 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	21 st March 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	5	WARD: Redhill East

APPLICATION NUMBER:	17/02876/F	VALID:	11 December 2017
APPLICANT:	Solum Regeneration (Redhill) LLP	AGENT:	WYG
LOCATION:	REDHILL YOUTH ASSOCIATION HALL, MARKETFIELD ROAD, REDHILL		
DESCRIPTION:	Demolition of existing building to provide 50 residential units (including affordable housing) and a community hall, together with bicycle spaces, plant, internal refuse storage, roof-garden and associated landscaping.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the demolition of the existing building and redevelopment of the site to include a new community use, 50 residential units, new public realm and associated works.

The existing hall has been in active use by a number of community groups, most notably the Redhill Corps of Drums and is clearly considered to be a community use for the purposes of local policy. Whilst these existing more “active” D2 type community uses would not be accommodated in the replacement unit, evidence has been provided to demonstrate that there would be adequate alternative facilities for such groups in the surrounding area, a position supported by the Council’s Community Development Team. Correspondence has also been received from the existing tenants confirming the support, including financial, which the applicant has provided in helping them to relocate to these alternatives.

In terms of the replacement hall, whilst smaller than the existing, it would be of much improved quality and modern facility for which there is considered to be a need. The applicant has agreed to transfer the unit to the Council on a long-leasehold interest. This is felt to be the optimal solution, giving the Council long-term control over the future use and management of the premises to make sure it is available to best meet the needs of Redhill. A contribution of £200,000 towards the fit-out of the unit for future use has also

been negotiated with the applicant. Taking all into account, the replacement unit is felt to meet the requirements of local policies.

Whilst the proposal would represent an increase in scale of built form compared to the existing low level community hall, the height, scale and massing is felt to be acceptable given the existing and emerging context of larger scale development along the A23 and responds appropriately to the two larger landmark buildings proposed on the Liquid & Envy and Marketfield Way schemes. In particular, the staggered height reflects the “stepping down” in scale which was designed into the adjoining Liquid & Envy scheme and avoids a too dominant feel onto Marketfield Way. The appearance, detailing and materials palette also takes some cues from these two schemes, ensuring there is a degree of design consistency between them but without appearing monotonous or repetitive. A new area of public realm is proposed to the north of the building. This would provide a much improved pedestrian link between Marketfield Way and railway underpass and is felt to be a welcome addition.

The application proposes a car-free scheme with no on-site parking. Given the highly accessible nature of the site, the absence of dedicated parking is not felt to be objectionable and the County Highway Authority have raised no concerns in respect of highway safety. Through conditions and the legal agreement, measures to promote sustainable travel – including provision of car club membership for future occupiers – will be secured.

No material harm is identified to the amenity of neighbouring properties and, subject to conditions, it is considered that the development would offer a good standard of accommodation and amenity for future occupants. In addition, whilst the scheme is partially in Flood Zone 2, it is felt to pass the Sequential Test and the Environment Agency are satisfied that subject to conditions, the development would be acceptable in terms of impact on flooding and safety of future occupants.

In terms of affordable housing, the application was accompanied by an open book viability appraisal which has been independently appraised by consultants on behalf of the Council. Following this review, Officers have engaged in negotiations with the applicant and through this have secured an improved affordable housing offer of 7 units (equivalent to 14% and up from 5 units originally offered) of shared equity tenure. Based on the conclusions of the independent review – which are discussed in fuller detail in the main body of the report – this level of provision is felt to be reasonable and justified given the viability of the scheme, the provision of the new community unit and costs associated with both the realigned and improved station subway works and remediation necessary. It is therefore acceptable in the context of Policy CS15 of the Core Strategy.

The scheme would contribute to meeting local housing requirements and would bring consequent social, economic and financial benefits all of which weigh in favour of the scheme.

RECOMMENDATION(S)

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure:

- (i) 7 units of affordable housing as shared equity tenure;
- (ii) The provision of a new community facility to an agreed shell & core specification and transfer of a long-leasehold interest in the facility to the Borough Council at a peppercorn and otherwise reasonable terms
- (iii) A contribution of £200,000 towards the internal fit-out of the community facility
- (iv) Car club membership for all residents for a period of 3 years
- (v) A contribution of £4,600 towards the monitoring of a Travel Plan for the development
- (vi) The Council's legal costs in preparing the agreement;

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

In the event that a satisfactorily completed obligation is not received by 31 June 2018 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to make adequate provision for: affordable housing, the satisfactory replacement of the existing community use and measures to promote sustainable travel and is therefore contrary to policies Cf1, Mo4 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and policies CS12, CS15 and CS17 of the Reigate and Banstead Core Strategy 2014.

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Consultations:

County Highway Authority: No objection subject to conditions and appropriate agreement to secure funding for Travel Plan monitoring. Response contains the following commentary:

“The proposed development is car free which is appropriate for the location of the site.

The site is located within a suitable location, being within 400 metres of the bus and train station and within 1000 metres of Redhill town centre and its key every day facilities. The streets surrounding the site have either double yellow or single yellow line parking restrictions. They also have controlled parking bays. This means that it is not legally possible to park in a dangerous location. Given the location of the site and the parking restrictions on the roads surrounding the site, it is likely that the proposed development would be attractive to no car owning residents. To support this, there are three nearby car club vehicles, which the developer is proposing to offer free three years membership of the car club.”

Tree Officer: No objection subject to conditions

Community Development Manager: Supports application, comments as follows:

“In my view, there are a range of church halls and other community facilities in Redhill and surrounding areas which can be used for noisy / highly active community uses, including (but not limited to) Redhill Baptist Church, Redhill Methodist Church, Holy Trinity Church, Christ Central, St Matthew’s, St Joseph’s, the Salvation Army, and local scout halls. The fact that the current tenants have found alternative premises in my mind confirms this view.

Given the proposed residential development, in my view, highly active community uses are not best suited to the proposed community space. However, other community uses, such as co-location of voluntary organisations would be much better suited to the space. There is a real lack of suitable space in Redhill and the surrounding area for this type of activity at the moment. Providing an affordable opportunity for some of our voluntary sector partners to co-locate would provide real tangible and lasting benefits to our residents. The back office activities, combined with some resident facing activities (such as 1:1 appointments), would comfortably co-exist with the residential neighbours above.

My team and I fully support the proposed community space in this application.”

Contaminated Land Officer: Identifies potential for ground contamination to be present on and/or in close proximity to the site and therefore recommends conditions.

Noise Officer: No objection subject to conditions regarding noise mitigation and to manage the impact of the proposed community use

Air Quality Officer: No objection subject to conditions

Surrey Lead Local Flood Authority: No objection subject to conditions

Environment Agency: No objection subject to conditions

UK Power Networks: No objections

Surrey Crime Prevention Design Adviser: Objects due to lack of information and reference to security or creation of a safe environment.

Reigate Society: Objects due to concerns about 'canyonised' effect on Marketfield Road with effects on daylight, sunlight, wind and pollution. Considers height of building to be too tall and objects to the lack of parking, inadequate provision for servicing and no landscaping proposals.

Representations:

Letters were sent to neighbouring properties on 22nd November 2017; a site notice was posted 6th December 2017 and the application was advertised in local press on 7th December 2017.

A number of responses (neither objecting nor supporting) were received from one individual raising issues relating to waste collection, fire safety, the visual interpretations submitted with the application, tree replacement and crime and security.

A letter of support for the application has also been received from the Redhill Youth Association and a further letter from the Redhill Corps of Drums (the current users of the existing hall) setting out how the applicant has supported them in finding alternative accommodation has also been received.

1.0 Site and Character Appraisal

- 1.1 The site is located on the eastern side of Marketfield Way which is adjacent to Redhill Town Centre and in close proximity to the railway station.
- 1.2 The site presently comprises a single storey, low slung building which is used as a community hall. The building is set back within the site, with an area of open grounds and a belt of trees fronting onto Marketfield Way. The site slopes up relatively steeply from the road, such that the existing building is at a markedly higher level than the road. To the rear (east) of the site runs a pedestrian footpath which serves an underpass under the railway lines. There is a dense belt of trees to the east of the site on the railway embankment.
- 1.3 The site is partially within Flood Zone 2 according to EA Flood Maps and the Redhill Brook runs close to the site along Marketfield Way (although culverted).
- 1.4 The area surrounding the site is of mixed character both in terms of use and built form. Whilst presently typified by low level development (save for the Kingsgate House office development to the south), this edge of the town is in the process of transition with planning permissions granted for large developments to the north (former Liquid and Envy up to 10 storeys) and opposite on the western side of Marketfield Way (the mixed use scheme ranging up to 13 storeys). These prospective schemes are intended to act as the "landmark" buildings in this part of the town.
- 1.5 As a whole, the application site extends to approximately 0.19ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice relating to the redevelopment of the site was sought earlier this year. Advice was given in respect of the need to reconsider the height and bulk of the building, amenity of future and neighbouring occupants and the need to retain a community use.
- 2.2 Improvements secured during the course of the application: None
- 2.3 Further improvements to be secured through planning conditions or legal agreement: Various conditions are recommended to control landscaping, materials and other works to ensure a high quality development. A legal agreement will be required to secure the on-site affordable housing provision, the transfer of the community space on a long-lease to the Council, a capital contribution towards the fit out of the unit for future tenants and various provisions relating to sustainable travel.

3.0 Relevant Planning and Enforcement History

- 3.1 There is no relevant planning history

4.0 Proposal and Design Approach

- 4.1 The proposed development seeks planning permission for the demolition of the existing community hall and the erection of a new building comprising 50 one and two bedroom apartments and a new community facility with new public realm, landscaping and associated works.
- 4.2 The new building fronts on Marketfield Way and comprises two conjoined blocks, one slightly set back at upper floors. The blocks range in height from 6 storeys to the front adjacent to Marketfield Way, rising to the equivalent of 8 storeys to the rear adjacent to the railway line (partially owing to the change in levels across the site). The design approach in part reflects a contemporary grid composition, albeit the two "blocks" would have a separate visual identity.
- 4.3 An area of public realm incorporating new hard and soft landscaping is proposed around the building, including a new public space/pedestrian route to the north of the building between Marketfield Way and the underpass. The development is proposed to be car free with no parking provision made on site.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.

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

<p>Assessment</p>	<p>There is a varied townscape, architecture and public realm around the station and the town centre. The quality of architecture is mixed without a distinct character style. There is limited enclosure and activity along Marketfield Way at present with the west side occupied by a large open car park and the rear elevations of the High Street. The existing trees provide some enclosure. To the east the character of this locality is dominated by the rail line and station which are elevated above the application site. The existing building is of poor architectural quality and does not contribute positively to the townscape.</p> <p>The trees adjacent to the site provide a positive contribution but the quality and condition is not the best quality for this location.</p>
<p>Involvement</p>	<p>Pre-application advice was sought from the Council in 2017 and design of the scheme amended in response. The applicant held a public exhibition on 20th November 2017 within the town which was advertised in the local press and through leafletting. The most common concern raised amongst local consultation was car parking.</p>
<p>Evaluation</p>	<p>The Design & Access Statement sets out the evolution of the design of the scheme, as a result of the pre-application discussions. This includes a revisions to the form, height and massing of the building as well as inclusion of a community use. The Design & Access Statement discusses the various options considered through the design process in respect of footprint and massing of the building and elements of design detailing (incl. balconies for e.g.)</p>
<p>Design</p>	<p>The applicant's justification for the chosen design is that it responds to and achieves an appropriate relationship with the emerging context of the Liquid & Envy and Marketfield Way developments. The development seeks to contribute to continuity of townscape and enclosure along Marketfield Way. The scheme seeks to deliver a new, improved public realm link to the underpass and create a public realm setting to the development. The appearance of the elevations are designed to sit comfortably with these two emerging developments.</p>

4.6 Further details of the development are as follows:

Site area	0.19ha
Existing use	Community hall (D2)
Proposed use	Residential (flats) and community facility
Net increase in dwellings	50
<i>Of which affordable</i>	7 (14%)
Proposed site density	263 dwellings per hectare (dph)
Density of the surrounding area	Varied 493dph – Liquid & Envy (as approved) 260dph – Marketfield Way (as approved) 382dph – Nobel House (as built)
Proposed parking spaces	Nil
Parking standard	BLP 2005 – 58 spaces (maximum)
Estimated CIL contribution	Nil (within Town Centre nil rated zone)

5.0 Policy Context

5.1 Designation

Urban Area
Flood Zone 2
Air Quality Management Area
Integrated Mixed Use Scheme

5.2 Reigate and Banstead Core Strategy

CS1(Presumption in favour of sustainable development)
CS4 (Valued townscapes and historic environment)
CS5 (Valued people/economic development),
CS10 (Sustainable development),
CS11 (Sustainable construction),
CS12 (Infrastructure delivery)
CS13 (Housing delivery)
CS14 (Housing needs of the community)
CS15 (Affordable housing)
CS17 (Travel options and accessibility)

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Housing	Ho9, Ho10, Ho13, Ho16
Employment	Em7
Community Facilities	Cf1, Cf2, Cf3
Movement	Mo4, Mo5, Mo6, Mo7

Utilities
Redhill Town Centre

Ut4
Rd3

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Redhill Town Centre Area Action Plan Consultation Draft 2012

Supplementary Planning Guidance

Developer Contributions SPD

Affordable Housing SPD

Local Distinctiveness Design Guide

Surrey Design

Other

Human Rights Act 1998

Community Infrastructure Levy Regulations
2010 (as amended)

Conservation of Habitats and Species
Regulations 2010

6.0 **Assessment**

6.1 The application site comprises the Redhill Youth Association Community Hall, an active existing community use. The site is adjacent to Redhill Town Centre boundary (as per the 2005 Borough Local Plan) and falls within a designated Integrated Mixed Use development area. The site is partially within Flood Zone 2.

