 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	4 September 2019
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:		WARD: Redhill East

APPLICATION NUMBER:	19/00210/OUT	VALID:	01 February 2019
APPLICANT:	Mulberry Homes	AGENT:	WS Planning & Architecture
LOCATION:	BROOK ROAD GARAGE, BROOK ROAD, REDHILL		
DESCRIPTION:	Demolition of existing buildings and erection of building comprising 57 flats		
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SUMMARY

This is an outline application for the demolition of the existing building and redevelopment of the site to include a part four storey, part five storey block comprising 57 residential units with ground floor undercroft parking. It follows approval of a scheme for 48 flats approved earlier this year on the site under reference 18/01133/F. Appearance and landscaping are reserved matters: the other matters (access, layout and scale) are considered in this application. The design of the scheme (whilst detailed appearance is reserved) is substantially the same as that previously approved and is of no greater footprint or height.

The additional units have therefore been accommodated mainly by changing the ratio of flat sizes and their sizes. This has resulted in a greater number of smaller units, several of which do not meet the nationally described minimum living space standards. However this is guidance only and only 3 of the 57 units fail to meet the minimum standard without a balcony. Elsewhere, when the balcony is factored in to the overall space then these would exceed the minimum. On this basis and due to the other benefits of the scheme including the increased affordable housing proposed and the fact that these standards are provided as a guide only, then this is considered acceptable on balance.

The site is not within a designated Employment Area but it is presently occupied by a mixture of small scale commercial and industrial buildings and thus would technically result in a loss of these existing employment uses, contrary to Policy Em1A of the Borough Local Plan. However, the site is considered to be under-utilised, in a degraded condition which will limit attractiveness to occupiers and consequently makes a limited economic contribution. Mindful of the advice in the Framework which encourages a positive

approach to alternative uses on under-utilised employment sites, the loss of employment use is not felt to be objectionable when assessed against the more up-to-date Framework in this instance.

Whilst the proposal would represent a notable increase in scale of built form compared to the existing predominantly single storey structures on the site, it is considered that the height, scale and massing of the building is acceptable taking account of the surrounding context along Brook Road and Brighton Road (A23), with the setback top floor and gently staggered height of the rear projecting leg responding to the topography of the site and helping to ensure that the building would not appear unduly dominant along either Brighton Road (north or south) or Brook Road. The design, appearance and materials selection is considered to be successful in helping to break up the massing of the building and would give the building an uncomplicated yet interesting contemporary appearance which would fit comfortably amongst the varied character of the immediate surroundings. The addition of some landscaping to the front of the building would assist in creating a more pleasant public environment along this stretch of Brook Road. Furthermore it would contribute to the housing requirements of the Borough within a sustainable town centre location.

The application gives the ground floor over predominantly to an area of undercroft parking for 37 spaces with entrance/exit to the west/east ends of the site respectively.. Whilst this equates to less than 1 space per unit, given the highly accessible nature of the site in terms of both public transport and the shops and services on offer in Redhill Town Centre, this reduced level of parking is not felt to be objectionable in policy terms. Furthermore, the County Highway Authority has raised no concerns in respect of the impact of the proposals on highway safety or operation.

In terms of flooding, the scheme falls within Flood Zone 2 and a large part within Flood Zone 3 owing in a large part to the proximity to the Redhill Brook. However, the proposals are considered to pass the Sequential Test, an exercise for which was carried out in the previous application, and the Environment Agency is satisfied that subject to conditions, the development would be acceptable in terms of impact on flooding and safety of future occupants nor would it prejudice access to the Redhill Brook.

As regards affordable housing, an amount of 10 units for the previous application (equivalent to 20.8%) of shared ownership tenure was agreed, being compliant with policy CS15 of the Core Strategy. In the course of the current application the applicant first offered 11 units based on a restricted pro-rated calculation but has re-examined the rounding approach and agreed with the Council's interpretation, viz: the original scheme provided affordable housing at 20.83333% of the total units; if that exact same proportion is applied in this case 11.875 units would be required: the Council's Affordable Housing SPD is clear that rounding should be applied conventionally (i.e. round up if over 0.5). Therefore, and as confirmed by the applicant, 12 units would be provided, not the 11 as originally offered, and this is acceptable in policy and viability terms.

The proposals are not considered to give rise to serious harm to the amenity of neighbouring properties and it is considered that the development would offer a good standard of accommodation and amenity for future occupants. The scheme would bring about the regeneration and optimal use of a currently degraded and under-utilised site and, in doing so, would support the Council's urban areas first strategy. It would make a

positive contribution to 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) 12 units of affordable housing as shared ownership tenure;
- (ii) the affordable units to have private balconies to the same proportion as the non-affordable units;
- (iii) the Council's legal costs in preparing the agreement;

Outline planning permission is **GRANTED** subject to conditions.

In the event that a satisfactorily completed obligation is not received by 31 December 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 and is therefore contrary to policies CS15 of the Reigate and Banstead Core Strategy 2014.

Consultations:

County Highway Authority: no objection subject to conditions. Comments as follows:

"The proposed development is likely to lead to an increase in vehicle movements. These increases are not significant and certainly not severe in terms of the National Planning Policy Framework.

The proposed development is located close to Redhill town centre and the site benefits from good links to the town centre with its good leisure, and retail land uses and train station. In addition the site benefits from good cycle and bus links to Redhill town centre and other locations with more retail, leisure, employment, and education land uses."

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

Environment Agency: recommends conditions relating to flood risks and site contamination.

Surrey Lead Local Flood Authority (SUDS): no objection subject to conditions relating to sustainable drainage.

