditions, as approved by CA.




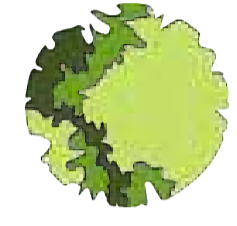
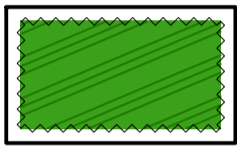


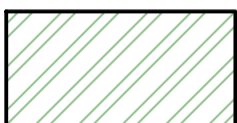
PLANT MATERIAL TREATMENT

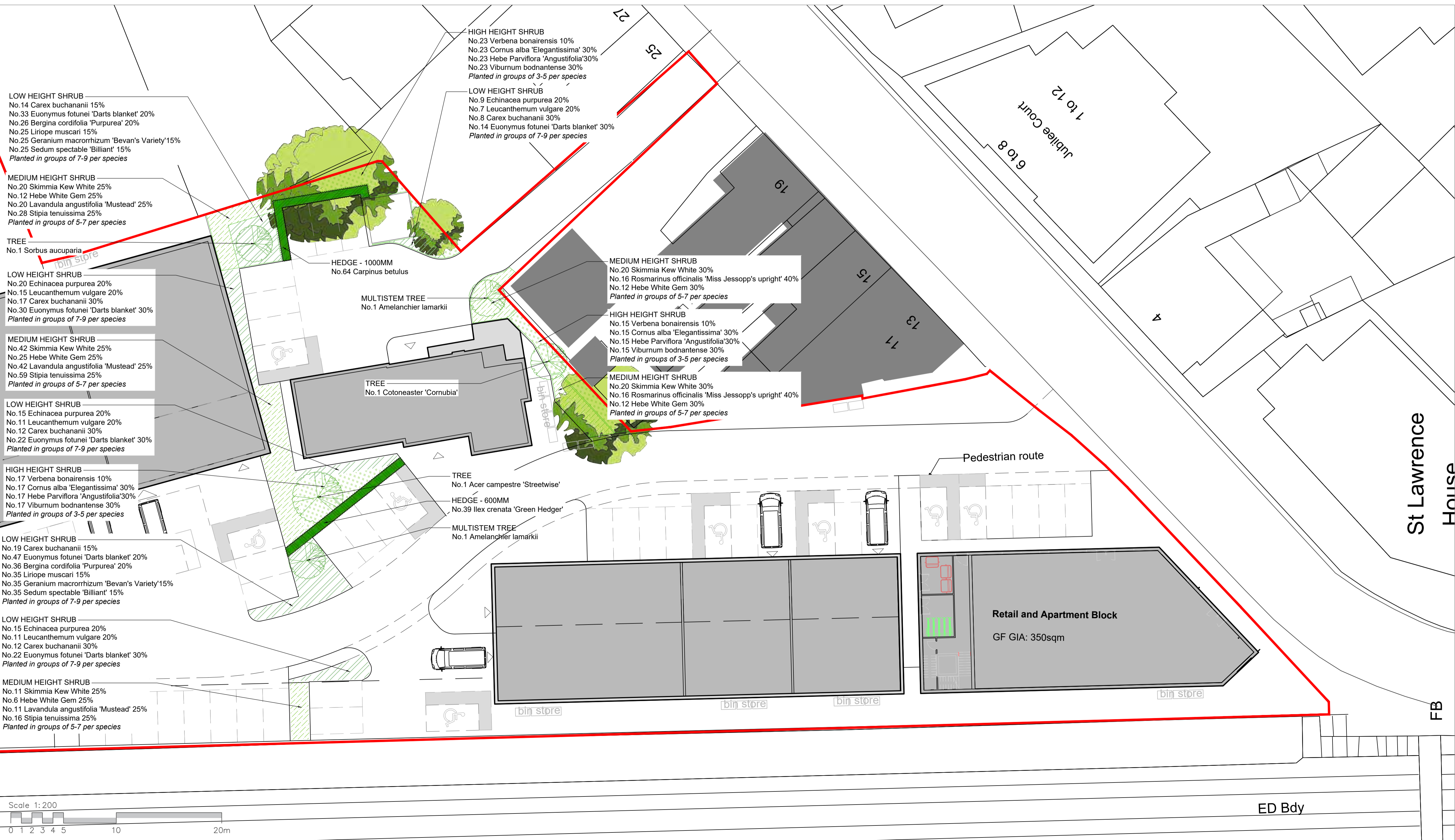
All to be British grown stock and fully hardened off. Root Dip - Proprietary Root Dip applied to all bare rooted stock (1) at time of lifting at nursery and (2) prior to planting. Anti-Desiccant - Proprietary anti-desiccant to be applied to foliage of all containerized root balled material in leaf, specimen conifers and evergreen etc., (1) prior to transportation and (2) during any delay in planting.

Pruning - Allow for pruning of all deciduous trees and shrubs by 113rd following planting at Landscape Architects instruction or as indicated in the planting schedule. Tree stakes and ties - Stakes to be pressure treated, round, smooth and peeled larch or chestnut, not less than 100mm in diameter. Advanced nursery stock - double staked with cross bar.