6.2 The main issues to consider are therefore:

- community use
- design and impact on the character of the area
- effects on the amenity of neighbouring properties
- access, parking and highway implications
- trees and landscaping
- affordable housing and infrastructure contributions
- noise and air quality
- flooding and drainage
- other matters

Principle of development and loss of community use

6.3 The existing site comprises the Redhill Youth Association Community Hall and is therefore in active community use. In this respect, the provisions of Policy Cf1 (and similar provisions of Core Strategy Policy CS12) apply. Both of these policies seek to resist the loss of community facilities unless the existing use is surplus to requirements or equivalent/better provision is to be made.

6.4 The hall presently provides space for – and is actively use by – a number of community groups, most notably the Redhill Corps of Drums. As part of the submission supporting the application, the applicants have provided details of a number of alternative community facilities and halls in the surrounding area which

have capacity for, and would be available to, the groups and activities which presently use the Youth Association Hall. This includes a variety of school and church halls as well as community and village halls. The Council's Community Development Team was consulted on the application and confirmed that – based on their experience and knowledge in this area – they agree with this conclusion.

- 6.5 In addition, the applicant has been proactively working with the present tenants to support them in finding appropriate alternative accommodation as well as assisting them to ensure any such move is affordable (through a £12,500 grant). This is confirmed in a letter which has been received from the existing tenants (Redhill Youth Association and Redhill Corps of Drums) in response to this application.
- 6.6 On this basis, given the availability of alternative facilities in the surrounding area, it is not considered that the loss of the existing hall would prejudice the ability of the types of clubs, groups and activities which presently run out of the hall to continue operating in the area.
- 6.7 However, whilst this is the case, this alone is not considered to prove that a community use of this site is surplus to requirements. No marketing has been undertaken on the current building to demonstrate whether it would be attractive to any other community uses. On this basis, through the pre-application process, the applicant was advised that any redevelopment would need to incorporate a replacement community facility.
- 6.8 This is reflected in the current application which includes provision of a new community space of c.250sqm. Although slightly smaller than the existing premises, it would be of demonstrably better quality and more modern accommodation. Whilst its siting alongside residential uses may introduce some limitations on the activities which might be appropriate within the unit, the Council's Community Development Team have confirmed that it would nonetheless be a valuable, useful and viable unit for a community use. In particular, they identify – for example – a specific need for accommodation to provide a “hub” for voluntary sector organisations operating within the local area (to provide a space from which they could offer their services as well as running courses, training and the like for local people) for which the proposed unit would likely be appropriate. It is therefore considered that a unit in this location, and of the size and configuration proposed, would represent an “equivalent or better provision in terms of quantity and quality” compared to the existing hall.
- 6.9 However, in addition to the physical accommodation, the management and “ownership” of the community space is also material. Whilst the specific future tenant(s) is not a material planning consideration and not appropriate to determine at this stage, it is appropriate to ensure that – through the planning process - adequate measures and mechanisms are in place to ensure that the space would be genuinely available for, and affordable to, community groups in the same way as the existing premises.
- 6.10 In this respect, through negotiation, the applicant has agreed to transfer the community space to the Borough Council on a long-leasehold interest (at a peppercorn rent and on otherwise reasonable terms). This would be secured

through a legal agreement and would provide the Council with long-term control over the future use of the premises to ensure that they are used and made available in a way which would best meet the needs of Redhill and the borough more generally. This is considered to be the optimal solution in terms of the future management of the space. Discussions as to the specific future tenants would be a separate matter for the Council in due course. In addition to the above provisions, a contribution from the developer of £200,000 toward the fit out of the community space has also been negotiated and this will be again be secured through a legal agreement.

- 6.11 It is therefore considered that, subject to securing the provisions above through an appropriate legal agreement, the community space proposed within the scheme, both physically and in terms of the management thereof, would represent an adequate replacement for the existing use. In this respect, the proposals therefore comply with policy Cf1 of the Local Plan, CS12 of the Core Strategy and the relevant provisions of the Framework.

Design and impact on the character of the area

- 6.12 The proposals were subject to extensive pre-applications discussions with Officers regarding the proposed scale and design. Improvements were secured through this process, including a reduction in height and changes to the form of the building to improve its overall massing, in particular onto Marketfield Way.
- 6.13 The application is supported by a detailed design and access statement and townscape assessment which explain the rationale and impact of the proposed development, including in relation to the emerging schemes at Liquid & Envy and Marketfield Way.
- 6.14 In response to concerns about massing and scale onto the public realm, the building has been designed as two co-joined side-by-side blocks, the northernmost of which has been set back above first floor level and angled slightly away from the road frontage. The height of the building is also staggered, with a taller 8 storey element adjacent to the railway line and a lower 6 storey element fronting onto Marketfield Way.
- 6.15 This approach to the form, footprint and height of the building is considered to help achieve an appropriate relationship onto the public realm on the key thoroughfare of Marketfield Way, as well as an acceptable relationship in townscape terms to the emerging schemes in this part of the town. The angling and setting back of the two blocks helps break up the massing onto Marketfield Way and opens up the space and views between this proposal and the building on the former Liquid & Envy site to avoid them appearing as a consistent, unbroken elevation. This visual separation between the buildings is further aided by the proposed new corridor of public realm.
- 6.16 The height of the building, at 6 and 8 storeys, also represents a continuation of the "stepping down" and transition in scale which was designed into the front block of the Liquid & Envy scheme. Furthermore, the height is considered to offer this proposal a degree of subservience to the taller buildings on Liquid & Envy and Marketfield Way schemes, ensuring that it would complement rather than compete

with these two key landmark features. Given the set back of part of the taller part of the building and the more subservient height of the frontage, it is not considered that the proposals would give rise to an unacceptable “canyon” effect along Marketfield Way.

- 6.17 The appearance, detailing and materials palette is considered to be appropriate given the emerging townscape and architectural context in this part of the town. The two different “blocks” of the building have a degree of variety in terms of architectural style, detailing and materials which further helps to break up the mass of the building. The main element of the building fronting Marketfield Way would adopt the grid composition which is employed on the Liquid & Envy and Marketfield schemes, ensuring a degree of consistency between them. As with these schemes, the grid would be articulated with the use of inset recessed balconies and feature brick panels, including on the southernmost end of the building, which would ensure visual interest on this key and visually prominent element of the building. Whilst the less prominent railway elevations are of a simpler appearance, they are nonetheless felt to be appropriately designed.
- 6.18 As above, the plans include a new area of public realm around the building, principally to the north between it and the proposed Liquid & Envy scheme providing a new, improved link between Marketfield Way and the railway underpass which would be interspersed with areas of landscaping and planting to help soften this area. Furthermore, the proposed community facility would face onto and be accessed from the new public realm which would help to activate and provide natural surveillance to the new approach to the underpass. Overall, the proposed public realm is considered to be well designed as an integral part of the overall design and layout of the scheme (as required by Policy Ho9 (viii)).
- 6.19 Overall, it is recognised that the proposal would represent a demonstrable increase in scale of built form on the site compared to the existing community hall; however, on balance the height, scale, massing and design of the building is felt to be acceptable and complementary to the existing and emerging context of larger scale development in the surrounding area along the A23. The proposed public realm would represent a significant improvement to the pedestrian environment on this part of Marketfield Way and is a positive benefit of the scheme.

Effects on the amenity of neighbouring properties

- 6.20 The location of the site is such that, at present, the nearest existing neighbouring properties – particularly residential – are a considerable distance from the proposed building and would not experience any significant loss of amenity as a result of the proposed building.
- 6.21 However, in addition to the existing buildings, further residential units could be introduced in the immediate locality through the two approved schemes at former Liquid & Envy Station and Marketfield Car Park. These neighbours would potentially experience some change in relationship and amenity as a result of the development and an assessment needs to be made with regard to the level of harm in terms of privacy, light and overbearing.

- 6.22 During the course of pre-application discussions on the proposals, concerns were particularly raised regarding the proximity of the proposed building to, and its relationship with, the residential units in the southern end of the proposed Liquid & Envy scheme. To address this, improvements were secured at that stage which involved setting back the upper floors of the northern part of the proposed building. This change, coupled with the separation distance (c.11m), is considered to ensure that the proposed building would not be unduly overbearing on the future occupants of the Liquid & Envy scheme, particularly recognising the dense urban environment. The separation distances to the Marketfield Way scheme would similarly ensure the proposed block would not be overbearing or dominating.
- 6.23 The application was also supported by a detailed daylight and sunlight assessment which provides a comprehensive assessment of the impact of the proposed block on the consented schemes at Marketfield and Liquid & Envy. The Council's own Supplementary Planning Guidance advocates 45 and 25 degree rules; however, these mechanisms are simplistic and the findings of a more in depth analysis of vertical sky component, average daylight factors and sunlight hours should be favoured for complex schemes and urban environments such as this.
- 6.24 The submitted assessment demonstrates that, whilst there would be some daylight/sunlight impact on these developments, the vast majority of rooms in the proposed dwellings would continue to meet guidelines for daylight distribution (sky visibility) and for average daylight factors. In the small number of instances where guidelines would not be met, the transgression would be relatively small and/or the room would still achieve daylighting levels comparable to other rooms in the development. Mindful of the fact that the BRE Guidance stresses that the numerical guidelines should be interpreted flexibly and taking account of the town centre location of the site (where daylight expectations are generally somewhat lower than other locations), it is considered that the results demonstrate that the proposals would not give rise to serious overshadowing or loss of light so as to warrant refusal.
- 6.25 The northern end flank of the proposed development has been designed such that the only side facing windows towards the Liquid & Envy development would be towards the rear of the building. Given the respective siting of the building in relation to that development, any views would be at a tight angle and would thus not give rise to a harmful loss of privacy. The intervening tree cover would further restrict any views. The residential blocks proposed as part of the Marketfield Way approval would be sited further south than the southernmost part of the building and some 22-23m from it. Whilst these would ultimately be the closest residential properties to the site, the separation distances are such that future occupants of these properties would not experience undue loss of privacy.
- 6.26 Overall, the proposed building is not considered to give rise to an unacceptable loss of amenity and would achieve acceptable relationships to neighbours – existing and proposed – which would not be uncharacteristic in a central urban town centre environment such as this. It therefore complies with policy Ho9 and Ho13 of the Borough Local Plan 2005.

Accessibility, parking and highway implications

- 6.27 The development is proposed to be a car-free development, with no parking provided on site for either the residential dwellings or the community use.
- 6.28 Given the highly accessible location of the site, close to the centre of Redhill (with a wide range of shops and services available nearby), a short walk from the railway and bus stations, the absence of dedicated parking for the development in this highly accessible location is not considered to be objectionable. The County Highway Authority has confirmed in their response to the application that the absence of parking is not considered to give rise to a highway safety issue, noting that *“the proposed development is proposed to be car free which is appropriate for the location of the site...the streets surrounding the site have either double yellow or single yellow line parking restrictions. They also have controlled parking bays. This means that it is not legally possible to park in a dangerous location.”*
- 6.29 Mindful of the lack of parking, there is however a clear need for the development to promote and support future residents in accessing other sustainable travel options. In this respect, the applicant’s Transport Statement recommends a number of measures including provision of secure cycle storage, Travel Information Packs to be provided to occupants of the new homes and 3 year car club membership for each household. These measures, which will variously be secured through condition or legal agreement are considered proportionate and adequate to ensure that it would be a realistic option for future residents to be non-car owning.
- 6.30 Concerns have been raised in representations regarding the servicing of the development. In this regard, the proposals incorporate provision of a new restricted loading bay to the front of the building on Marketfield Way which would provide opportunity for servicing, waste collections and deliveries to take place without the need for vehicles to stop on, or obstruct, the carriageway. On this basis, it is considered that the development would make adequate provision for servicing as required by policy Mo6.
- 6.31 As discussed above, the proposals also incorporate a new area of public realm between the proposed building and adjoining former Liquid & Envy development. These works would benefit the pedestrian environment along Marketfield Way and particularly the link to the underpass beneath the railway line, providing a more direct and welcoming route into town.
- 6.32 Subject to the conditions proposed by the County Highway Authority, the proposal is considered to comply with policies Ho9, Mo4, Mo5, Mo7 and Mo10 of the Borough Local Plan and policy CS17 of the Core Strategy.

Flooding and drainage

- 6.33 As identified in the applicant’s Flood Risk Assessment, the site is largely within Flood Zone 1; however, a small part is within Flood Zone 2 according to EA Flood Mapping. In addition, the FRA notes some potential for pluvial (surface water) flood risk affecting a small part of the site.

- 6.34 Given the location of the site partially in Flood Zone 2, the applicant has undertaken a Sequential Test as required by national policy and concludes that there are no reasonably available sites in areas at lower probability of flooding capable of delivering the development proposed.
- 6.35 The Sequential Test provided by the applicant is considered to be sound. The search area within the Sequential Test is, broadly speaking, focussed on Redhill Town Centre: this is considered appropriate in this case given the specific regeneration ambitions and aspirations for the town centre as well as the fact that the development seeks to replace the existing community use. The sites reviewed and conclusions reached on each by the applicant are considered by Officers to be reasonable and, based on this, it is agreed that the Sequential Test is passed for this site.
- 6.36 The Flood Risk Assessment includes within it a series of mitigation measures to ensure that the development would be resilient to, and safe in the event of, a flooding event and would not give rise to risk of flooding elsewhere. These measures include flood resilient construction to ground floor plant areas, raising the floor level of the ground floor apartment above the 1% annual probability level (plus an appropriate freeboard), an appropriate drainage system and inclusion of a storage void to manage any displaced floodwater (with a volume far exceeding that which is calculated to be required).
- 6.37 The Flood Risk Assessment has been reviewed by the Environment Agency who has confirmed that they have no objection subject to conditions primarily related to the Redhill Brook. Surrey CC as the Lead Local Flood Authority have also responded to the application and, on the basis of the revised drainage strategy, raise no objection subject to conditions.
- 6.38 Based on the above, and taking account of the expert advice of the relevant consultees, it is concluded that the application passes the Sequential Test and, furthermore, would respond to the flood risk on site appropriately in terms of drainage, storage, resilience and safety measures. On this basis, the proposal complies with Policy CS10 of the Core Strategy, Ut4 of the Local Plan and the relevant national policy provisions.