Gatwick Airport: recommends condition requiring a bird hazard management plan

Reigate Society: no response.

Sutton and East Surrey Water Company: no response.

Representations:

Letters were sent to neighbouring properties on 14 February 2019 and a site notice was posted 20 February 2019.

One response was received, raising the following issues:

Issue	Response
Alternative location preferred	Development on this site only
Drainage/sewage capacity	See paragraph 6.24
Hazard to highway safety	See paragraphs 6.31-6.36
Inadequate parking	See paragraphs 6.31-6.36
Noise and disturbance	See paragraphs 6.25-6.30
Out of character with locality	See paragraphs 6.11-6.17
Overdevelopment	See paragraphs 6.11-6.17

1.0 Site and Character Appraisal

- 1.1 The application site is located to on the northern side of Brook Road which itself is to the south of, and in relatively close proximity to, Redhill Town Centre. The site

presently comprises a number of single storey buildings and structures which have historically been used for vehicle servicing and repairs but which are now in a dilapidated condition, with an area of land to the rear historically used for storage of vehicles. There are a small number of trees along the eastern boundary of the site, including a relatively large mature sycamore close to the frontage with Brook Road.

- 1.2 The Redhill Brook flanks the site along the eastern boundary and is partially culverted under the southern corner of the site where it adjoins Brook Road. According to the EA Flood Maps, the site is wholly within Flood Zone 2 and the majority in Flood Zone 3.
- 1.3 The area surrounding the site is of mixed character both in terms of use and built form, typical of an edge of centre location. To the south on Brook Road are two blocks of flats, mainly of three storeys although the YMCA building has a four storey element at the corner. Between these two blocks of flats is a modest two storey gable fronted building in commercial use. To the west, the site is flanked by a petrol station and the associated low slung, single storey structures which this entails. To the east, the site adjoins a commercial storage yard which again comprises single to two storey built form. To the north is an area comprising a group of three large format retail warehouse buildings set amongst a large parking area. Architectural styles are varied but typically reflect more traditional forms.
- 1.4 The application site has an area of 0.16ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: as a result of pre-application discussions leading to submission of the previous scheme (similar in form, scale, location and footprint to the current proposal), the building was reduced from up to 8 storeys initially to the up to 5 now proposed and the massing has been improved and better articulated.
- 2.2 Improvements secured during the course of the application: none as the proposal is acceptable as it stands.
- 2.3 Further improvements to be secured through planning conditions or legal agreement: Various conditions are recommended to control materials, details and landscaping to ensure a high quality development. A legal agreement will be required to secure the on-site affordable housing provision.

3.0 Relevant Planning and Enforcement History

- 3.1 18/01133/F: building comprising 48 flats: granted 19 July 2019.

4.0 Proposal and Design Approach

- 4.1 The proposed outline application is for the demolition of the existing buildings and the erection of a new building comprising 57 one and two bedroom apartments, undercroft car parking and landscaping. Matters for which approval is sought are access, layout and scale; reserved matters are appearance and landscaping.

- 4.2 The new building fronts on to Brook Road and comprises a single block with a practically L-shaped footprint projecting back into the site. The building is predominantly 5 storeys, with the top floor being set back, but steps down to four storeys to the northern end of the building. The building would employ a mix of brick and anthracite/grey cladding panels for the main elevations, with the top floor clad in a lighter material. A mixture of inset and projecting balconies are proposed.
- 4.3 The ground floor of the development would be largely given over to undercroft car parking, the entrance lobby and communal facilities and plant. Within the car park and along the front and rear boundaries, raised planters are proposed to allow for landscaping.
- 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:

Assessment	The Design & Access (D&A) Statement describes that the existing site comprises a garage and workshop area, showroom and four warehouse buildings. Two derelict buildings run along the eastern boundary. The YMCA building is situated to the south of the site, on the opposite side of Brook Road. The north of the site is bordered by a BP petrol station. Redhill Brook runs along the eastern edge of the site.
	No features worthy of retention are identified in the D&A Statement.
Involvement	The D&A Statement identifies that pre-application advice was sought from the Council in 2017 and design of the scheme amended in response and made the subject of successful application ref. 18/01133/F.
Evaluation	The Statement sets out the evolution of the design of the scheme, as a result of the pre-application discussions. This includes reducing the height and massing of the building, removing the "podium" feature and changes to materials. Further reductions to scale and massing followed a second pre-application request and culminated in the now approved previous application, in terms of footprint and scale similar to scheme now proposed.
Design	The D&A explains that through the chosen design, the best use of this brownfield site is being proposed with the five storey

	building but as demonstrated in the daylight/sunlight study has a very minimal impact on surrounding buildings. The bulk and massing has been greatly reduced since the first pre-app and greater articulation to the building introduced. Levels of landscaping have also been maximised given the constraints of the site.
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4.6 Further details of the development are as follows:

Site area	0.16ha
Existing use	Mixed commercial/industrial
Proposed use	Residential (flats)
Net increase in dwellings	57
<i>Of which affordable</i>	12 (20.8%)
Proposed site density	356 dwellings per hectare (dph)
Density of the surrounding area	Varied 141dph - Archers Court/Bakers Court (Brighton Road) 104dph – Brighton Road (west side – Sycamore Court to Wilton Court) 141dph – Niche Place (Brook Road)
Proposed parking spaces	37
Parking standard	BLP 2005 – 64 spaces (maximum) DMP – 1 space per unit although a lower amount may be acceptable in areas within or close to town centres
Estimated CIL contribution	In the region of £312,560 (subject to indexation and existing building relief)