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LANDSCAPE KEY

-  SITE BOUNDARY
-  PROPOSED BUILDING LINE
-  PROPOSED STREET TREE
Further information - See plant schedule for species and specification
-  EXISTING TREE
-  ORNAMENTAL HEDGEROW
Further information - See plant schedule for species and specification
-  HIGH HEIGHT SHRUB PLANTING
Further information - See plant schedule for species and specification
-  MEDIUM HEIGHT SHRUB PLANTING
Further information - See plant schedule for species and specification
-  LOW HEIGHT SHRUB PLANTING
Further information - See plant schedule for species and specification



P03 19.04.2023 Updated planting layout JT
P02 28.07.2022 revised trees to match proposed layout, LB
P01 Initial Issue
revision / date / description / drawn

Gloucester House,
399 Silbury Boulevard,
Milton Keynes,
Buckinghamshire
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T 01908 303701
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client	Woolboro Group	scale	1:200
project	Station Road, Horley	date	01/07/2022
title	Softworks Plan	drawn	JT
		checked	LB
drawing number	06-1090-701	revision	P03
issue	S3 - Suitable for Review & Comment		

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Accommodation Schedule

Retail and Apartment Block

GF Retail Unit GIA: 289sqm

1F-3F Residential GIA: 944.5sqm

Unit 1 = 185sqm Light Industrial (1992sqft)

Unit 2 = 185sqm Light Industrial (1992sqft)

Unit 3 = 323sqm Light Industrial (3477sqft)

Old Brewery Building Offices
Total GIA 413sqm

Unit 4 = 382sqm Light Industrial (4116sqft)

Unit 5 = 526sqm Light Industrial (5660sqft)

Unit 6 = 520sqm Light Industrial (5597sqft)

Unit 7 = 381sqm Light Industrial (4104sqft)

Total Light Industrial (B8 / E-g(iii)) GIA = 2503sqm (26938sqft)

Total Office GIA= 411sqm

Total Retail = 289sqm

Total Residential = 2no 1b2p flats

2no 2b3p flats

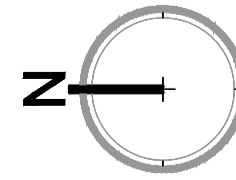
4no 2b4p flats

2no 3b6p flats

Total Parking 52 spaces



0 5 10 20m



mixed use development station road, Horley
proposed site layout (block plan)

number: 4137/P003_Rev r | date: june 2022

scale: 1:250@A1 | drn: gl.chkd: gve.appd: ge

client: woolbro group
subject to site survey and L.A. approvals

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North Elevation
1 : 100



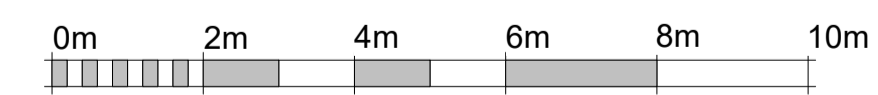
West Elevation
1 : 100



South East Elevation
1 : 100



East Elevation
1 : 100



VISUAL SCALE 1:100 @ A1

Rev	Revision Description	Issued by	Date
D	New building design	gl	6/4/23
C	Building reference updated	gl	1/7/22
B	Minor updates	gl	28/06/22
A	Elevation updates	gl	23/06/22

subject to site survey and LA approvals

general notes:

- this drawing shall not be scaled.
- all dimensions shall be checked on site, where applicable, prior to commencing the works.
- all works shall conform to the current edition of the building regulations and other relevant statutory requirements.
- all materials and workmanship shall conform with the relevant british standard specifications and codes of practice.