Amenity for future occupants (including noise and air quality)

- 6.39 In terms of internal accommodation, the proposed units would be a combination of 1 and 2 bedrooms, ranging from 50sqm to 75sqm which meets the nationally described standard. In this respect, the units are considered to provide adequate internal space to meet the needs of day to day life.
- 6.40 The vast majority of the flats would have access to a modest private balcony providing some amenity space. In addition, a communal roof terrace and some small areas of outdoor amenity space at ground floor level are also proposed. Whilst outdoor amenity provision would therefore be relatively limited, future occupants would have very close access to the town centre and Memorial Park and would benefit from the amenities these provide. On balance, it is therefore

considered that the provision would be acceptable and not inconsistent with such an urban setting.

- 6.41 Given the position of the site between Marketfield Way and the railway line, it is considered to be sensitive in terms of noise and air pollution. The site specifically falls within an Air Quality Management Area.
- 6.42 The application was accompanied by an Air Quality Assessment which has been reviewed by the Council's Environmental Health team who have confirmed that they have no objection subject to the development following the ventilation approach set out in the applicant's Air Quality Assessment report. In terms of the proposed residential units, whilst the site is within the A23/Redhill Town Centre Air Quality Management area, Environmental Health has confirmed that due to the set back from the road. Furthermore, latest monitoring of NO₂ concentrations in the vicinity of the site shows a steady improvement in air quality over the past 5 years, with annual mean concentrations now comfortably below targets.
- 6.43 The application was also supported by a noise and vibration assessment, which identifies the level of noise likely to be experienced and potential noise intrusion into dwellings. The report specifies the measures required to ensure that acceptable internal noise levels would be achieved, including recommendations as to the specification of fabric and glazing on the building and the need to incorporate mechanical ventilation. This report has been reviewed by Environmental Health who confirms that they consider an acceptable level of amenity could be achieved for future occupants subject to conditions to secure the specified mitigation. Whilst noise levels on external amenity areas are likely to exceed recommended criteria, it is recognised that in an urban area such as this such guidelines are often unattainable. The report includes recommendations at the measures to reduce noise to lowest practicable levels including screening and balustrades to balconies. In terms of vibration, the report identifies that the levels experienced on site are comfortably below levels at which vibration is judged to become an issue.
- 6.44 In terms of the relationship between the proposed community use and the residential properties, the Council's Environmental Health department has identified this as a concern. On this basis, they encourage imposition of appropriate measures to manage the types of activities, hours of use (as appropriate) and sound insulation in the construction. These measures will be secured through a combination of conditions (see below) and through lease provisions on the community unit which are to be embodied in the legal agreement. Subject to these measures, it is considered that these two uses can co-exist without detriment to residential amenity.
- 6.45 In view of the above, the proposed development is considered to offer an acceptable level of amenity for future occupants and complies with the requirements of Policy Ho9 of the Borough Local Plan 2005 in this regard.

Trees and landscaping

- 6.46 Whilst in an urban environment, there are presently a number of trees on site – notably along the frontage with Marketfield Way – as well as tree cover along the railway embankment to the rear of the site, all of which contribute to the character and visual amenity of the area.
- 6.47 To accommodate the development, all of the trees along the frontage with Marketfield Way (which are a mixture of Grade B, C and U classified trees) are proposed to be removed. These are however proposed to be replaced with five new trees along the Marketfield Way frontage, and a further four trees within the area of public realm to the north of the site. The group of mature trees on the railway land to the rear of the site would be retained and protected during the course of the development.
- 6.48 The Tree Officer was consulted on the application and confirmed that whilst the trees to be lost make some contribution to the local landscape, they are of limited value as individual specimens. He also notes that the trees lost can be adequately replaced and that there is significant opportunity to add value to this development through replacement planting and landscaping on both the site frontage and to the rear of the development. With regards to the off-site trees, and most notably the off-site Horse Chestnut, the Tree Officer concludes that has raised no objections or concerns to the protection/monitoring measures proposed to safeguard off-site trees.
- 6.49 The conclusions of the Tree Officer are agreed. Whilst tree losses would occur, these would be adequately replaced with locally appropriate species and there would be ample opportunity for soft landscaping and planting to private areas around the building and within the new area of public realm.
- 6.50 Concerns have been raised in representations regarding the lack of detail regarding proposed landscaping; however, as above, the Design and Access statement submitted with the application provides a clear, well developed design which sets out the principles for the proposed hard and soft landscaping (including tree replacement) and examples of the likely planting and materials, all of which are felt to be acceptable. Final details would be secured through condition; however, from the information and plans submitted, it is considered that a high quality landscaping scheme which would be appropriate to the locale and which would contribute to the visual amenity of the area could be achieved.
- 6.51 Accordingly subject to conditions requiring submission and implementation of a landscaping scheme and tree protection the proposal would not have an undue impact on the arboricultural interest of the site and has the potential to enhance the visual amenity of the locality and would therefore comply with policies Pc4 and Ho9 of the Borough Local Plan 2005.

Community Infrastructure Levy (CIL) and requested contributions

- 6.52 As the proposals involve the creation of new dwellings, the development would technically be CIL liable. However, the site falls within the Redhill and Horley town centre charging zone (Zone 1) which is subject to a nil charge for residential development, reflecting the viability challenges which can be associated with high density town centre development. As such, no contributions would be due through this mechanism.
- 6.53 The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which states that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on.
- 6.54 In this case, as above, in addition to securing the provision of the replacement community facility and its transfer to the Borough Council (as a long-leasehold), a contribution of £200,000 has been agreed with the applicant towards its fit out. This is considered to be justified in order to secure a fit for purpose facility. Contributions towards the monitoring of Travel Plan provisions and to secure Car Club membership for future residents are considered necessary in order to promote sustainable travel and in view of the fact that the development is proposed to be car free.

Affordable housing

- 6.55 Under Policy CS15 of the Council's Core Strategy and the Affordable Housing SPD 2014, the development should provide affordable housing as an on-site provision at a rate of 30%. Both the Policy and SPD make allowance for a lower level to be negotiated where it is demonstrated that the provision of affordable housing would make the development unviable, in accordance with national policy.
- 6.56 The application was accompanied by an open book viability appraisal was submitted which indicated that, with the 5 units of affordable housing proposed, the margin/developer profit generated by the scheme would be only 10.6% of gross development value (GDV), which the applicant considered to be below the level at which a willing developer would proceed.
- 6.57 This appraisal was scrutinised by independent development viability experts Aspinall Verdi appointed by the Council who managed to extract further value from the scheme in their own appraisal, particularly through adjustments to a number of variables – most notably in relation to site preparation (e.g. demolition), construction costs and contingency. With these adjustments taken into account, they conclude that – whilst a policy compliant scheme is unviable - the development may be able to provide 9 affordable housing units.

- 6.58 Aspinall Verdi's review does however acknowledge that delivering 9 units of affordable housing on the scheme is only viable on the basis that no allowance is made for land value (which is contrary to standard practice, industry guidance and national policy all of which dictate that appraisals should provide a "competitive return to a willing landowner"). If a realistic land value were allowed for, they conclude that the offer of 5 units put forward by the Applicant would be reasonable. It should also be noted that the original appraisals also include a much lower contribution towards the fit-out of the community use than the £200,000 agreed (as above) – were this to be included, it would potentially reduce viability further.
- 6.59 Following the findings of this independent review, the Officers have engaged in negotiations with the applicant regarding the acceptable and appropriate level of affordable housing for the scheme. Through this, an improved affordable housing offer of 7 units (increased from the 5 originally proposed and equivalent to 14%) has been secured.
- 6.60 Whilst the units are proposed as shared equity tenure only, this is considered acceptable as the small number of units would make mixed tenure unattractive due to management and service charge complications. The proposed shared equity tenure is also supported by the Council's Housing Strategy Manager given it would meet a need for affordable home ownership products in the Redhill area and the borough more generally.
- 6.61 Mindful of the conclusions of the independent review which are summarised above, together with the increased contribution towards fit-out of the community unit than originally allowed for by the applicant, this increased provision of 7 units is considered to be reasonable given the viability of the scheme and acceptable in the context of Policy CS15 of the Core Strategy and the provisions of the Framework. Requiring a greater contribution (or requiring a clawback arrangement) would risk stalling the development and, given the prevailing appeal decisions, would likely be considered unreasonable at appeal.

Other matters

- 6.62 The application was accompanied by an ecological survey, including bat surveys. This concludes that the site and existing building has low potential for bat interest and no evidence of bat activity was identified during emergence surveys undertaken on site. Nonetheless, as bats are a protected species, the report makes a number of precautionary recommendations to avoid impacts on bats. Compliance with these recommendations will be secured through condition.
- 6.63 Concerns have been raised regarding fire safety and installation of sprinklers. Issues of fire safety would be addressed by the developer at Building Control stage and any plans submitted for Building Regulations approval would need to demonstrate compliance with the relevant requirements of Approved Document B in terms of means of escape, fire spread and access for the fire service. Concerns have also been raised regarding crime and anti-social behaviour. In this respect, the Design & Access Statement clearly identifies the measures to be employed to ensure a safe and secure environment. Surrey Police Crime Prevention were consulted on the application but no comments were received. In terms of the

underpass, it is considered that the opening up of a wider, more welcoming access to the underpass, associated creation of new public realm and the introduction of both community uses and residential properties overlooking this area will increase natural surveillance of this area and would therefore likely be beneficial in terms of acting against crime and anti-social behaviour.

- 6.64 Potential for contaminated land and ground gas risks has been identified by the Council's Environmental Health Team and through the applicant's own initial ground investigations. Given the age of the investigations previously carried out on site, the Contaminated Land Officer considers that an updated Ground Investigations are required. On this basis, conditions are recommended requiring appropriate further investigations and remediation.

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	Date Received
Site Layout Plan	A1-001	1	07.12.2017
Existing Plans	A2-003	0	07.12.2017
Site Layout Plan	A2-002	0	07.12.2017
Location Plan	A2-001	0	07.12.2017
Proposed Plans	A1-104	2	07.12.2017
Elevation Plan	A1-103	2	07.12.2017
Floor Plan	A1-102	1	07.12.2017
Floor Plan	A1-101	1	07.12.2017
Site Layout Plan	UNNUMBERED		07.12.2017
Site Layout Plan	UNNUMBERED		07.12.2017
Site Layout Plan	UNNUMBERED		07.12.2017

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall 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) Measures to prevent the deposit of materials on the highway

(g) Measures to encourage use of non-car modes of transport to the site during construction

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

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

4. No development shall commence until details of measures to safeguard the Redhill Brook culvert have been submitted to and approved in writing by the Local Planning Authority. Such measures shall include:

(a) Confirmation of the exact location, alignment, depth and dimensions of the culvert in the vicinity of the site

(b) A condition survey of the culvert and any identified repairs to be undertaken

(c) Detailed design drawings and structural calculations for any works within 8 metres of the outer most edge of the culvert to demonstrate that the structural integrity of the culvert will not be undermined due to the proximity of any proposed works

(d) a construction method statement including timing of works, methods used for all works within 8 metres of the culvert, machinery to be employed on site (including location and storage of plant, materials and fuel, access routes) and details of site supervision (including supervision of works within 8 metres of the culvert)

Only the approved details shall be implemented during the construction of the development.

Reason:

In order that the development does not increase the risk of flooding by compromising the structural integrity of the Redhill Brook or its ability to convey water in accordance with policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Reigate and Banstead Core Strategy.

5. No development shall commence on site until a scheme for the landscaping of the site, including the new public realm area between Marketfield Way and the subway, has been submitted and approved in writing by the Local Planning Authority. The landscaping scheme shall details of:

a) hard landscaping including materials and street furniture,

b) planting plans including schedules of plants noting species, plant sizes and proposed numbers/densities,

c) specifications for tree, shrub, and hedge or grass planting and establishment, including details of planting pits/trenches, soils, guying, aeration, drainage and irrigation

d) an implementation programme

All hard and soft landscaping work, including the new public realm area, shall be completed in full accordance with the approved scheme, prior to occupation or use of the approved development or in accordance with a programme agreed in writing with the Local Planning Authority.

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

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

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan 2005.

6. No development shall commence until details of the proposed finished floor levels and flood mitigation works as detailed in the approved Flood Risk Assessment (FRA) revision 6 produced by AECOM dated 19 January 2018 have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a) The finished floor level of the residential section of the ground floor unit shall have a finished floor level of no less 77.5m AOD which is set 600mm above the 1% annual probability event flood level
 - b) Safe access shall be provided to the east side of the building, whilst egress from the ground level residential unit shall be achieved by a raised entrance to the south of the building out of the floodplain
 - c) The plant section of the building which has proposed ground levels below the 1% annual probability event shall include flood resistant construction required to protect vulnerable equipment
 - d) Flood plain compensation shall be provided in the void underneath the residential ground floor unit

Reason:

To reduce the risk of flooding and ensure the development will be safe over its lifetime in accordance with policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Reigate and Banstead Core Strategy.