5.0 Policy Context

5.1 Designation

Urban Area
Retail Warehouse Area
Flood Zone 2 and Flood Zone 3

Reigate and Banstead Core Strategy

CS1 (Presumption in favour of sustainable development)
CS4 (Valued townscapes and historic environment)
CS5 (Valued people/economic development)
CS8 (Area 2a: Redhill)

CS10 (Sustainable development)
 CS11 (Sustainable construction)
 CS13 (Housing delivery)
 CS14 (Housing needs of the community)
 CS15 (Affordable housing)
 CS17 (Travel options and accessibility)

5.2 Reigate & Banstead Borough Local Plan 2005

Housing	Ho9, Ho10, Ho13, Ho16
Employment	Em1A
Shopping	Sh14
Movement	Mo4, Mo5, Mo6, Mo7
Utilities	Ut4

5.3 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Emerging Development Management
 Plan 2019

Supplementary Planning Guidance	Developer Contributions SPD Affordable Housing SPD Local Distinctiveness Design Guide
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Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 (as amended) Conservation of Habitats and Species Regulations 2010 Public Sector Equality Duty
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6.0 **Assessment**

6.1 The application site comprises a mixture of semi-dilapidated commercial/industrial buildings. The site falls within a designated Retail Warehouse Area and is wholly in Flood Zone 2 with a significant part in Flood Zone 3.

6.2 The main issues to consider are therefore:

- principle of development
- design and impact on the character of the area
- flooding and drainage
- effects on the amenity of neighbouring properties
- access, parking and highway implications
- amenity of future occupants
- affordable housing and infrastructure contributions
- other matters

Principle of development

- 6.4 As discussed above, the existing site comprises a number of single storey buildings and ancillary structures which are used in mixed commercial/industrial uses including storage and vehicle repairs. As such, they are considered to represent employment uses for the purposes of Policy Em1A which resists their loss.
- 6.5 In this regard, the previous application was accompanied by analysis from a local agent which concludes that there is adequate alternative commercial/industrial space in the borough currently on the market such that loss of these units would not prejudice overall supply. Furthermore, a separate appraisal from local agents of the marketability and value of the existing accommodation on site identifies that *"the current buildings are of very inferior construction and would not, in my opinion, attract a conventional form of commercial loan"*.
- 6.6 These conclusions are agreed. Whilst the site is in employment use, it is not a designated Employment Area and, given the nature of uses, is considered to make a relatively limited economic contribution. It does not support any particular key local services and is anticipated to support only a very low level of employment since much of the accommodation is used for storage. The condition of the existing accommodation is poor and the likely prospects of continued viable employment use in the long term are therefore felt to be relatively limited.
- 6.7 With these observations in mind, the loss of the existing employment uses on site is not considered to be objectionable. In coming to this view, account has also been taken of the position in the Framework which advises that *"local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed by not allocated for a specific purpose in plans"* and in particular, that they should *"support proposals to use retail and employment land for homes in areas of high house demand, provided this would not undermine key economic sectors..."*.
- 6.8 Furthermore, the proposals would support redevelopment, regeneration and improved utilisation of a poor quality brownfield site in what is a relatively prominent location close to Redhill Town Centre, thus supporting the "urban areas first" strategy which is embodied in the Core Strategy (notably Policy CS6).
- 6.9 With regards to the Retail Warehouse Area designation covering the site, there is no policy which resists the loss or redevelopment of such sites for non-retail uses. On this basis, the Retail Warehouse Area does not give rise to any in principle policy objection to the proposed residential scheme.
- 6.10 On the basis of the above and as concluded with regard to the previous application, the loss of the existing employment uses and redevelopment of the site for residential uses is considered to be justified against local and national policy.

Design and impact on the character of the area

- 6.11 The proposals are substantially the same as that previously approved in design terms and of no greater footprint or height. The designs were subject to extensive

pre-applications discussions with Officers regarding the proposed scale, massing and design of the building. The design has, as set out in the applicant's Design & Access Statement, evolved significantly through this process and the application, with marked reductions in height, massing and design. The scheme now under review is very similar to that approved under the previous application, such that the comments below on the latter are still valid.

- 6.12 The proposed building takes the form of a virtually L-shaped block facing onto Brook Road. The building would be predominantly 5 storeys and would step down to four storeys at the northernmost end of the building.
- 6.13 In terms of height, scale and massing, the proposed built form would clearly be much greater than presently on site. However, it is considered appropriate in the context of surroundings, where large blocks (such as Forum and Furness House and to some extent the YMCA building) are not uncommon. With respect to height, the proposed building, would at its tallest point, be slightly lower than Forum and Furness House on the opposite side of Brighton Road, and when viewed in the wider street scene, the building would appear only slightly taller than the YMCA building which sits at a much higher land level on the opposite corner of Brook Road.
- 6.14 The elevation onto Brook Road would be predominantly 5 storeys, albeit the top storey would be set back and treated with a lighter material which would reduce the perceived massing at upper floors. Whilst the building would present a relatively long elevation onto Brook Road, this would help to create a well-defined street frontage which is presently lacking and subtle variations in the building line and in the roof and parapet levels along this elevation help to break the building up into manageable elements such that it would not appear monotonous or unyielding. The more pronounced stepping down in height towards the northernmost end of the building provides a transition in height which responds appropriately to the topography of the site and helps to ensure that the building would not appear unduly domineering in the Brighton Road street scene, including in southerly views from the Town Centre. Similar architectural language is used on this elevation to help break up the massing.
- 6.15 Across the building, the elevations have been well handled to break up the massing. The use of a mixture of recessed and projecting balconies, together with subtle variations in the detailing and materiality on the various elements of the building, add visual interest in a restrained but successful way. The materials palette is considered to be appropriate, drawing on the predominant red brick which is typical of the area to "frame" the sections of the building and complementing this with glazing and cladding to ensure that an unduly "heavy" appearance is avoided. High quality materials and finishes will be to the success of the building (if approved) and thus a condition requiring approval of the detailed specification of materials is recommended.
- 6.16 The layout provides for some small areas of landscaping in raised planters to the front of the building which would provide some much welcomed softening and greening to the urban realm along Brook Road, as well as along the boundary with Redhill Brook and the adjoining retail park car park. Whilst the proposals would