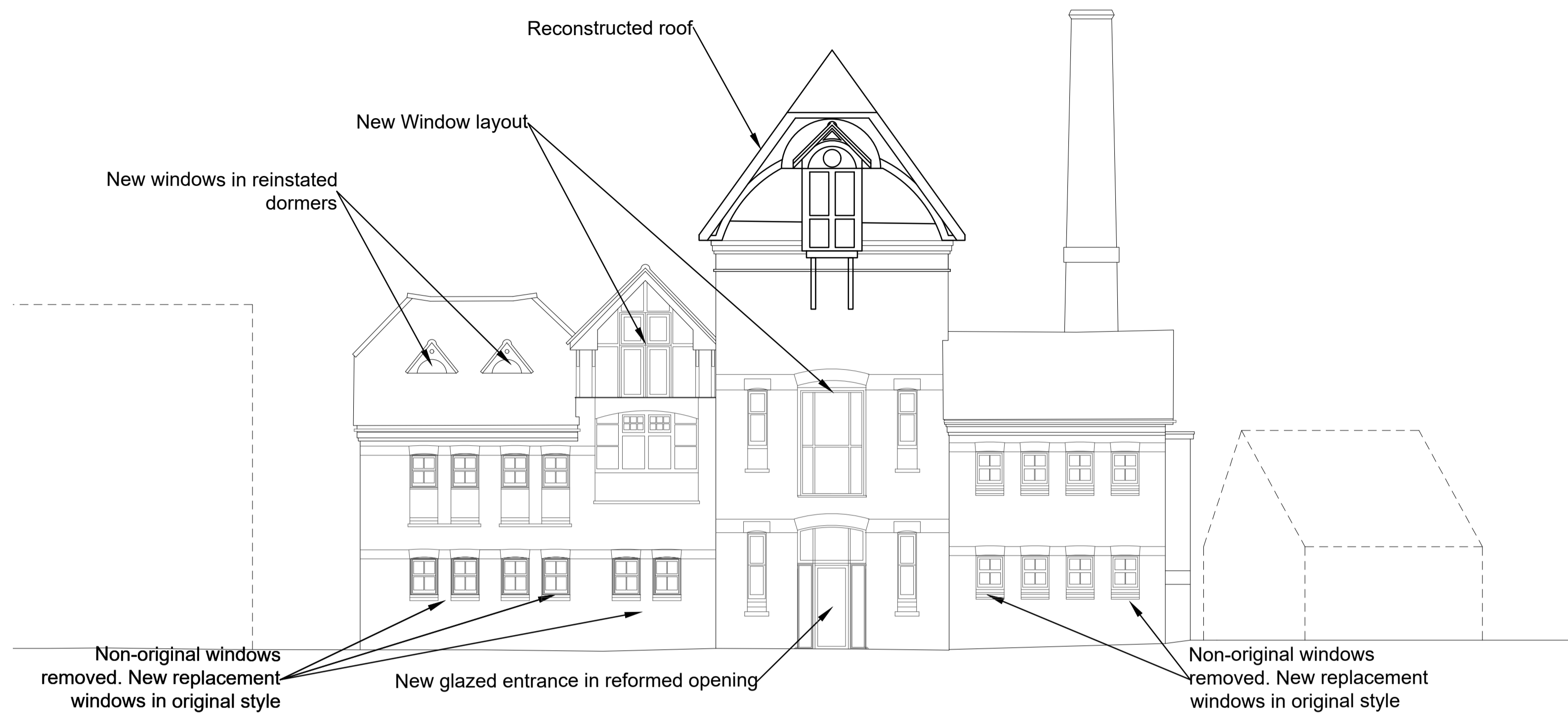
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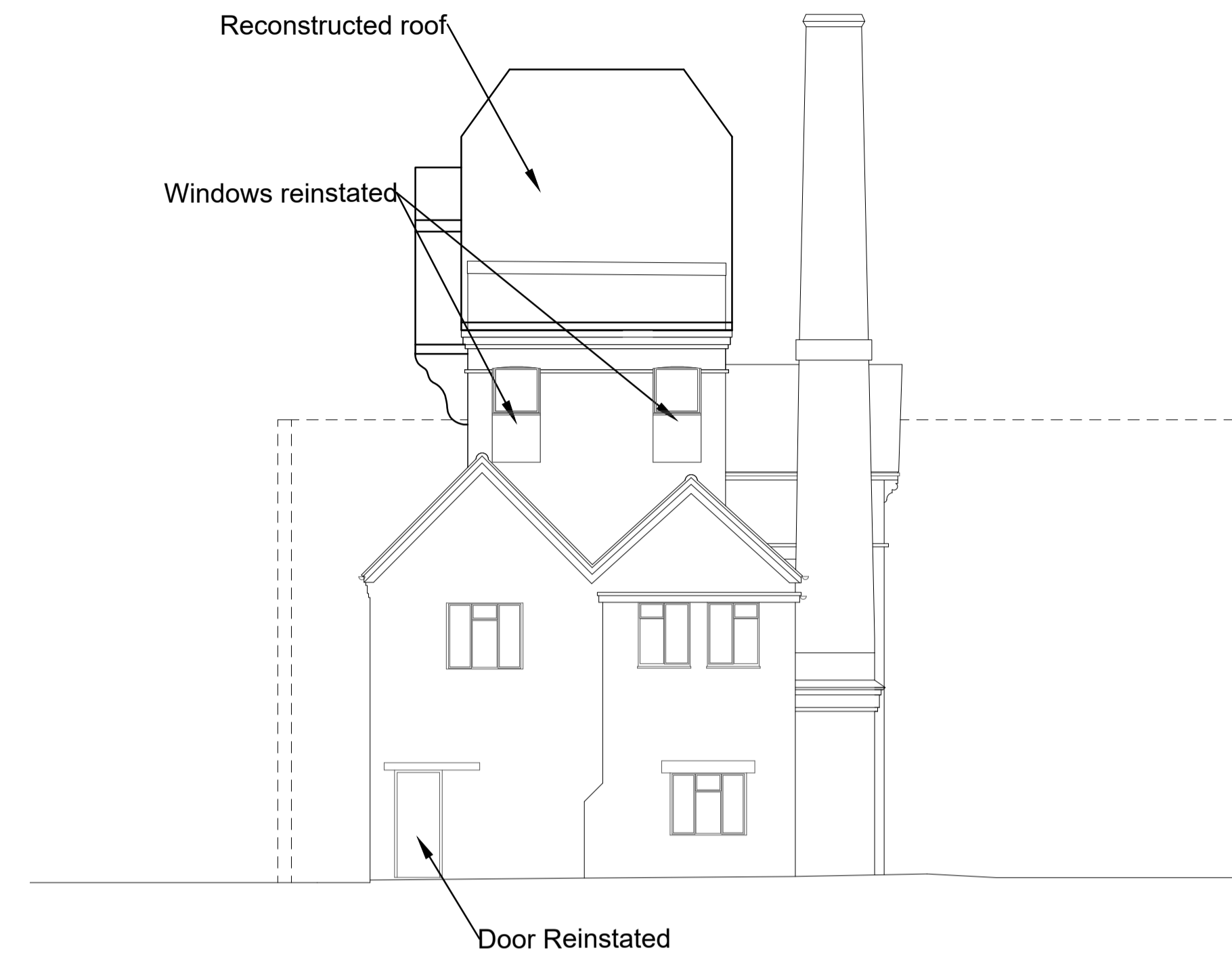
all works shall be carried out in a safe manner, by competent persons, strictly in accordance with all current statutory provisions and other competent advice relating to the health and safety of all work people and others.