7. No development shall commence until the detailed design of the surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. Such details should include:
- a) A design that satisfies the SuDS Hierarchy and is compliant with the national non-statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS
 - b) Evidence that the proposed solution will effectively manage the 1 in 30 and 1 in 100 (+40% CC allowance) for climate change storm events, during all stages of the development (pre, post and during), associated discharge rates and storage volumes shall be provided using a Greenfield discharge rate of 2 litres per second
 - c) Detailed drawings to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, details of how SuDS elements will be protected from root damage and long and cross sections of each SuDS element including details of any flow restrictions and how they will be protected from blockage
 - d) Details of the remedial works required to utilise the existing surface water outfall

- e) Details of management and maintenance regimes and responsibilities
- f) A plan showing exceedance flows and how property on and off site will be protected

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

8. No development shall commence until updated contaminated land desktop study and contaminated land site investigations have been undertaken, the results of which shall be submitted to and approved in writing by the Local Planning Authority and should address the following points:
- a) An updated desktop study for the site, including a revised and updated site walkover and identification of any changes to site environs
 - b) Updated testing of shallow soils for similar determinants to those tested in the Ground Investigation Report by Geo-Environmental (ref: GE8630C dated September 2012) and taking account of any Asbestos Containing Materials that may have degraded and affected site soils in the intervening period;
 - c) A further report on the knotweed status of the site
 - d) Ground gas monitoring data from a minimum of 3no. boreholes for a minimum of 6no. visits with regard to the frequency and monitoring periods stipulated in Tables 5.5a and 5.5b of CIRIA C665 "Assessing risks posed by hazardous ground gases to buildings guidance document".

The above investigations shall be carried out in accordance with a proposal to be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that contamination risks on the site are fully assessed on the basis of up to date information and to ensure that any remediation and subsequent development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

9. Prior to commencement of development or remediation on site and following submission of the updated desktop study and site investigations required in Condition 8, a detailed remediation method statement shall be submitted to and approved in writing by the Local Planning Authority.

The statement shall explain the extent and method(s) by which the site is to be remediated, including any ground gas protection, to ensure that unacceptable risks are not posed to identified receptors. The statement shall also identify the information to be included in any validation report.

Any remediation works shall be completed in strict accordance with the approved method statement and the Local Planning Authority shall be given a minimum of two weeks' notice before the relevant remediation works commence on site.

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 Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

10. Any 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.

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 Reigate and Banstead Borough Council Local Plan 2005 and the NPPF.

11. Notwithstanding the approved plans, no development above ground floor slab level of any part of the development hereby approved shall take place until written details of the materials to be used in the construction of the external surfaces, including fenestration, balconies and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

12. No development above ground floor slab level of any part of the development hereby approved shall take place until a scheme for the soundproofing of the floors and walls between the proposed Community Use unit and any vertically or horizontally adjoining residential accommodation has been submitted to and approved in writing by the Local Planning Authority.

The measures shall be implemented in strict accordance with the approved details prior to first occupation of the development and shall thereafter be retained as such.

Reason:

In order to safeguard the residential amenities of adjoining occupiers of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

13. The community unit (identified as Community use on approved drawing A1-101 P Rev 1) hereby approved shall be occupied for purposes falling within Use Class D1 and/or as offices falling within Use Class B1(a) provided the latter is carried on only by a charitable, voluntary sector, community sector or similar organisation as may be agreed by the Local Planning Authority.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that

Order with or without modification) no change of use shall occur without planning permission obtained from the Local Planning Authority.

Reason:

To ensure there is adequate control over the use of the unit in order to safeguard the availability of the accommodation for community uses and organisations with regard to Reigate and Banstead Borough Local Plan 2005 policy Cf1.

14. The development hereby approved shall be carried out in accordance the approved Noise and Vibration Assessment produced by Sharps Redmore (dated 30 November 2017)

The window systems installed to the residential units shall meet the specifications set out in paragraphs 4.9 and 4.10 (including the corresponding figure on paragraph 4.11) unless an alternative specification is agreed in writing with the Local Planning Authority.

Reason:

To ensure that future occupants would not be exposed to unacceptable levels of noise and in order to achieve an adequate level of residential amenity with regard to policies Ho9 and Ho10 of the Reigate and Banstead Borough Local Plan 2005 and policy CS10 of the Reigate and Banstead Core Strategy.

15. The development hereby approved shall be carried out in accordance with the approved Air Quality Assessment produced by AECOM dated 26 November 2017, with particular regard to the use of a low NOx emission (<40 mg/kWhr) boiler/heating plant as specified in Section 4 and the recommendations in Appendix C with regard to Construction Phase Mitigation.

Reason:

To ensure that the development would not give rise to unacceptable impacts on air quality or put future occupants at unacceptable risk of poor air quality with regard to policy Ho9 of the Reigate and Banstead Borough Local Plan 2005 and policy CS10 of the Reigate and Banstead Core Strategy.

16. The development hereby approved shall be carried out in accordance with the Energy and Sustainability Statement by Building Services Design dated December 2017 (revision 03).

Notwithstanding the approved plans, details of the final siting and positioning of the proposed solar photovoltaic panels shall be submitted to an approved in writing by the Local Planning Authority prior to the occupation of the first residential unit. Thereafter, the panels shall be installed and operational prior to the occupation of the first residential units.

Reason:

In order to promote renewable energy and to ensure that the development would minimise carbon emissions with regard to Policy CS10 of the Reigate and Banstead Core Strategy.

17. The development hereby permitted shall be carried out in accordance with the approved Ecological Survey Including Bat Emergence Surveys Report by Furesfen dated September 2017.

Reason:

In order to preserve and enhance the wildlife and habitat interest on the site and ensure species present on the site are afforded appropriate protection during construction works with regard to Reigate and Banstead Borough Local Plan 2005 policy Pc2G.

18. No plant or machinery, including fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within or on the building without the prior approval in writing of the Local Planning Authority. Any approved plant or machinery shall be installed and thereafter maintained in accordance with the approved details and any manufacturer's recommendations.

Reason:

To ensure that a satisfactory external appearance is achieved of the development and to safeguard the amenities of neighbouring occupiers with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

19. Notwithstanding the approved plans, the development hereby approved shall not be first occupied until the proposed restricted layby loading bay within Marketfield Way and the associated Traffic Regulation Order have been designed and fully implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, with all associated costs met by the developer.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

20. The development hereby approved shall not be first occupied until facilities for the secure, accessible storage of a minimum of 50 bicycles has been provided within the site in accordance with the approved plans.

Thereafter, the bicycle storage facility shall be retained and maintained for its designated purpose to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

21. Notwithstanding the submitted Travel Plan, the development hereby approved shall not be first occupied until a revised final Travel Plan in accordance with the aims and objectives of the National Planning Policy Framework and Surrey County Council's Travel Plan Guidance has been submitted to and approved in writing by the Local Planning Authority.

The applicant shall then implement the approved Travel Plan upon first occupation and for each subsequent occupation of the development and thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

22. The residential units hereby approved shall not be first marketed for sale, rent or other occupation until details of the Travel Packs to be provided to purchasers have been submitted to and approved in writing by the Local Planning Authority.

The Travel Packs shall include, as a minimum the following details:

- a) The location of leisure, retail, employment, education and health facilities within a 2km walking distance and a 5km cycling distances of the site
- b) Bus and train facilities within 400 metres walking distance of the site
- c) The nearest car club vehicles and details of the membership to be provided to each household

The approved Travel Packs shall be given to each household and shall be updated appropriately as required.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

23. The development hereby approved shall not be first occupied until refuse storage facilities have been provided in accordance with the approved plans. The said facilities shall thereafter be retained exclusively for its designated purpose.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

24. The development hereby approved shall not be first occupied until details of any external lighting have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and thereafter retained and maintained as such.

Reason:

To ensure safeguard the visual and residential amenities of adjoining occupiers and the surrounding area with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

25. The development hereby approved shall not be first occupied unless and until a remediation validation report detailing 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, has been submitted to and approved in writing by the Local Planning Authority.

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 Reigate and Banstead Borough Council Local Plan 2005 Policy Ho9 and the NPPF

26. The development hereby approved shall not be first occupied unless and until a verification report demonstrating that the sustainable urban drainage system has been constructed as per the agreed scheme has been submitted to and approved in writing by the Local Planning Authority. The validation report should be carried out by a qualified drainage engineer.

Reason:

To ensure that the development is served by an adequate and approved means of drainage which would not increase flood risk on or off site and is suitably maintained throughout its lifetime to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the requirements of non-statutory technical standards.

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 advised that prior to the occupation of the development, adequate provision should be made for waste storage and collection. You are advised to contact the Council's Recycling and Cleansing team to discuss the required number and specification of wheeled bins on rc@reigate-banstead.gov.uk or on the Council's website at http://www.reigate-banstead.gov.uk/info/20051/commercial_waste.
3. Your attention is drawn to the benefits of using the Secured by Design award scheme.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of

materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of 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.

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme. The applicant is also advised that consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice
6. The applicant is advised that the submitted Travel Plan shall be revised to include details of how the car club vehicles are to be marketed to site occupants including details of how those residents would obtain free three years car club membership as specified in paragraph 7.7. The applicant shall include the information that is within paragraphs 3.8 to 3.18 of the submitted Transport Assessment and the information within table 3.4 and figure 3.11 of the submitted Transport Assessment, including details of how the travel packs will be kept up to date.
7. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
8. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.
9. 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).

10. The culverted section of the Redhill Brook at this location is an Environment Agency designated Main River. Therefore any permanent or temporary activities within 8 metres of the outer most edge may require a Flood Risk Activity Permit. For further information, please see www.gov.uk/guidance/flood-risk-activities-environmental-permits
11. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent.
12. The developer is reminded of the need to comply with Network Rail requirements and standards for the safe operation of the railway and the protection of Network Rail's adjoining land, both during construction and after completion of works.
13. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
14. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement street trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.

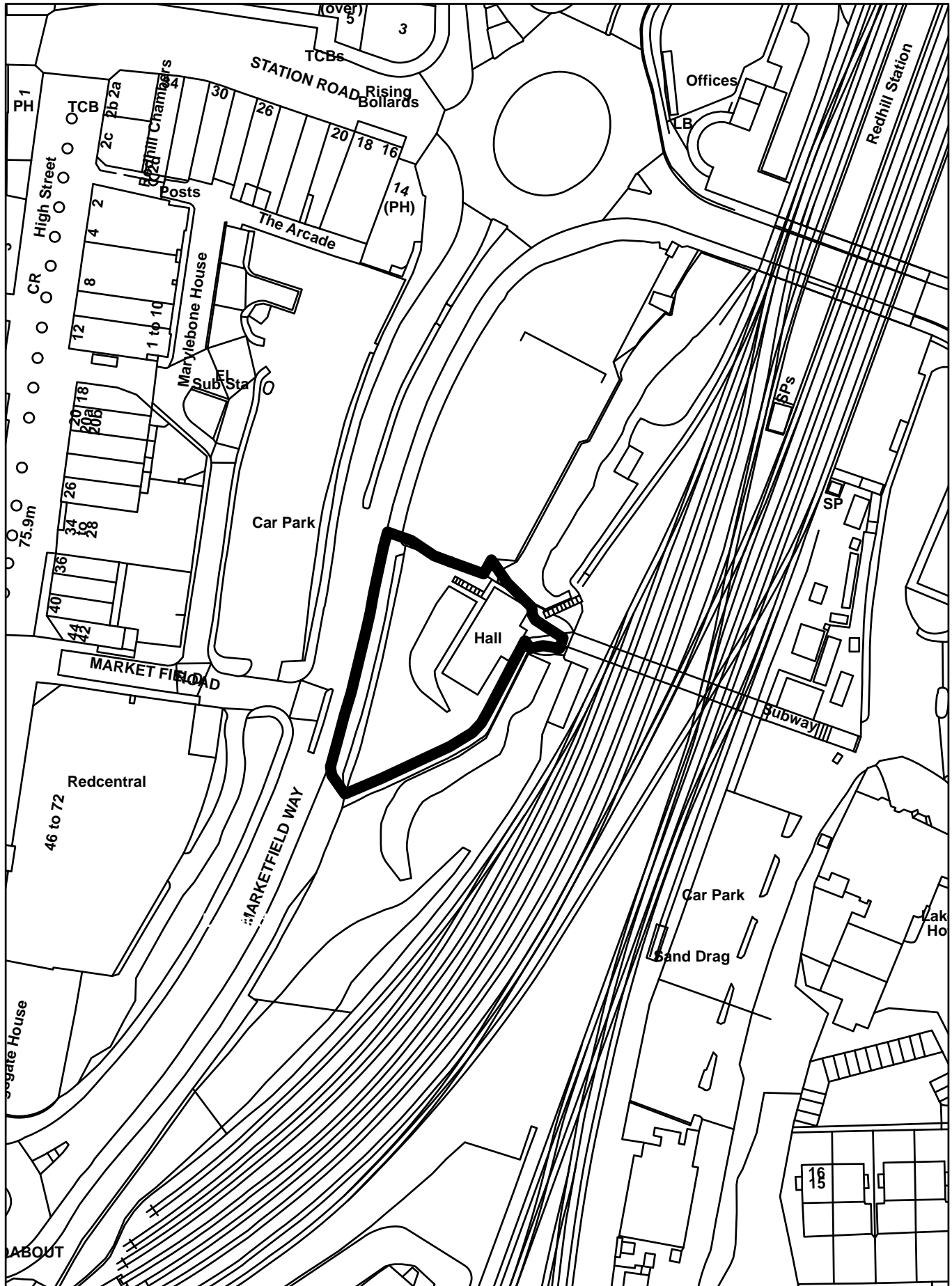
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS10, CS11, CS12, CS13, CS14, CS15, CS17, Pc2G, Pc4, Cf1, Cf2, Cf3, Ho9, Ho13, Mo5, Mo6, Mo7 and Ut4 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

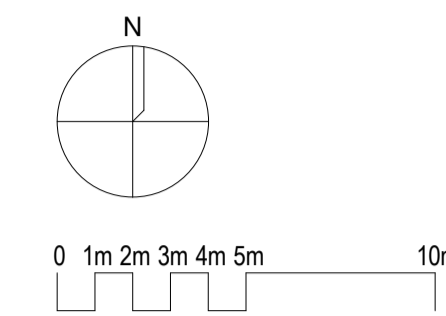
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

17/02876/F - Redhill Youth Association Hall,
Marketfield Road, Redhill



NOTES ORIGINAL A1

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4. This is a site plan drawing.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.