introduce a relatively boundary with the adjoining Petrol Station, this is considered necessary to provide defensibility and – on balance – would not be prominent or dominant in the street scene so as to be harmful, particularly given the use of the staggered timber screen at higher level. Parking would be accommodated in an undercroft and would be largely screened from public vantage points.

- 6.17 Overall, whilst the proposal would represent a demonstrable increase in scale and massing of built form on the site, the building has been well-designed such that it would not appear out of keeping or overly dominant amongst the varied street scenes of Brighton Road and Brook Road, and would make a positive contribution to the character of the area compared to the existing degraded, low key site. The proposal would therefore comply with policies Ho9, Ho13 and Ho16 of the Local Plan 2005, CS4 and CS10 of the Core Strategy and the provisions of the Framework in respect of achieving well designed places.

Flooding and drainage

- 6.18 The site is wholly within Flood Zone 3 and a significant part is within Flood Zone 2 according to EA Flood Mapping. As per the previous application the applicant has submitted a Flood Risk Assessment and Sequential/Exception Test, given the location of the site in Flood Zones 2 and 3, 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. This includes a review of the potential allocation sites identified in the emerging Development Management Plan across the whole borough.
- 6.19 The site is in a dilapidated condition and residential redevelopment would offer positive townscape effects which are of considerable value in their own right given the quite prominent location of the site. These benefits are unlikely to be achievable in any other way and would certainly not be realised if the housing was delivered on another site. Furthermore, in previous iterations of the Redhill Town Centre Area Action Plan, this site formed part of a wider opportunity site along Brighton Road; hence, there has historically been acknowledgement of the need for redevelopment in this area to contribute to the wider regeneration of the town. Taking the above into account, whilst the number of housing units which this site would deliver could potentially be achieved on other site(s) at lower risk of flooding, the localised and wider regenerative effect could not. On this basis, and taking account the specific facts of this case, it is concluded that the Sequential Test is passed.
- 6.20 Given the flood risk profile of the site and the proposed residential use, it is also necessary for the site to pass the Exception Test. In this respect, the application was accompanied by a Flood Risk Assessment (FRA) which analyses fluvial flood levels across the site using EA and modelled data as well as the risk of flooding from other sources. In terms of fluvial (river) flooding, the FRA identifies that the lowest finished floor levels for residential accommodation (lobby area) will be set at 76.210m AOD which is significantly higher than any predicted flood level on site. Whilst there would be some potential for the under croft car park to flood in a very extreme event (1 in 100 year with 70% climate change allowance) adopted by the consultants as a sensitivity test, the depths would be relatively modest and the FRA

includes a recommended escape route and recommends a flood evacuation plan is prepared. The FRA identifies the hazard from other sources, including surface water flooding, as being minimal or no risk.

- 6.21 Taking all of the above factors into account, it is concluded that the proposal would be safe for its lifetime and would not increase flood risk elsewhere. It is also considered that there are wider sustainability benefits to the redevelopment of a well-located edge of town centre site (provision of housing, including affordable units) and general enhancement of a semi-derelict site, which outweigh the flood risk. The proposal is therefore considered to pass the Exception Test.
- 6.22 The Environment Agency (EA) was consulted on this topic and gave no objection subject to imposition of conditions relating to finished floor levels, river wall survey, site contamination/remediation and appropriate type of piling.
- 6.23 The Flood Risk Assessment and drainage strategy have also been reviewed by Surrey CC which has confirmed no objection subject to conditions regarding detailed design and future maintenance.
- 6.24 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, 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.

Effects on the amenity of neighbouring properties

- 6.25 The location of the site is such that, at present, the only near residential neighbours are to the south on the opposite side of Brook Road. There is not considered to be any undue impact on properties on the western side of Brighton Road (which are predominantly in commercial use), given the separation distances involved (over 40m to the proposed building).
- 6.26 Given the siting of the proposed building, there would remain a separation distance of c.17m between the south elevation and neighbours on the opposite side of Brook Road. At this distance, whilst there would be some change in outlook for these neighbours, it is not considered that the building would be unduly overbearing or dominant, particularly mindful of the urban setting of the site.
- 6.27 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 neighbours to the south. 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.
- 6.28 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 using the vertical sky component and applying BRE guidelines. Three windows on "The Willows" flat block are identified as receiving below the recommending guidelines following the development; however, in each case, the change compared to the existing situation is less than 35% and therefore classified as "minor" according to BRE guidance. Furthermore, from a review of historic plans for the building affected, two of the windows most affected serve bathrooms (and therefore non-habitable), with the third serving a bedroom. Mindful of the fact that the BRE Guidance stresses that the numerical guidelines should be interpreted flexibly and taking account of the urban location of the site (where daylight expectations are generally somewhat lower than other locations) and rooms affected, 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.