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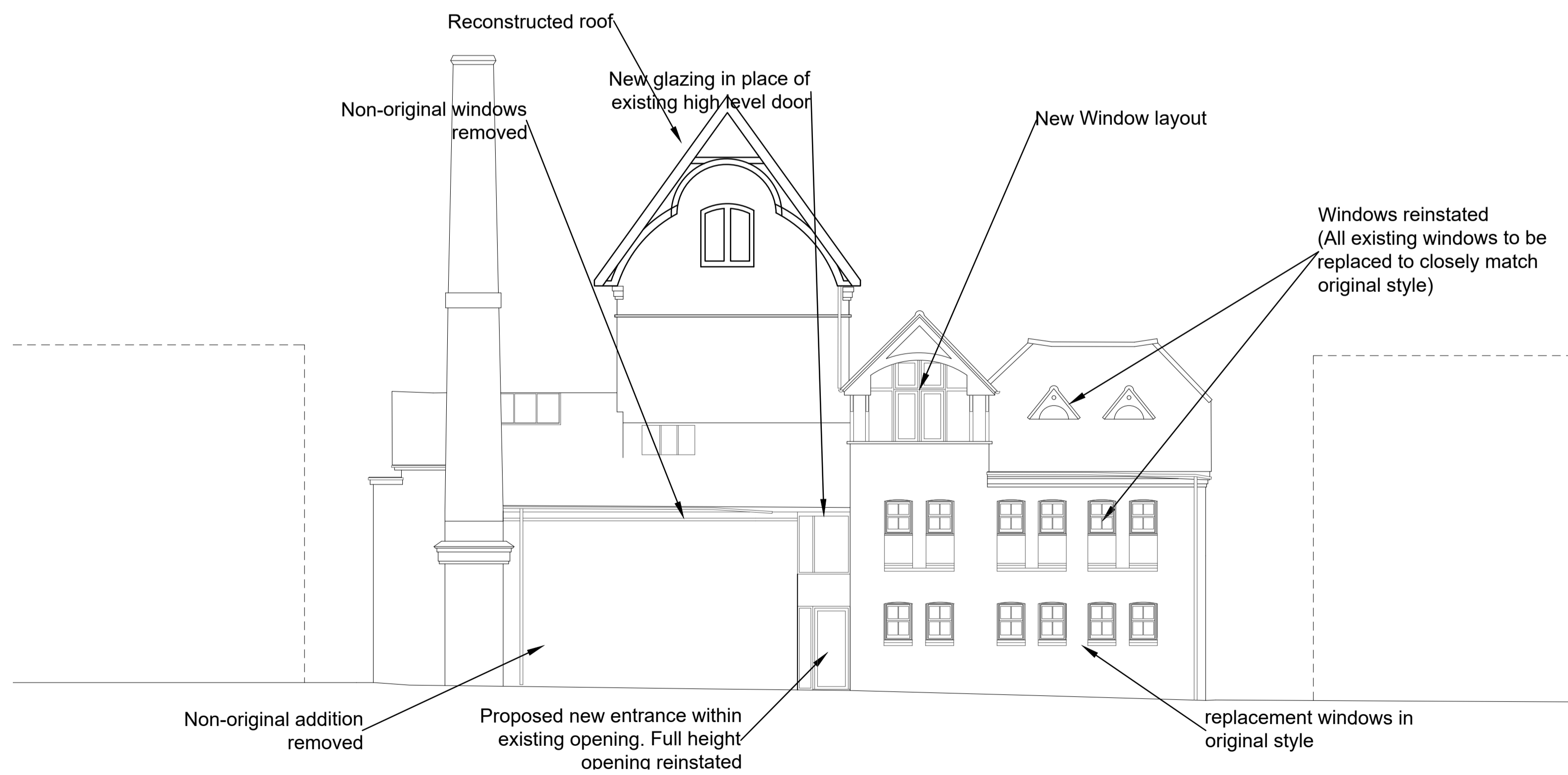
project: 4137 Station Road, Horley dm: gl chkd: gve appd: ge
 client: Woolbro Group
 drawing: Retail and Apartment Block - Proposed Elevations
 scale: 1 : 100@A1 status: Planning
gdmarchitects dm: P200 rev: D