PLANNING ISSUE

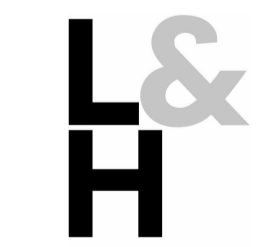
1	29.11.2017	General Updates	LC	MA
0	17.11.2017	Issued for Planning	LC	MA

REV	DATE	DESCRIPTION	DRN	CHEK
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CLIENT
Solum

PROJECT
**LAND ON MARKETFIELD WAY, REDHILL,
SURREY**

DRAWING
Proposed Site Plan



54a Linlodge Street
London
W8J 6HL
Tel: 0207 724 1611
Email: london@lewisandhickey.com

SCALE	DATE	DRN	CHEKED
1 : 200	16/11/2017	LC	MA

PROJECT No	DRAWING No	STATUS	REV
L2860	A1-001	P	1

NOTES ORIGINAL A1

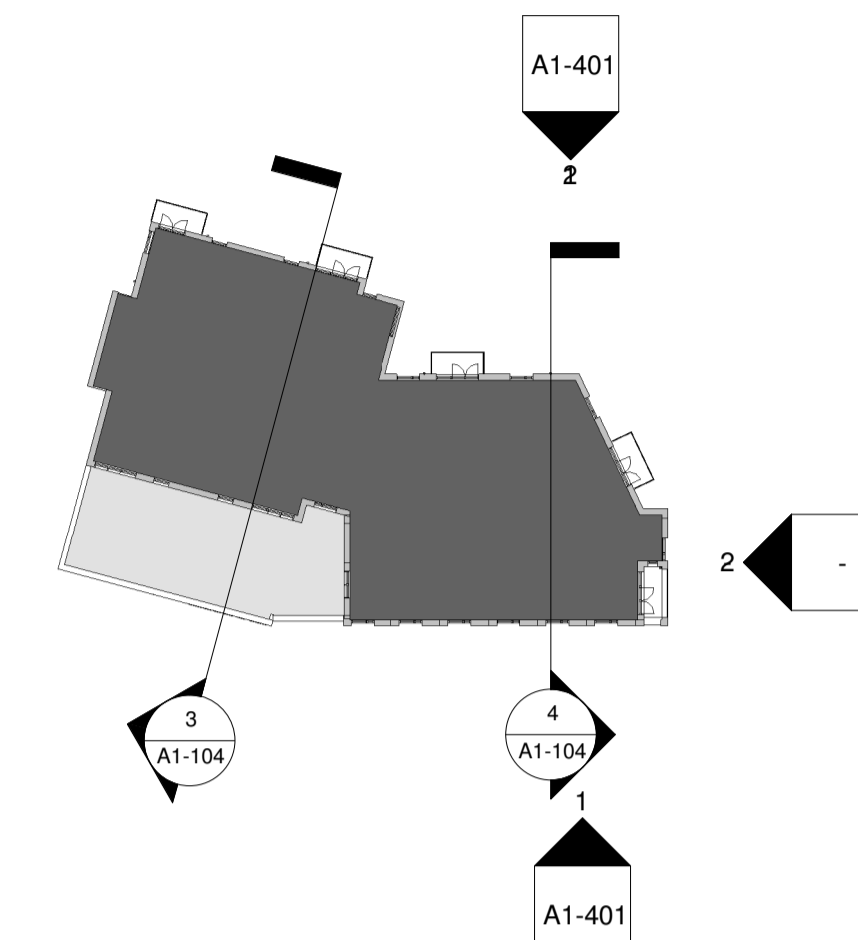
- Lewis & Hickey accept no responsibility for any costs, losses, claims, however arising from these drawings, specifications and related documents unless there is full compliance with the client and any authorised user of the following:
- All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies are to be reported to the Architect / Designer.
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 - Do not scale drawings.
 - For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.



1 Elevation 5 - a
1:200



2 Elevation 6 - a
1:200

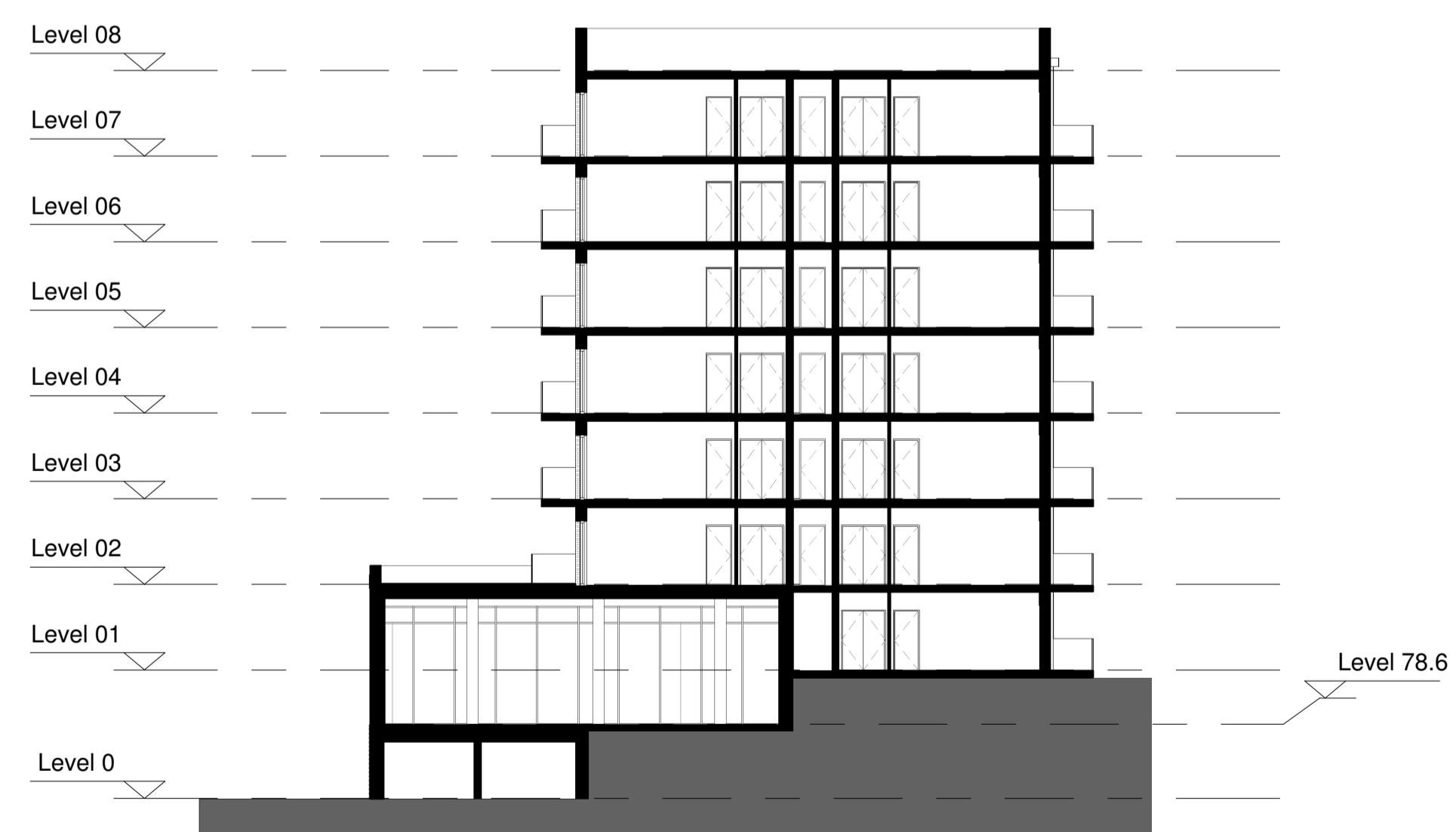


Material Key:

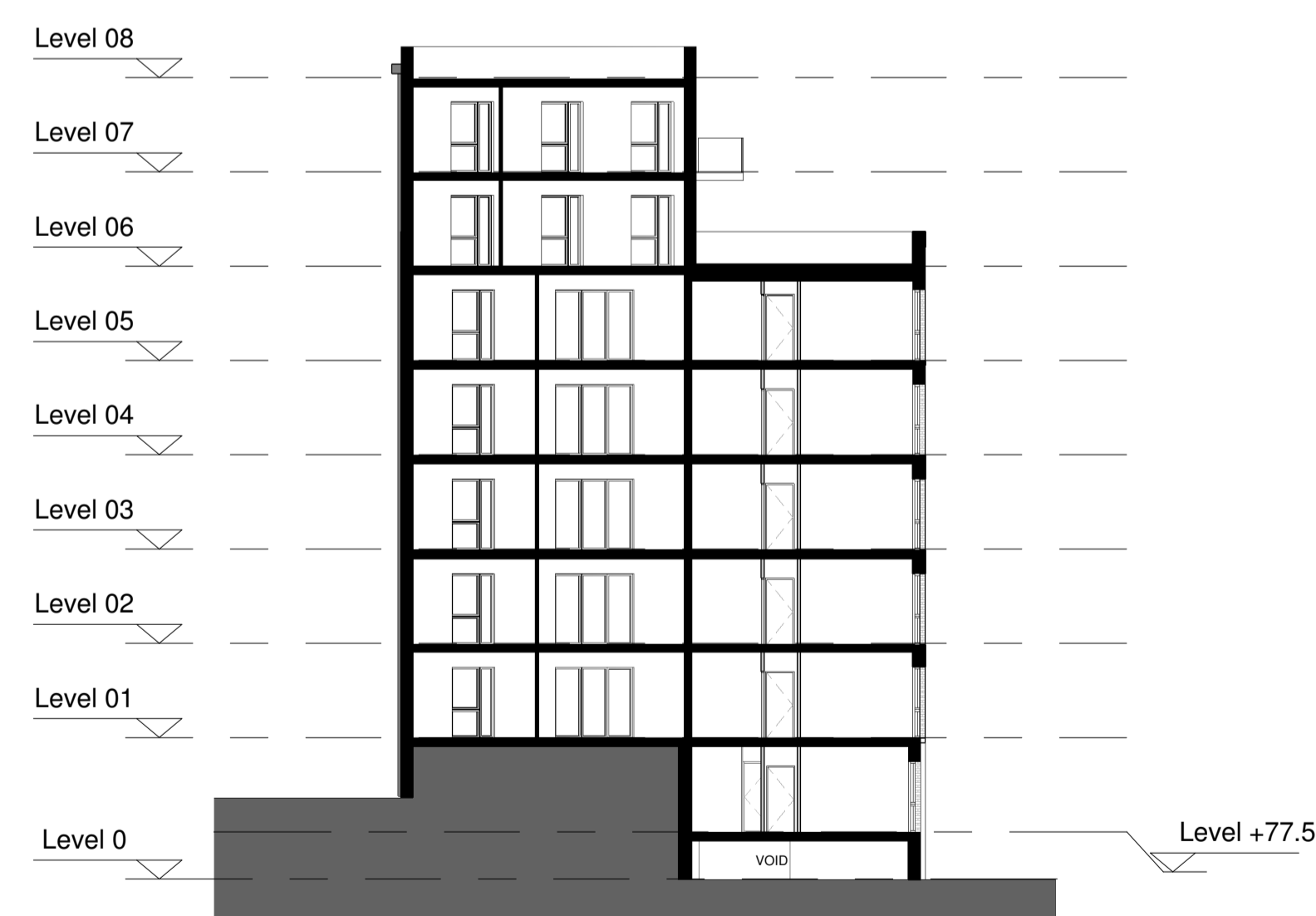
- Facing Brickwork Type A
- Facing Brickwork Type B
- Facing Brickwork Type C
- Cladding Panels
- Windows
- Double doors
- Doors to cycle store and plant room
- Steel balconies with opaque glass
- Railings to terrace
- Rainwater hopper and downpipes
- Spandrel panel
- Glazing
- Cappings/copings
- Perforated Brick Pattern with flood drainage
- Glazed Juliette Balconies

Note* All windows tilt-turn to facilitate cleaning from inside
 Note* Airbricks inlet & outlet required to each flat for MVHR
 AOV Automatic open window for ventilation

Note* Project Datum 0.00 Represents +76.00 AOD



3 Section 1
1:200



4 Section 2
1:200

REV	DATE	DESCRIPTION	DRN	CHEK
2	23.11.2017	General Update	LC	MA
1	22.11.2017	Windows Update	LC	MA
0	17.11.2017	Issued for Planning	LC	MA

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PROJECT
LAND ON MARKETFIELD WAY, REDHILL,
SURREY

DRAWING
Proposed Elevations & Sections

54a Linage Street
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Tel: 0207 724 1611
Email: london@lewisandhickey.com