- 6.29 The southern elevation would introduce a significant number of windows and balconies which would face towards existing properties on the south side of Brook Road. Whilst there would be some views between windows, there would be adequate separation (c.17m) such that the occupants of these existing properties would not experience undue loss of privacy or a significantly harmful level of mutual overlooking.
- 6.30 Overall, whilst the proposal would result in a change for neighbouring properties, it is not considered to give rise to an unacceptable loss of amenity and would, on the whole, achieve acceptable relationships to neighbours typical of a relatively central urban location such as this. The proposal therefore complies with policies Ho9 and Ho13 of the Borough Local Plan 2005.

Accessibility, parking and highway implications

- 6.31 The development incorporates a total of 37 car parking spaces (including 3 disabled and 6 electric car charging bays) and 61 cycle spaces which would be provided in an undercroft at ground floor level. Access to the car parking area would be taken from Brook Road with exit therefrom at the eastern end of the site.
- 6.32 At 37 spaces, the level of car parking would fall below the maximum standards in the Borough Local Plan (which would suggest 64 spaces) and the minimum for a high accessibility area within the emerging Development Management Plan (57). However, in this case, the site is within a highly accessible location, on the edge of Redhill town centre (with a wide range of shops and services available nearby), a relatively short walk from the railway and bus station, and with bus routes even closer by along Brighton Road (A23). Taking this accessibility into account, the reduced level of parking is not considered to be objectionable in policy terms and it is considered not owning a car or low car ownership would be a realistic option for future residents of the development, given the size of units. This approach is consistent with the DMP which advises that a reduction below the minimum may be acceptable in highly accessible town centres. The County Highway Authority has raised no objection to the scheme, similarly noting the accessible location of the site. It should be noted that Brook Road (and other nearby roads such as A23 Brighton Road and Hooley Lane) are subject to parking restrictions which would

prevent parking in dangerous locations such that any displacement would not cause a highway safety risk.

- 6.33 The scheme incorporates a large internal and secure bicycle store, capable of accommodating 61 bicycles, which is in excess of the 48 advised by local standards. A condition requiring the bicycle storage to be in place prior to occupation is considered reasonable.
- 6.34 The submitted plans demonstrate that adequate visibility can be achieved at the access point to the undercroft car park and, furthermore, that the splay would not be unduly obscured by the designated on-street parking bays and hence would not cause safety issues. Steps and a ramp are provided to the front of the building to provide access for all.
- 6.35 In terms of overall traffic generation, the application is supported by a Transport Statement which identifies that the scheme would generate a net increase of 5 vehicle movements in the AM and PM peak hours compared to what could be generated by the existing uses. The County Highway Authority does not dispute this and acknowledges in their response that *"these increases are not significant and certainly not severe in terms of the National Planning Policy Framework"*. Given the level of existing flows on the surrounding roads, the effect would be very limited and is not considered to give rise to unacceptable congestion.
- 6.36 Subject to the conditions proposed by the County Highway Authority, the proposal is considered to comply with policies Ho9, Mo4, Mo5 and Mo7 of the Borough Local Plan and policy CS17 of the Core Strategy.

Amenity for future occupants

- 6.37 In terms of internal accommodation, the proposed units would be a combination of 1 and 2 bedrooms, ranging from 33.1sqm to 71.5sqm. 18 of the unit fall below the nationally described living space standard of 37sqm for a one person one-bed apartment. However, in all but 3 cases there is a balcony provided which would bring the size up to around that of the national minimum standard. There have been calls for increased densities to help overcome the national housing shortage which can be accommodated in a number of ways such as reducing the size of units. The space standards are for guidance purposes only and, when considered overall, each of the units are considered to provide adequate internal space to meet the needs of day to day life. Each unit would be served by a number of windows which would ensure adequate daylighting and level of outlook and they are of rational and workable shape and layout. When considered alongside the benefits of the additional affordable housing, this is considered acceptable on balance.
- 6.38 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.

Community Infrastructure Levy (CIL) and requested contributions

- 6.39 As the proposals involve the creation of new dwellings, the development would be CIL liable and would attract a charge based on the Council's adopted Charging Schedule. The amount due would be formally determined in due course should permission be granted; however, based on the plans submitted the indicative charge would be in the region of £312,560 (prior to indexation and any relief claimed on the existing buildings and/or affordable housing units).
- 6.40 The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 and state 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. No such requests have been made in this case by consultees nor otherwise identified.

Affordable housing

- 6.41 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.
- 6.44 The background to this development is that, through the previous application (which has been granted), it was accepted, by way of an open book viability appraisal, that it was not viable to provide the full 30% requirement for affordable housing. The applicant's initial position was that nil provision was justified; however, as a result of extensive review and negotiations with the applicant, an agreed position of 10 units on site affordable housing (equivalent to 20.8%) was reached.
- 6.45 The revised scheme now under consideration increases the number of units (from 48 to 57), predominantly through internal reconfiguration rather than by building more saleable space than the previous scheme.
- 6.46 This amounts to a pragmatic approach (avoiding the need for a detailed re-interrogation of the viability position) for the following reasons:
- Whilst the number of units has been increased (by 9), the actual saleable floor area has slightly decreased (presumably as a result of the internal reconfiguration and the need for more communal corridors, etc.). Whilst there will be some moderate uplift in £/sqm value which can be achieved as a result of the skew towards smaller units, this would be adequately captured by the simple pro-rated approach which the applicant has proposed.
 - The remainder of the variables in the appraisal were very recently assessed and given the limited amount of time which has passed since, they are unlikely to be materially different now. Given market conditions, it is unlikely there would have

been a material improvement in underlying viability compared to the previous scheme.