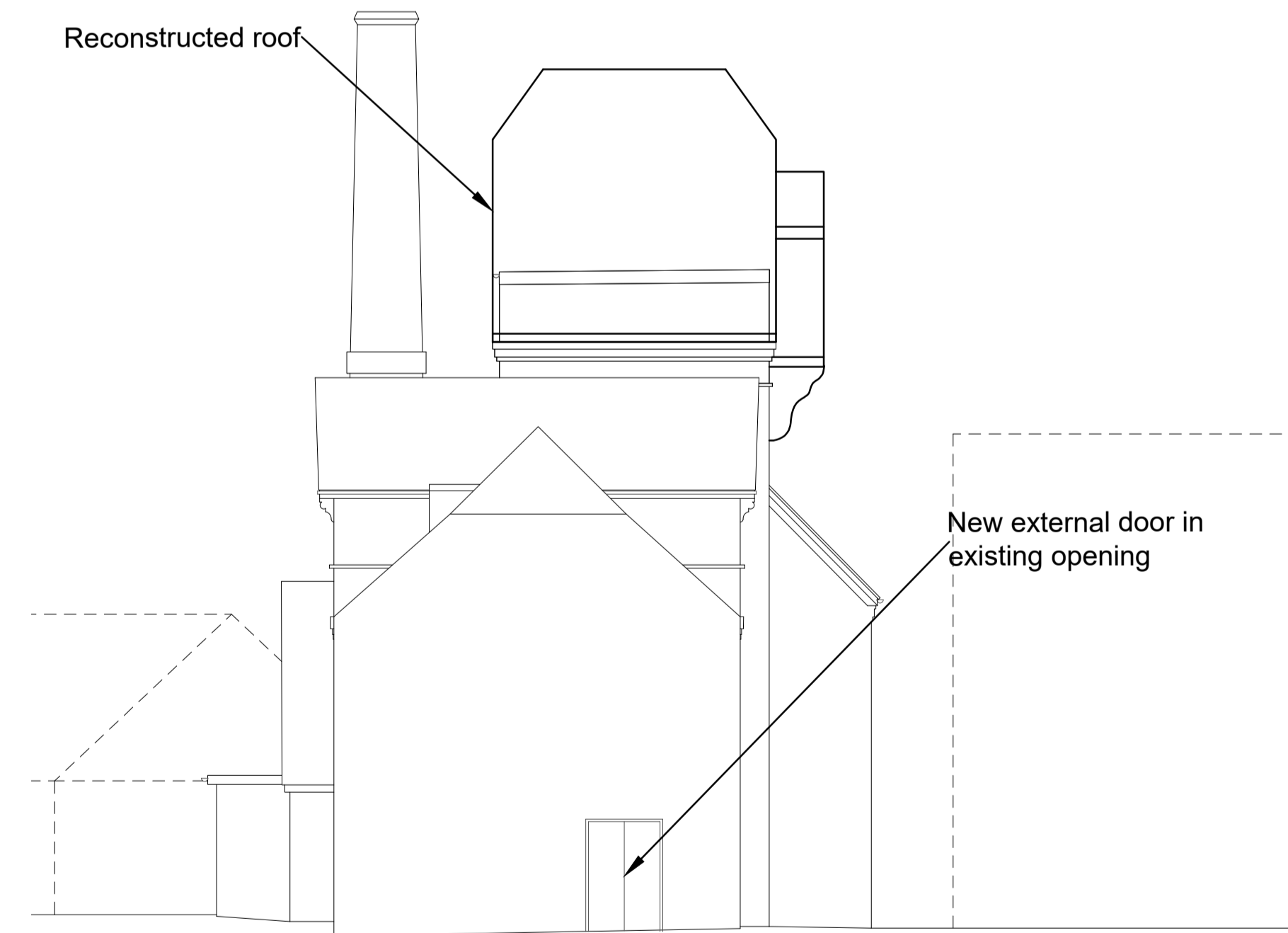
Elevation A:A
1:100



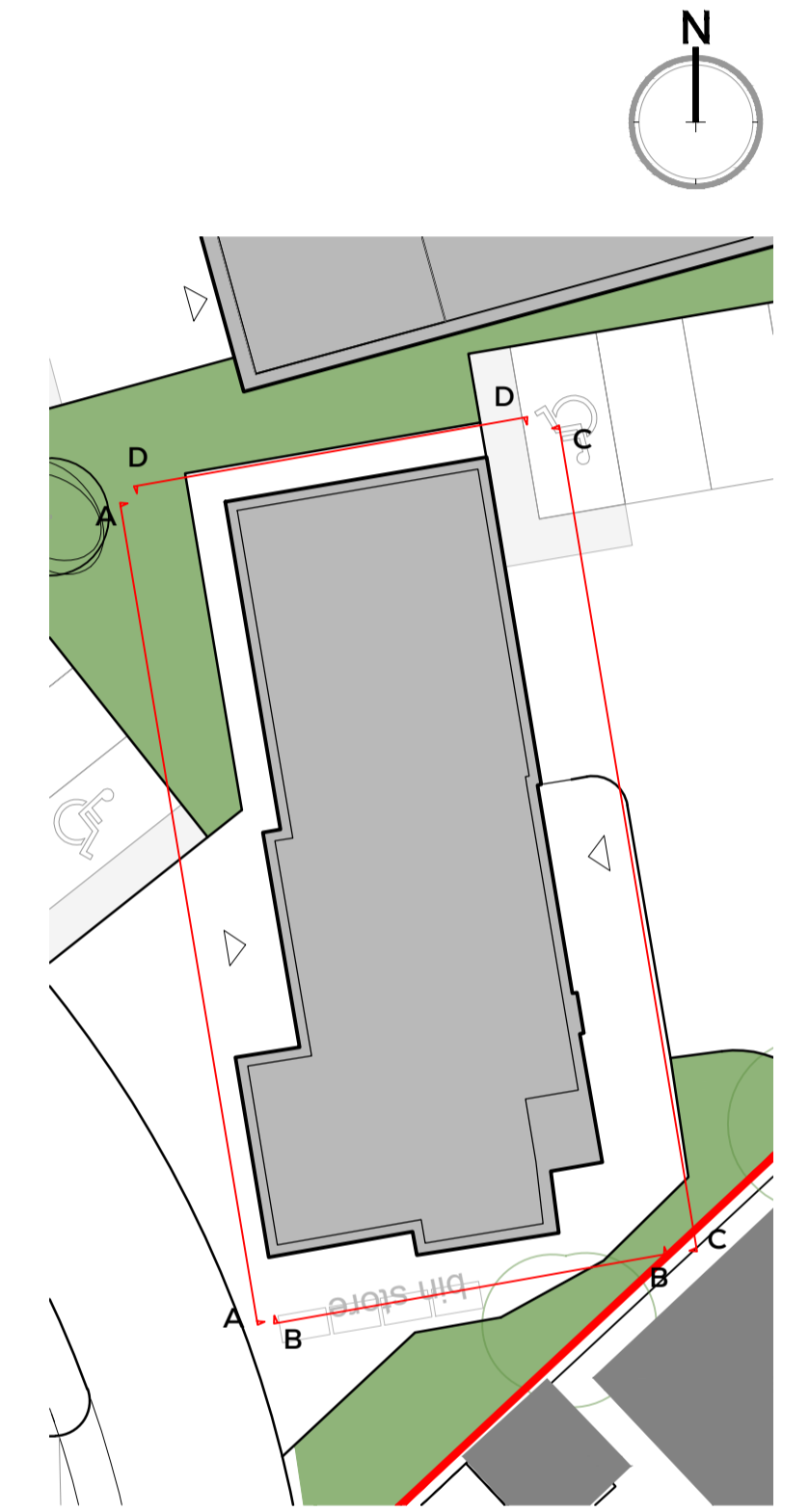
Elevation B:B
1:100



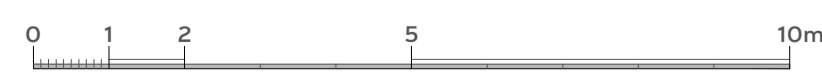
Elevation C:C
1:100



Elevation D:D
1:100



Proposed Key Plan
NOT TO SCALE

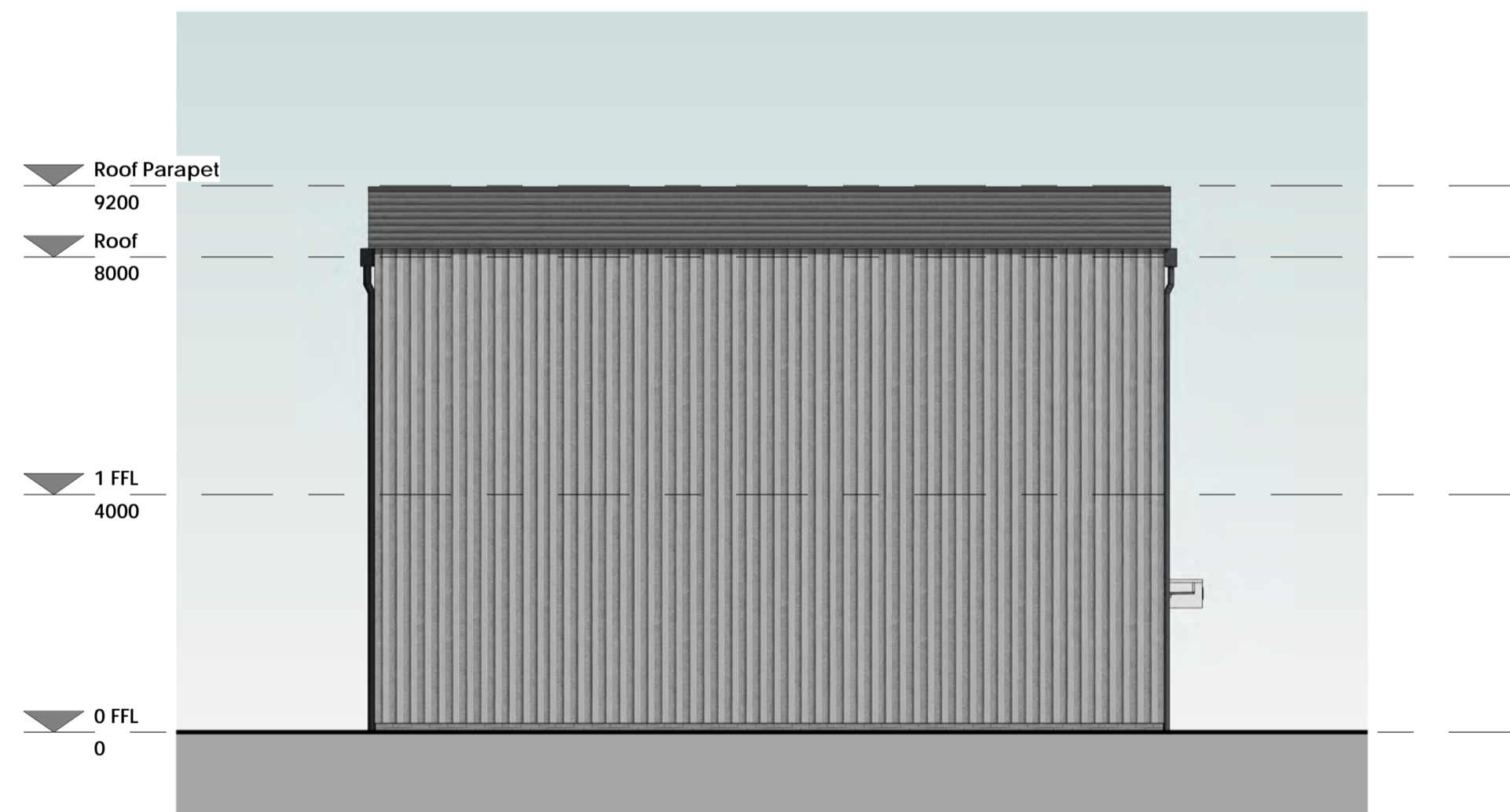




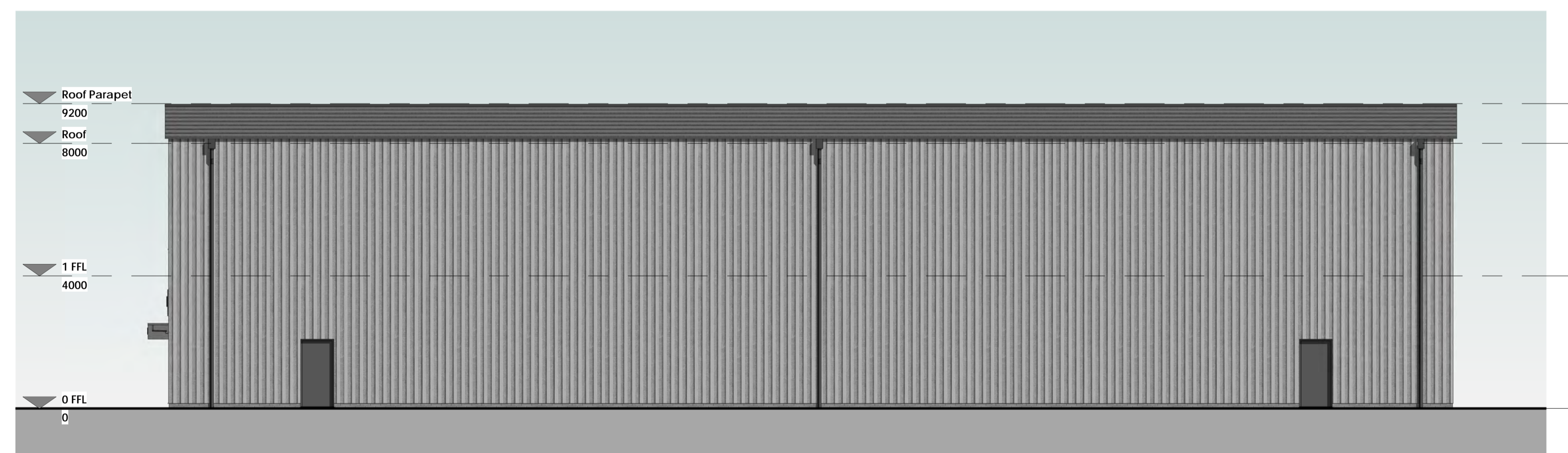
East Elevation
 1 : 100