**LEWISAND
HICKEY**

SCALE	DATE	DRN	CHEKED
1:200	16/11/2017	LC	MA
PROJECT No	DRAWING No	STATUS	REV
L2860	A1-104	P	2

NOTES ORIGINAL A1

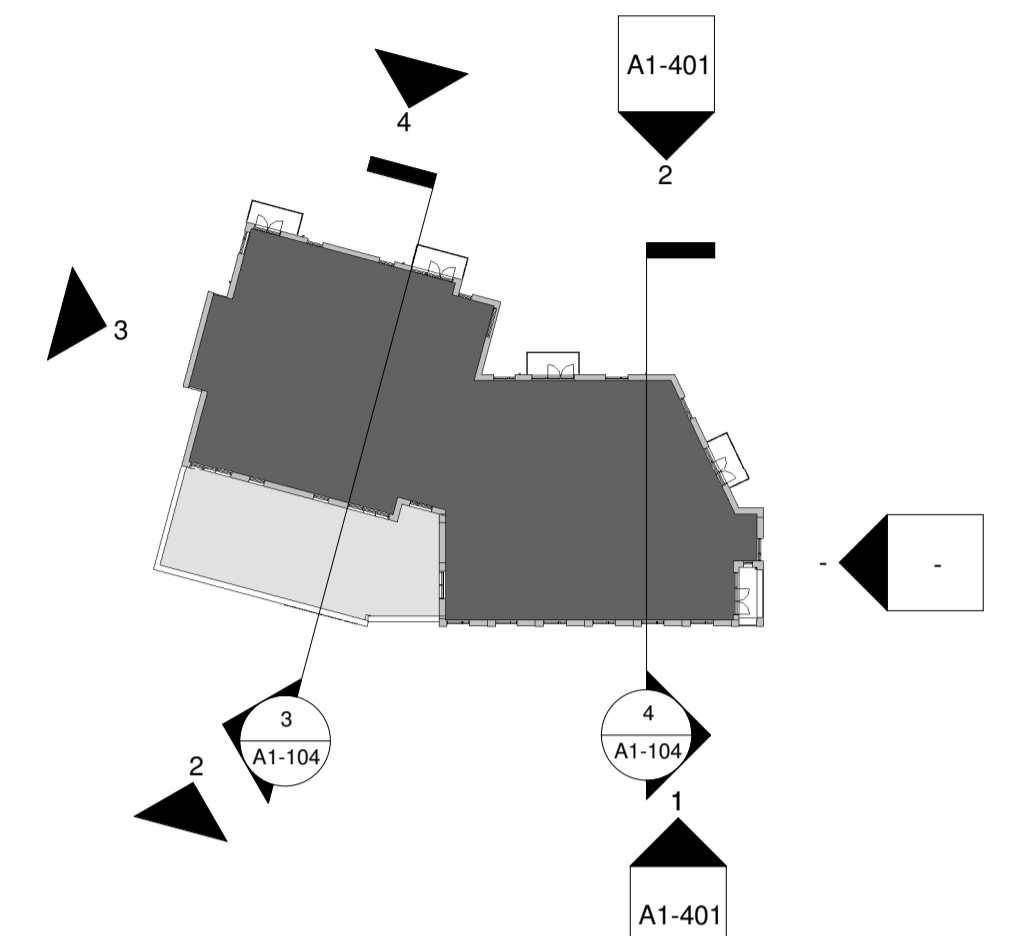
- Lewis & Hickey accept no responsibility for any costs, losses, claims, however arising from these drawings, specifications and related documents unless there is full compliance with the client and any authorised user of the following:
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 4. The above is a preliminary drawing.
 5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.



1 Elevation 1 - a
1 : 200



2 Elevation 2 - a
1 : 200

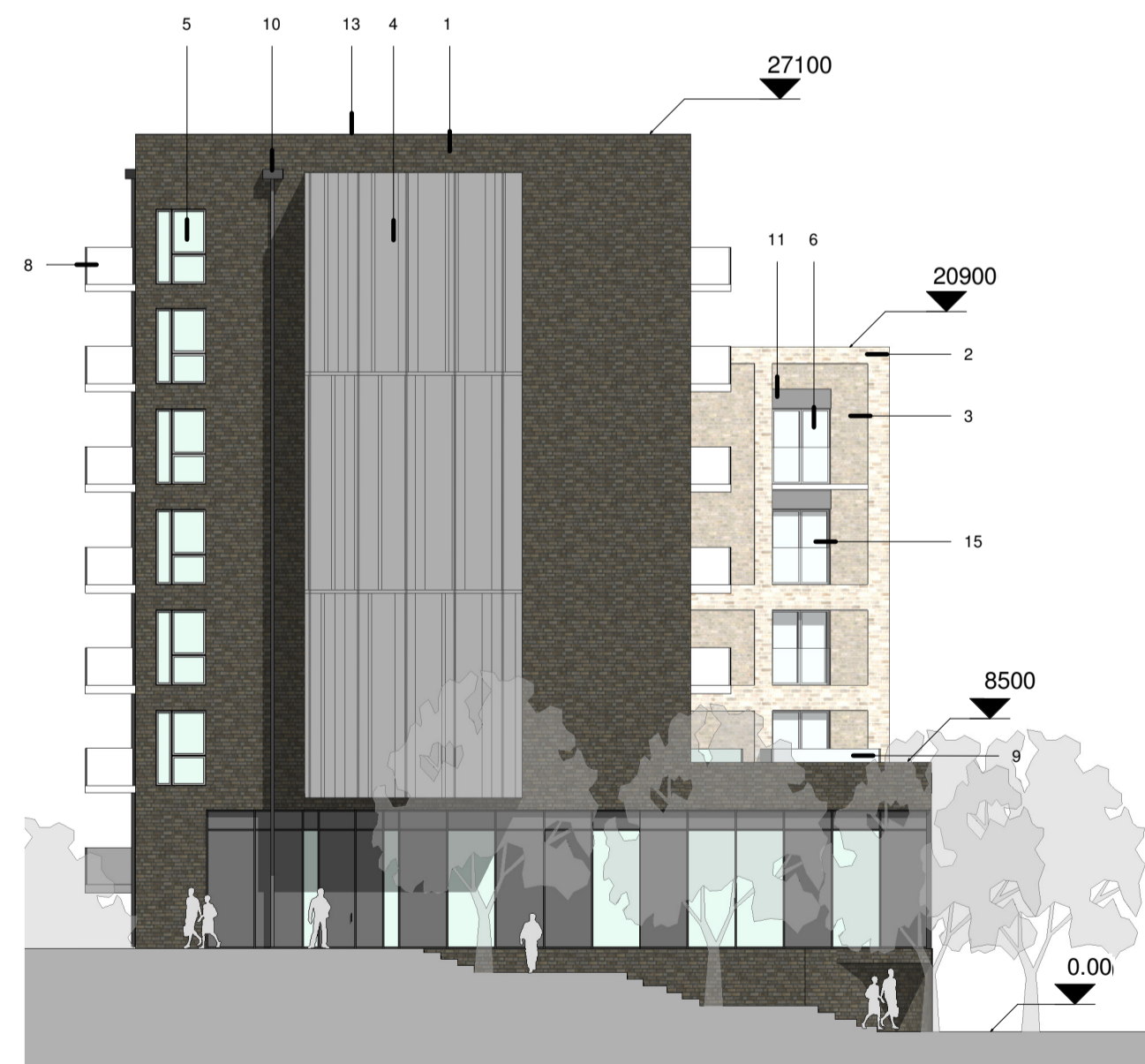


Material Key:

1. Facing Brickwork Type A
2. Facing Brickwork Type B
3. Facing Brickwork Type C
4. Cladding Panels
5. Windows
6. Double doors
7. Doors to cycle store and plant room
8. Steel balconies with opaque glass
9. Railings to terrace
10. Rainwater hopper and downpipes
11. Spandrel panel
12. Glazing
13. Cappings/copings
14. Perforated Brick Pattern with flood drainage
15. Glazed Juliette Balconies

Note* All windows tilt-turn to facilitate cleaning from inside
 Note* Airbricks inlet & outlet required to each flat for MVHR
 AOV Automatic open window for ventilation

Note* Project Datum 0.00 Represents +76.00 AOD



3 Elevation 3 - a
1 : 200



4 Elevation 4 - a
1 : 200

REV	DATE	DESCRIPTION	DRN	CHEK
2	23.11.2017	General Update	LC	MA
1	22.11.2017	Window Update	LC	MA
0	17.11.2017	Issued for Planning	LC	MA

REV	DATE	DESCRIPTION	DRN	CHEK
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CLIENT

Solum

PROJECT
 LAND ON MARKETFIELD WAY, REDHILL,
 SURREY

DRAWING
 Proposed Elevations & Sections



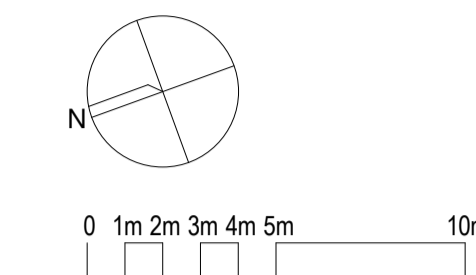
LEWIS & HICKEY

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 London
 NW1 6HL
 Tel: 0207 724 1611
 Email: london@lewisandhickey.com

SCALE	DATE	DRN	CHEKED
1:200	16/11/2017	LC	MA
PROJECT No	DRAWING No	STATUS	REV
L2860	A1-103	P	2

NOTES ORIGINAL A1

1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies are to be reported to the Architect / Designer.
2. Party Service: Any discrepancies with site or other information is to be raised to the Architect / Designer and direction or approval is to be sought before the implementation of the detail.
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4. The scale of this drawing is 1:200.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.



- 1 Bed_2p
- 2 Bed_3p
- 2 Bed_4p
- Circulation
- Plant
- Cycle Store
- Bins
- Terrace
- Community use