- 6.47 In the course of the application the applicant has re-examined the rounding approach and agreed with the Council's interpretation, viz: the original scheme provided affordable housing at 20.83333% of the total units; if that exact same proportion is applied in this case 11.875 units would be required: the Council's Affordable Housing SPD is clear that rounding should be applied conventionally (i.e. round up if over 0.5). Therefore, and as confirmed by the applicant, 12 units would be provided, not the 11 as originally offered.
- 6.48 The 12 units are proposed to be all shared ownership tenure; however, this is considered acceptable as the relatively small number of units and configuration of the scheme (single core) introduces management and service charge complications which make mixed tenure unfeasible. This position is confirmed by the Council's Housing Team which has investigated the likely attractiveness of a mixed tenure scheme with local registered providers.
- 6.49 Taking all of the above into account, the provision of 12 on-site affordable housing units is considered to be the maximum achievable given the viability of the scheme and acceptable in the context of Policy CS15 of the Core Strategy and the provisions of the Framework and associated Practice Guidance. 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

- 6.50 The application was supported by an Energy Statement which makes recommendations as to the thermal envelope of the building as well as the use of solar photovoltaic panels on the roof to achieve a reduction in carbon emissions. The measures included within this are considered to be appropriate and are recommended to be secured through condition.
- 6.51 Potential for contaminated land and ground gas risks has been identified by the Council's Environmental Health Team and through the applicant's own Phase 1 Environmental Assessment owing to current/historic uses and the nature of buildings on site and, as such, the Contaminated Land Officer recommends appropriate further investigations and remediation be secured through condition. Given the full extent of risk is unknown at present, allowing any works could put construction workers, the general public and the wider environment (including groundwater) at risk of contamination; hence, this condition is recommended to be pre-commencement.
- 6.52 Gatwick Airport have recommended a condition requiring submission and approval of a Bird Hazard Management Plan given the extent of flat/shallow pitched roofs on the buildings which could be attractive to nesting, roosting and loafing birds and therefore a risk to aerodrome safety.

CONDITIONS

1. Approval of details of the appearance and landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:

To comply with Article 5 of the Town and Country Planning (General Development Procedure) (England) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) 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
Location Plan	3AFD5/1		05.06.2019
Exg Elvns	3AFD5/2		05.06.2019
Proposed site plan	3AFD5/10		05.06.2019
Proposed g/f plan	3AFD5/11		05.06.2019
Prop 1/2 floor plan	3AFD5/12		05.06.2019
Prop 3 rd floor plan	3AFD5/13		05.06.2019
Prop 4 th floor plan	3AFD5/14		05.06.2019
Proposed roof plan	3AFD5/15		05.06.2019
Proposed west elevation	3AFD5/16		05.06.2019
Proposed south elevation	3AFD5/17		05.06.2019
Proposed east elevation	3AFD5/18		05.06.2019
Proposed north elevation	3AFD5/19		05.06.2019
Site section	3AFD5/20		05.06.2019
G/f plan riverbank access	3AFD5/21		05.06.2019

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.

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

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) on-site turning for construction vehicles.

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

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2019.

4. No development shall commence until a river wall survey that considers the design of the proposed new development and includes any works required to the river wall has been submitted to and approved in writing by the Local Planning Authority.

The survey and resultant scheme shall be based on ensuring an estimated useful life (EUL) of the river wall of 100 years, commensurate with the lifetime of the development and shall:

- (a) Identify the structural condition and life expectancy of the river wall
- (b) Provide details to repair, replace or renew (as appropriate) to ensure all structural components of the river wall have an EUL of 100 years
- (c) Identify the timing and nature of any repeat works or on-going maintenance to all structural components of the river wall to maintained an EUL of 100 years

Reason:

To ensure 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 until the detailed design of the surface water drainage scheme has been submitted to an 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 & 1 in 100 (+40% allowance for climate change) storm events, during all stage of the development (pre, post and during), associated discharge rates and storage volumes shall be provided using a Greenfield discharge rate of 1.6 litres per second (unless otherwise agreed by the Local Planning Authority)
 - c) Evidence that any proposed infiltration will not give rise to unacceptable risk to Controlled Waters
 - d) Detailed drainage design drawings and calculations to include: a finalise drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element, including details of any flow

- restrictions and maintenance/risk reducing features (silt traps, inspection chambers, etc.)
- e) Details of how the sustainable drainage system will be protected during construction and how run-off (including any pollutants) from the development site will be managed before the drainage system is operational.
- f) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- g) A plan showing exceedance flows (i.e. during rainfall greater than design or during blockage) 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.

6. No development shall commence until the following information, and any additional requirements that the Local Planning Authority may specify, has been submitted to and approved in writing by the Local Planning Authority:
 - (a) A contaminated land site investigation proposal detailing the extent and methodologies of sampling, analyses and proposed assessment criteria to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model set out in the WYG Phase 1 Environmental Assessment (version 1.0 dated 4 May 2017)
 - (b) Prior to any site investigation work being commenced on site, a contaminated land site investigation and risk assessment undertaken in accordance with the above site investigation proposal as approved and reported in accordance the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS10175 which determines the nature and extent of contamination on the site
 - (c) If applicable, ground gas assessments completed in line with CIRIA C665 guidance
 - (d) Prior to any remediation being commenced on site, a detailed remediation method statement that explains the extent and method(s) by which the site is to be remediated and provides details of the information to be included in a validation report

Following approval of the details in relation to parts (b) and (d) above, the Local Planning Authority shall be given a minimum of two weeks before the relevant investigation or 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.

7. The development hereby permitted shall not be commenced until such time as a scheme to:

ensure finished floor levels are set no lower than 76.21m above Ordnance Datum (AOD) of the development hereby permitted shall be no lower than 76.21m AOD

ensure existing ground levels are retained to ensure no impact on flood storage and flow paths

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the shall Local Planning Authority.