North Elevation
 1 : 100



South Elevation
 1 : 100



West Elevation
 1 : 100

subject to site survey and LA approvals

general notes:

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Rev	Revision Description	Issued by	Date
C	Updated to revised location	drm	06/04/23
B	Building reference updated	gve	1/7/22
A	External walls altered to client requirements	gve	28/06/22

project: 4137 Station Road, Horley
 client: Woolbro Group
 drawing: Units 1-3 Proposed Elevations

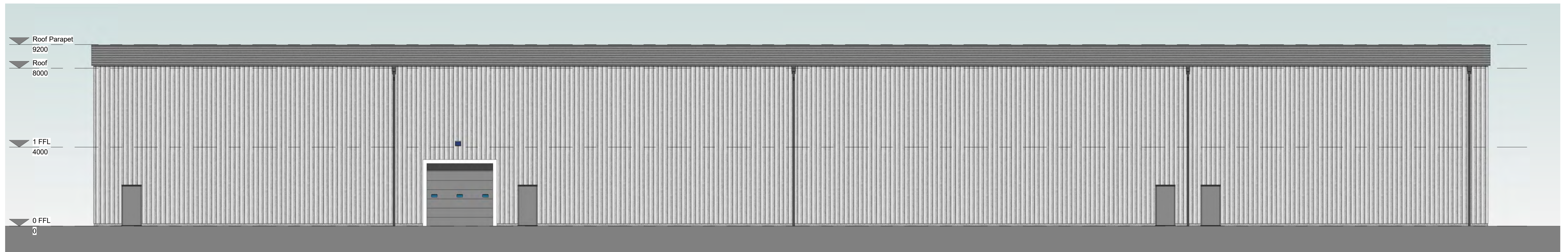
scale: 1 : 100@A1
 status: Planning

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 the master's house, college road, maidstone, kent. ME15 6YQ tel: 01622 760670 fax: 01622 760671 email: info@gdmarchitects.co.uk