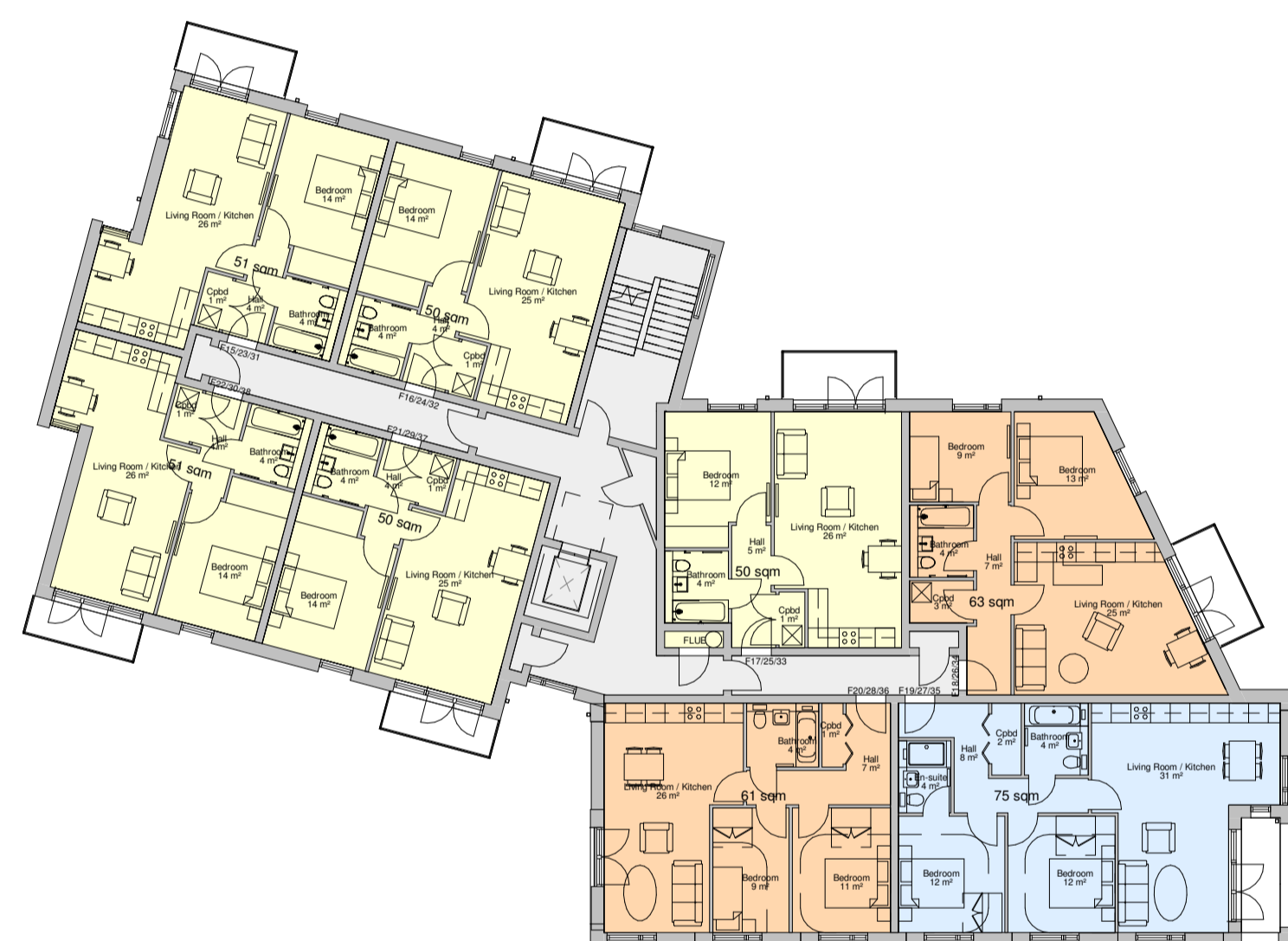
1 102 - Level 02
1:200



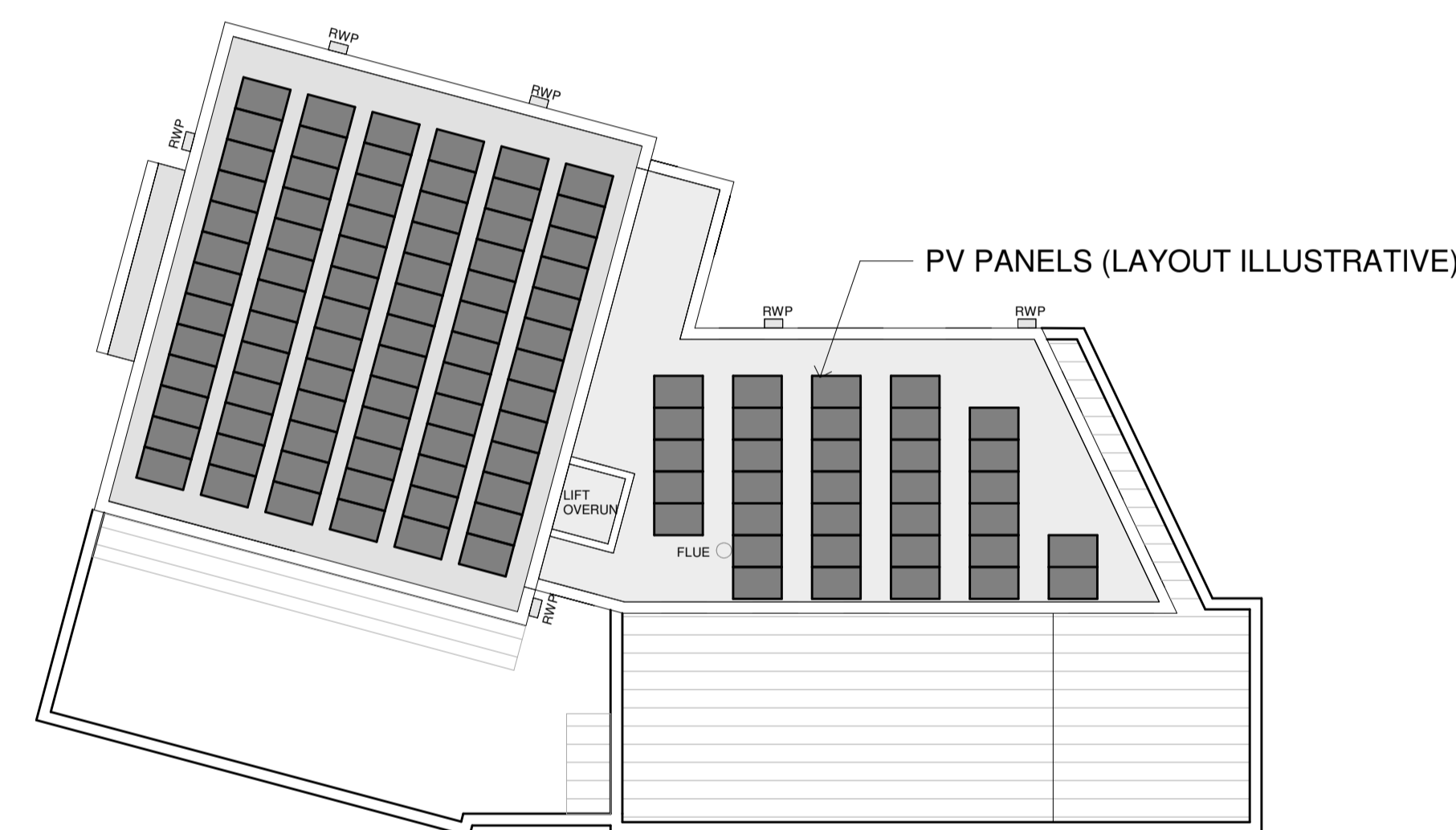
4 107 - Level 07
1:200



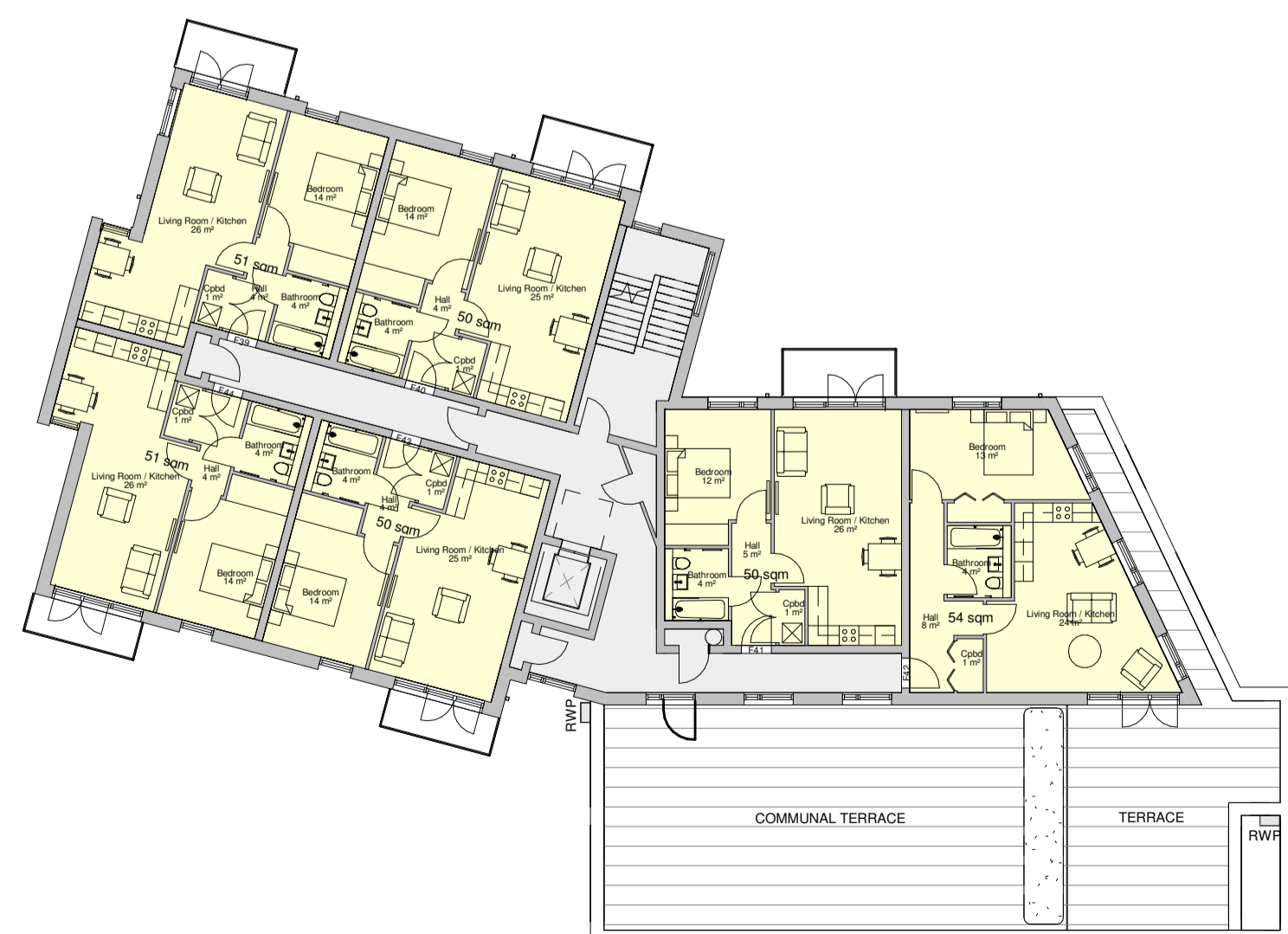
2 103 - Level 03-05
1:200



5 108 - Level 08 (Roof)
1:200



3 106 - Level 06
1:200



PLANNING ISSUE

1	22.11.2017	Windows Update	LC	MA
0	17.11.2017	Issued for Planning	LC	MA

REV	DATE	DESCRIPTION	DRN	CHKD
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PROJECT
LAND ON MARKETFIELD WAY, REDHILL, SURREY

DRAWING
Proposed Floor Plans Level 02 - 08



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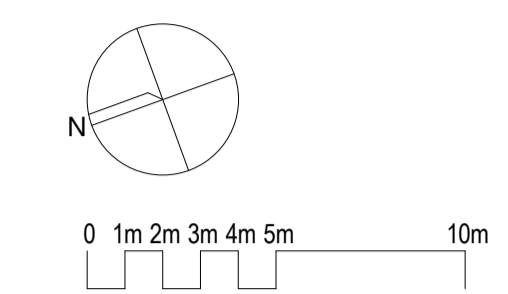
54a Linage Street
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Email: london@lewisandhickey.com

SCALE	DATE	DRN	CHECKED
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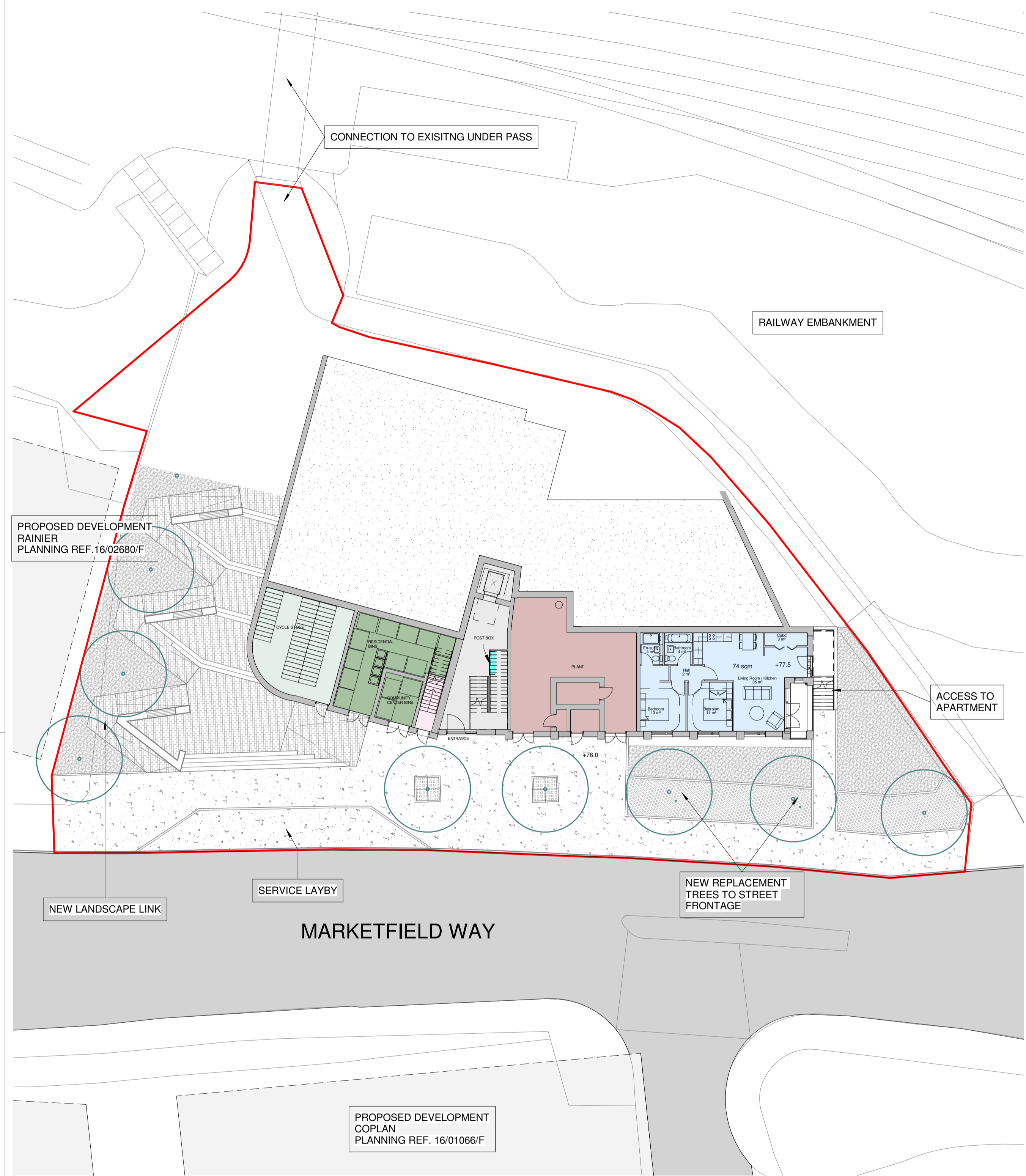
PROJECT No	DRAWING No	STATUS	REV
L2860	A1-102	P	1

NOTES ORIGINAL A1

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1 Bed_2p	Circulation	Bins
2 Bed_3p	Plant	Terrace
2 Bed_4p	Cycle Store	Community use



1 100 - Level 00
1:200



2 101 - Level 01
1:200

PLANNING ISSUE

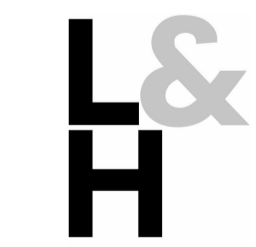
1	22.11.2017	Windows Update	LC	MA
2	17.11.2017	Issued for Planning	LC	MA

REV	DATE	DESCRIPTION	DRN	CHKD
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PROJECT
LAND ON MARKETFIELD WAY, REDHILL, SURREY

DRAWING
Proposed Floor Plans Level 00-01

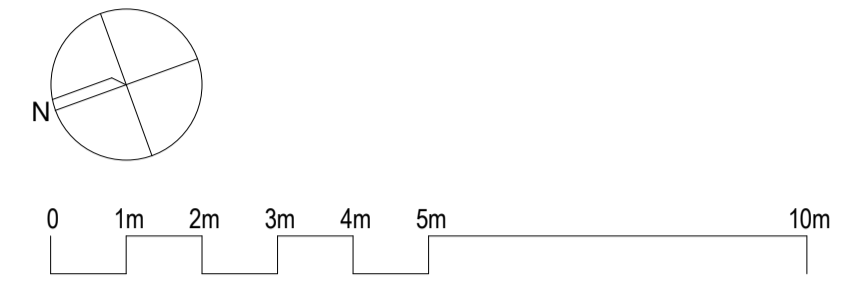


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W8J 6HL
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SCALE	DATE	DRN	CHECKED
1:200	16/11/2017	LC	MA
PROJECT No	DRAWING No	STATUS	REV
L2860	A1-101	P	1