Reason:

To ensure that there is no impact on flood storage and flow paths and 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.

8. 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 by the Local Planning Authority, 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.

9. No development above ground floor slab level shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of existing landscape features has been submitted and approved in writing by the local planning authority.

The landscaping schemes shall include details of hard landscaping, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

The scheme shall also provide specific details of any soft and hard landscaped areas and fencing/boundary treatments within 8 metres of the Redhill Brook watercourse and how the watercourse will be protected during development and managed/maintained over the longer term, including a name responsible body for the management.

All hard and soft landscaping work 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 preserve and enhance the ecological value of the adjoining watercourse in order to comply with policies Pc4, Ho9 and Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the recommendations within British Standard 5837.

10. 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.

11. No development above ground floor slab level of any part of the development hereby approved shall take place until a Bird Hazard Management Plan detailing how the flat/shallow pitched roofs area will be managed to minimise their attractiveness to birds has been submitted to and approved in writing by the Local Planning Authority.

The Bird Hazard Management Plan shall be implemented upon completion of the roof and shall remain in force for the life of the building and shall not be revised or amended unless otherwise agreed with the Local Planning Authority.

Reason:

To ensure that the roof areas are adequately managed to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport with regard to the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002.

12. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (v3.0 dated 09/10/2018) produced by Patrick Parsons.

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.

13. The development hereby approved shall be carried out in accordance with the Energy Statement by Arcadian Architectural Services dated 18/04/2018.

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.

14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with any approved details.

Reason:

To ensure that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

15. No plant or machinery, including lifts, 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.

16. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for a minimum of 61 bicycles to be stored in an accessible, covered and secure location. Thereafter the bicycle storage area shall be retained and maintained for its designated purpose.

Reason:

To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with the National Planning Policy Framework 2019 and policy Mo7 of the Reigate and Banstead Borough Local Plan.

17. Notwithstanding the drawings, the development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. This shall include the walls and timber screening to the western boundary with the petrol station. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason:

To preserve the visual amenity of the area and protect neighbouring residential amenities and those of future occupants with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Pc4.

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

Reason:

To ensure that the development would 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 2019.

19. 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.

20. Notwithstanding the submitted plans, the development hereby approved shall not be first occupied until the proposed eastern access to Brook Road has been constructed as a bellmouth access with tactile paving and dropped kerbs at the pedestrian crossing points of the access and the existing parking bays marked out on the highway have been altered in accordance with a revised scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason:

In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users with respect to policy Mo5 of the Reigate and Banstead Borough Local Plan 2005 and the provisions of the National Planning Policy Framework 2019.

21. The development hereby approved shall not be first occupied until the existing accesses from the site to Brook Road have been permanently close and any kerbs, verge and footway fully reinstated.

Reason:

In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users with respect to policy Mo5 of the Reigate and Banstead Borough Local Plan 2005 and the provisions of the National Planning Policy Framework.

22. 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.

23. 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 (insert reference) and the NPPF.

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

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.

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

Reason:

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

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 bowsters 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. 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.
7. 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.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. The developer is reminded that the Redhill Brook at this location is a designated Main River and under the jurisdiction of the Environment Agency. Under Environmental Permitting (England and Wales) Regulations 2016, any works in, over, under or within 8 metres of the top of the bank or river wall, where one exists, may require a permit from ourselves. Please be aware that the Environment Agency will not usually approve works which obstruct access to the watercourse. 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. The developer is advise to contact the Environment Agency Flood and Coastal Risk Management Officer at the following email address: PSO.SWLondonandMole@environmental-agency.gov.uk.
10. 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.
11. 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.
12. The applicant's attention is drawn to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks' notice'. The submission of information not in

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

13. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings.

If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering

14. 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. More details are available on the County Council's website.