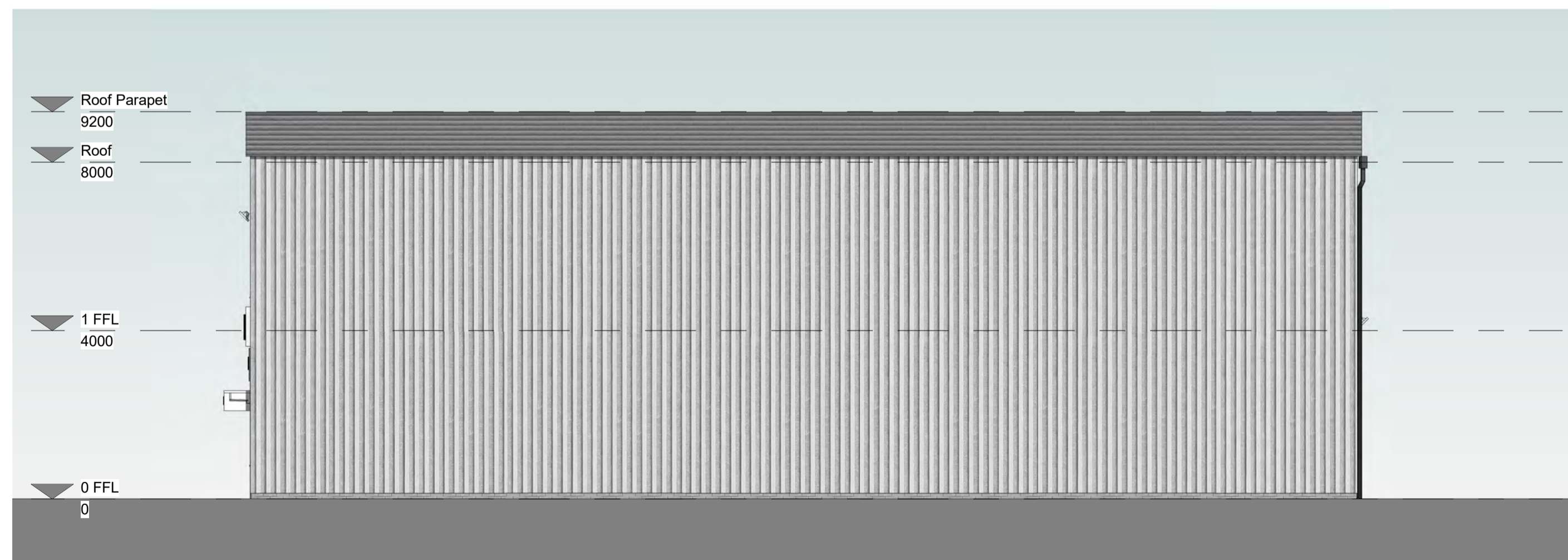
rev C
 P201



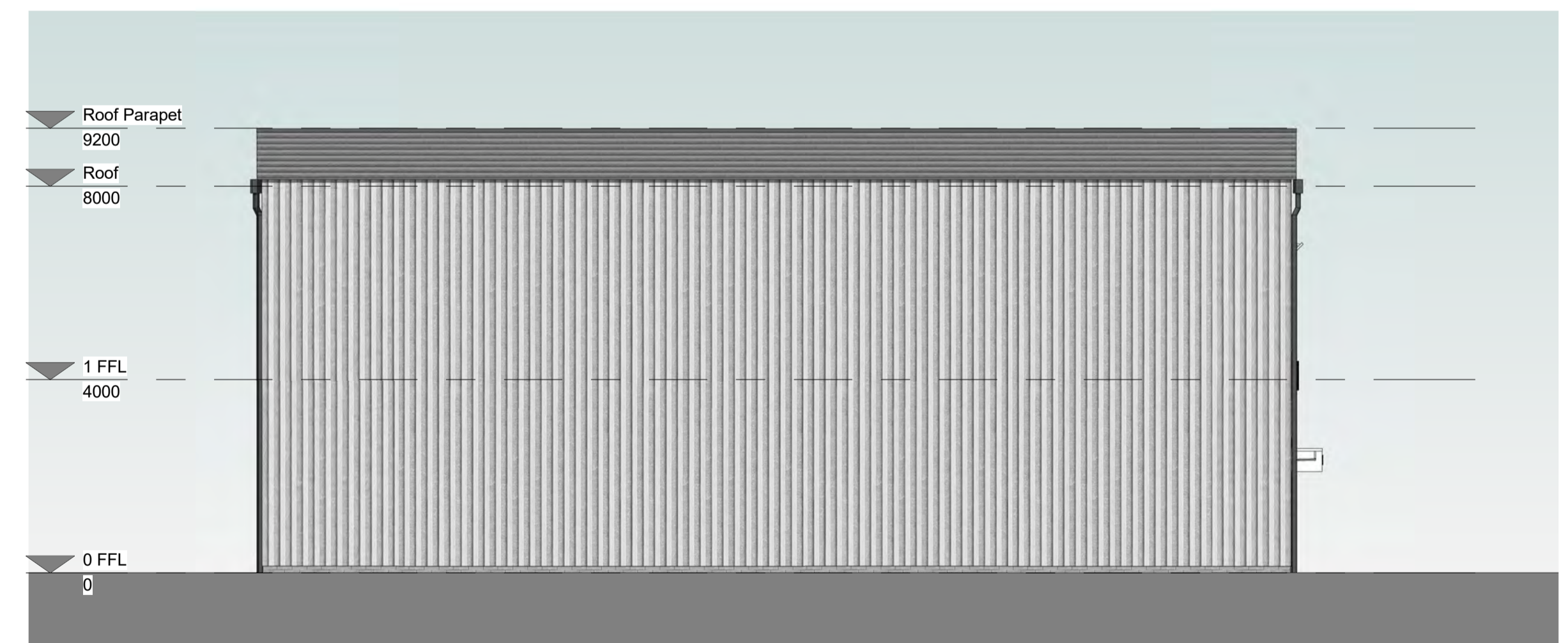
West Elevation (front)
 1 : 100



East Elevation (rear)
 1 : 100



South elevation (side)
 1 : 100



North Elevation (side)
 1 : 100

Rev	Revision Description	Issued by	Date
C	Building reference updated	gl	17/22
B	External walls altered to client requirements	gl	28/06/22
A	Plinth wall updated	gl	20/06/22

subject to site survey and LA approvals

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- all materials and workmanship shall conform with the relevant british standard specifications and codes of practice.

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project: 4137 Station Road, Horley
 client: Woolbro Group
 drawing: Units 3-6 Proposed Elevations

scale: 1 : 100@A1
 status: Planning
gdmarchitects
 rev C