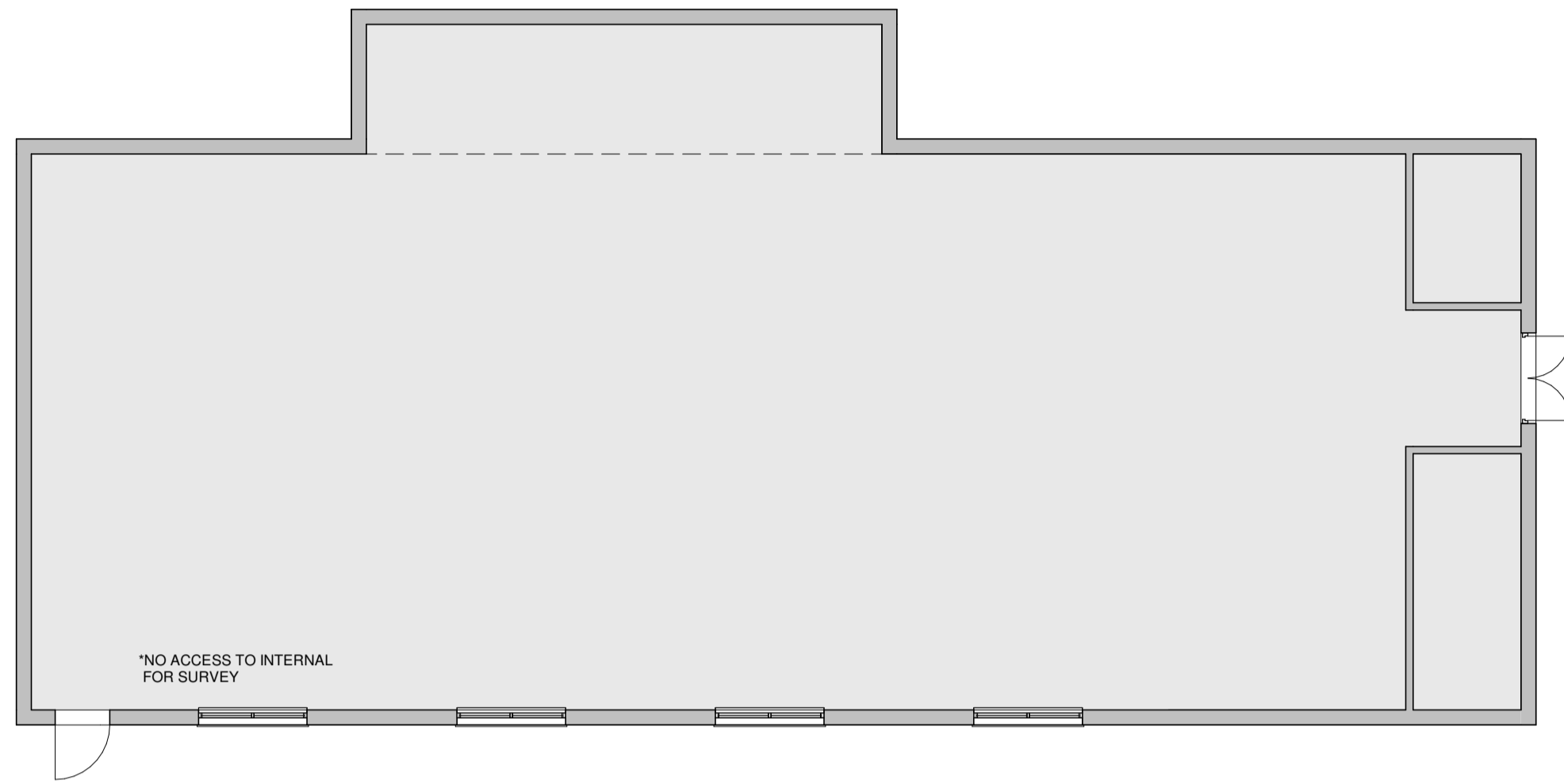
NOTES ORIGINAL A1

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- 4. ~~Do not scale drawings~~
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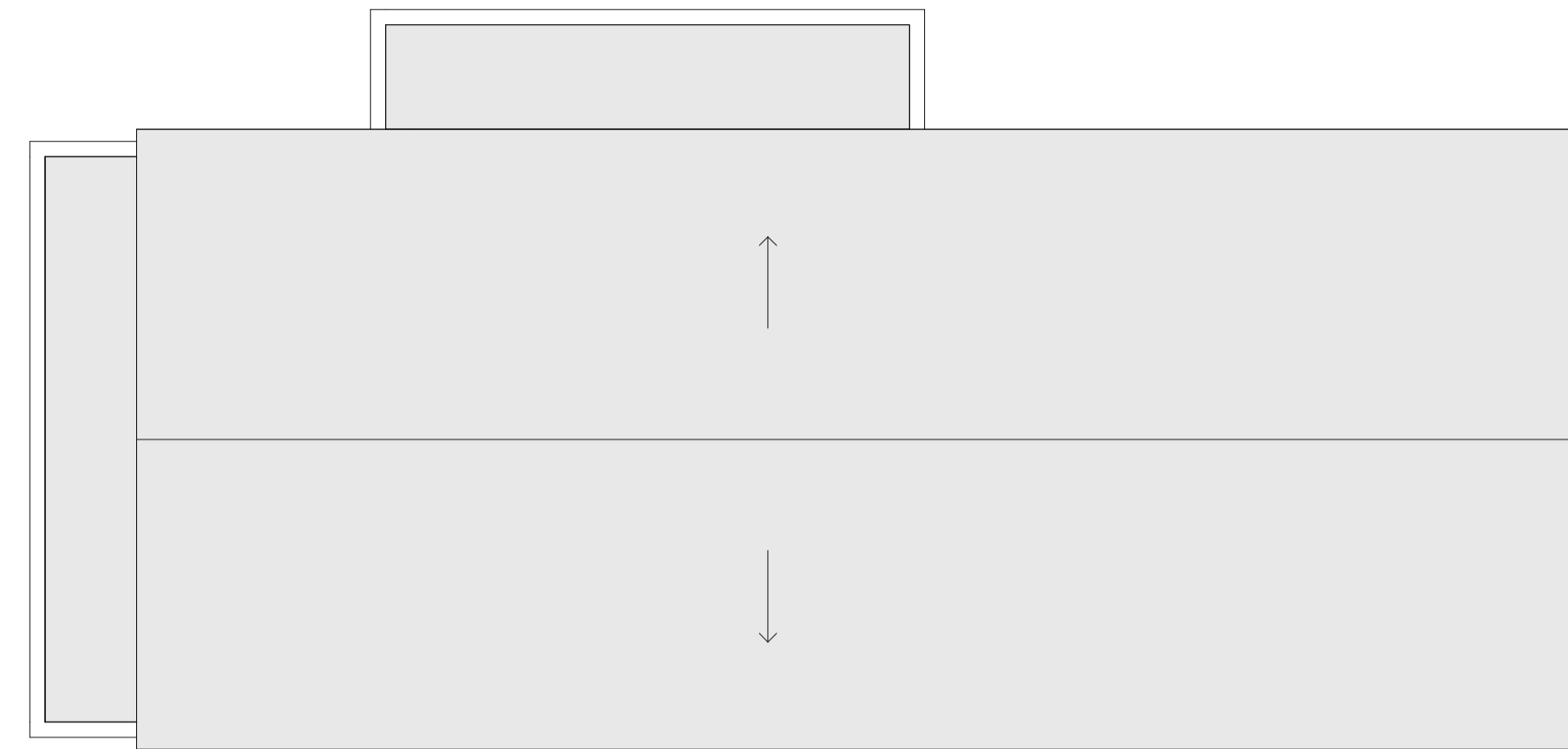
A2-003

5 Elevation 1 - c



Elevations 1 -

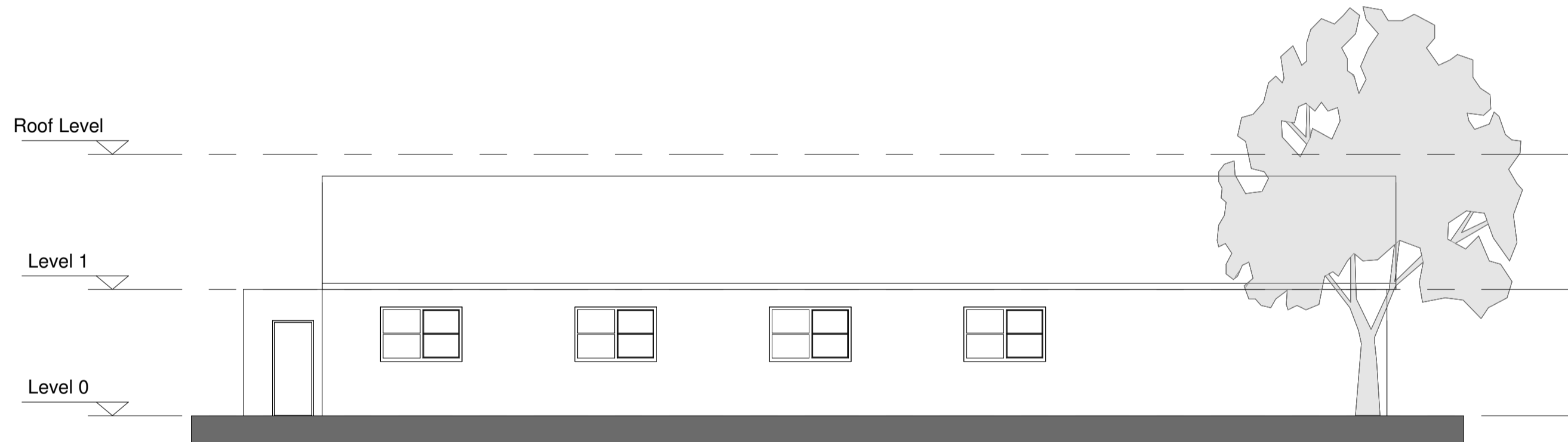
A2-003



1 Level 0
1:100

A2-003

3 Elevation 1 - a



3 Elevation 1 - a
1:100

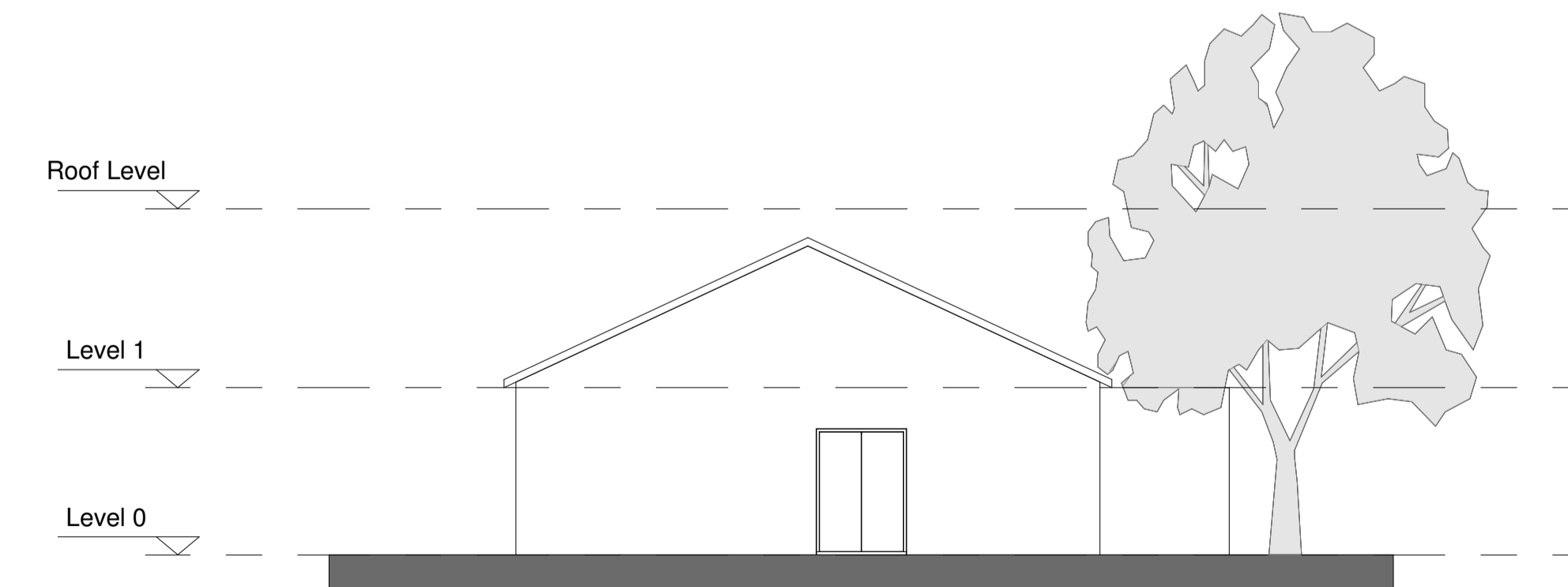
2 Roof Level
1:100



4 Elevation 1 - b
1:100



5 Elevation 1 - c
1:100



6 Elevations 1 - d
1:100

PLANNING ISSUE

0 23/11/2017 Planning Issue LC MA

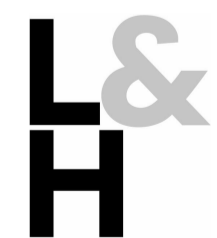
REV	DATE	DESCRIPTION	DRN	CHEK
0	23/11/2017	Planning Issue	LC	MA

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PROJECT
LAND ON MARKETFIELD WAY, REDHILL,
SURREY

DRAWING
Existing Building to be demolished



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SCALE	DATE	DRN	CHEKED
1:100	22/11/2017	LC	MA
PROJECT No	DRAWING No	STATUS	REV
L2860	A2 - 003	P	0