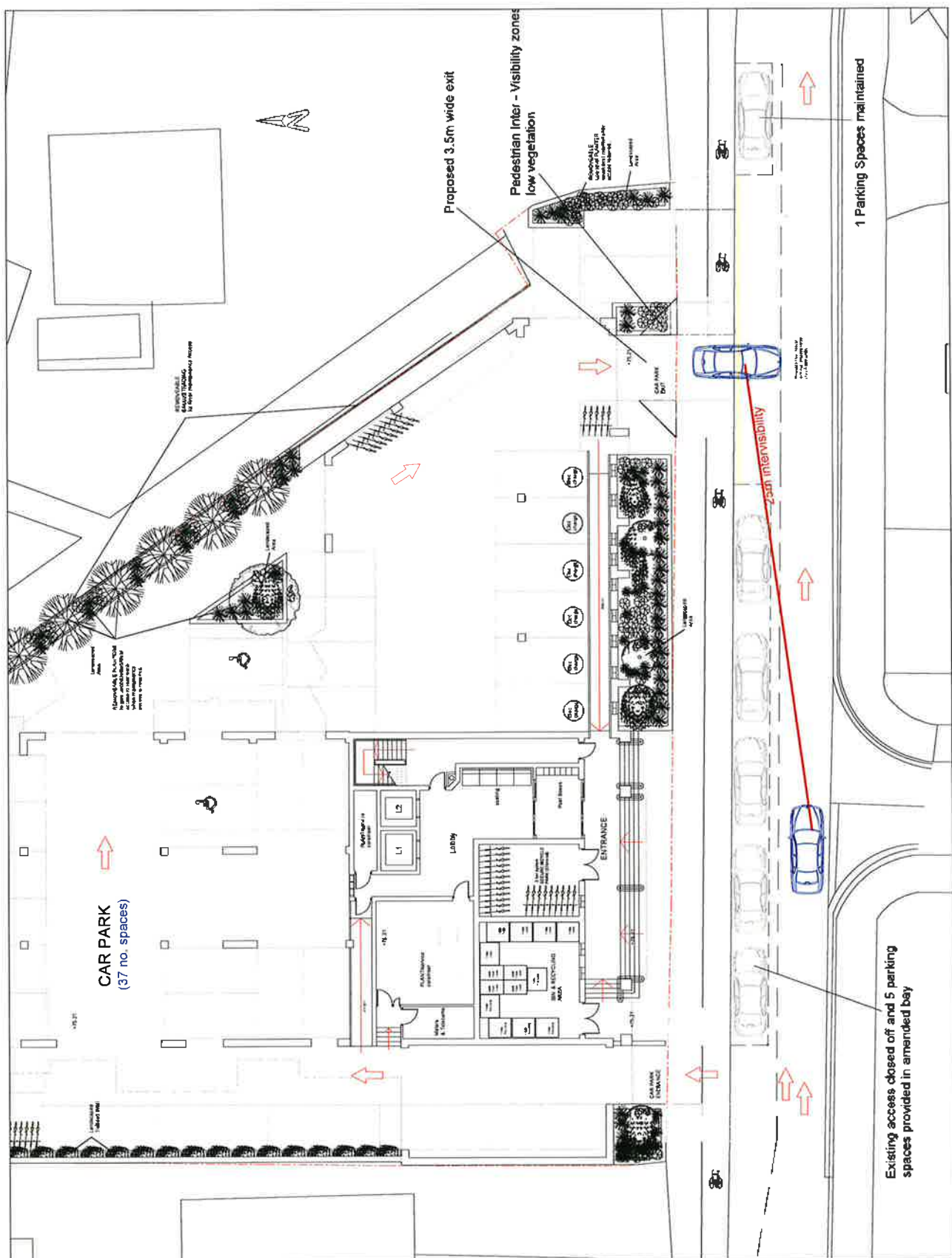
If proposed works result in infiltration of surface water to ground within a Source Protection Zone, the Environment Agency will require proof of surface water treatment to achieve water quality standards.

If there are any further queries please contact the Flood Risk Asset, Planning and Programming team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS8, CS10, CS11, CS13, CS14, CS15, CS17, Ho9, Ho10, Ho13, Ho16, Em1A, Sh14, Mo4, 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.

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.



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FLAT DEVELOPMENT @ THE
Garages Site Brook Road
Redhill Surrey RH1 1QS

PROPOSED
Contextual First Elevation &
EAST ELEVATION

100	230-241	26 Oct 2017
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Lovell Design Ltd.

ARCHITECTS
RIBA #

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DOI: 10.1002/for



RGOPS -
Sodium Planting or GRP land in Dec. form
of winter.

WALLS -
Riser and treads with castable painted
areas encompassing glazing and
a reinforced metal panels.
Top Floor has silver metal paneled or
similar.
Areas with coloured glass blocks.

WINDOWS & DOORS. -
 If you're ready to change old-fashioned aluminum
 frames.



Level +4

Level +3

Level +2

Level +1

Level 0



EAST ELEVATION

Architectural drawings are the primary means of communication between the architect and the client. They are a visual representation of the design and are used to convey the architect's intent. The drawings are a series of views of the building, including the floor plan, section, elevation, and detail. They are used to show the building's form, function, and materials. The drawings are a key part of the design process and are used to communicate the architect's vision to the client and the construction team.



STREETSCENE / SOUTH ELEVATION / Brook Road Elevation

Biggion Road

Carney College Drive

MATERIALS

- ROOFS - Sedum Planting or GRP lead sheet finish or similar.
- WALLS - Red brickwork with cassette panelled areas encompassing glazing and windows. Metal panels. Top floor (the office) metal paneling on arrival.
- ACRES with colour red glass blocks.
- WINDOWS & DOORS - Powder-coated anodised aluminium frames.



SOUTH ELEVATION / Brook Road Elevation

Carney College Drive

Carney College Drive



PLANNING DRAWINGS

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DATE: 20/04/2017

PLANNING DEVELOPMENT & THE CARNEY COLLEGE SOUTH ELEVATION. ROAD: STANLEY RHILL ROAD.

REVISIONS: 1. South Elevation & SOUTH ELEVATION.

Scale: 1:100 (0.1m) Date: 20/04/2017

LOVELL DESIGN LTD. ARCHITECTS

3AFD5/17



STREETSCENE / WEST ELEVATION / Brighton Road Elevation

MATERIALS

- ROOFS - System Flashing or CRP lead sheet flash or similar.
- WALLS - Powdercoat masonry with concrete parallel brick pattern. Areas encompassing gables and parapets masonry. Two 2' four hole steel metal panels at similar areas with colored glass blocks.
- WINDOWS & DOORS - Powdercoat anodized aluminum frames.



WEST ELEVATION / Brighton Road Elevation

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MULDER / HOMES

FLA - DEVELOPMENT at the Carriage Site, Brook Road, Redhill, Surrey, RH1 1YJ.

PROPOSED Streetscene West Elevation & WEST ELEVATION

Scale: 1:100, 250 gph. Date: 25.04.2017

Lovell Design Ltd.
ARCHITECTS

RIBA # 107
107, Brook Road, Redhill, Surrey, RH1 1YJ

3AF05/15

PROPOSED Streetscene West Elevation & WEST ELEVATION



BROOK ROAD







