

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29 April 2020
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	10	WARD: Banstead Village

APPLICATION NUMBER:	19/02553/F	VALID:	9 January 2020
APPLICANT:	Mr Weldin	AGENT:	PRA
LOCATION:	LAND ADJACENT TO THE FORMER ROYAL MAIL DELIVERY OFFICE REAR OF 28 HIGH STREET BANSTEAD SURREY SM7 2LQ		
DESCRIPTION:	Erection of block comprising 2 new apartments. As amended on 03/03/2020, 19/03/2020 and on 24/03/2020.		
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 planning application seeking permission for the erection of a three-storey building comprising two 1-bed apartments; one at first floor and one at second floor, with the ground floor arranged as undercroft car parking for the sole use of the adjacent 'Shapes' children's day nursery.

The site is located 39.0m approx. back from Banstead High Street, to the rear of Prezzo at no.28 High Street. The site would have a shared access with the nursery via a driveway between the high street fronting buildings. This site used to be a Royal Mail sorting office and the old main building is now the children's day nursery. The proposed new apartment building would be sited on (and above) the car parking area for the nursery.

The proposed development would not include parking spaces for the new residential apartments, however, this lack of parking provision is deemed acceptable. The DMP acknowledges that lower provision may be made for sites within town (or village) centres, with local services and public car parks and has met with no objections from the County Highway Authority owing to the to the sustainable location of the site, with adequate public transport provision in close proximity, and suitable on street parking controls in the surrounding area. The applicant has supported the application with a transport statement including a local parking survey, and various other data to demonstrate that the development is acceptable from a transport perspective.

This application follows an application last year for a larger building with three apartments which was refused in August 2019 due to its cramped, overdeveloped appearance and the

impact on the amenity of adjacent residential properties. The current application is considered to overcome these reasons for refusal.

The site, in a central, urban location with good access to facilities and transport is considered to be well-placed for this type of residential development. The arrangement proposed allows for both the nursery (D1 use) and the new residential use to coexist without compromising the existing car parking for Shapes nursery.

The design of the building would have a reasonably contemporary and functional form, predominately finished in brick. Its appearance is considered acceptable within the context of the varied forms and styles of the surrounding buildings, especially given its less prominent rear of High Street location.

The floor plans, staircase access and windows have been thoughtfully arranged to create an acceptable amenity relationship for both neighbouring properties and the future occupants of the proposed apartments.

The proposed development would make effective use of land within the urban area, contributing to identified housing need and supply, and would particularly meet the greater need for smaller family housing in the borough.

RECOMMENDATION

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

Consultations:

Banstead Village Residents Association – *“This is a second application for this site. This latest one has reduced the number from three to two apartments. The space is not large, there is no outlook and it is still somewhat cramped but an improvement on the previous application. It is a pity that no provision has been made for on-site parking as laid down in TAP1c and class C3 of the DMP. As we said before, on-street parking is difficult and such side roads as are within reach are already occupied with residents’ cars. We note the comments by the Environmental Officer and would recommend that an investigation for on-site contamination be carried out.”*

Contaminated Land Officer – potential contamination due to historic land uses, informative on safe working to be added.

Highway Authority – No objection subject to conditions. Site specific comment:
“The development proposes to create 2 new apartments. It is understood that the existing car parking at the site will be retained for Shapes Day Nursery. Therefore there will be no car parking provision for the proposed apartments. However, owing to the sustainable location of the site, with adequate public transport provision in close proximity, and suitable on street parking controls in the surrounding area the CHA have no objections to this. It is confirmed in writing that the 4 parking spaces are retained for staff of Shapes Day Nursery only. The CHA provided initial comments raising concerns about the layout of the 4 vehicular parking spaces. The layout of 'back to back' parking would not typically be accepted. However, written confirmation has been provided, confirming that the double parked space will be used solely for the manager of the nursery. The space designated for the manager is to be occupied from opening to closing of the nursery, minimising the potential for parking conflict. Any potential parking conflict is unlikely to cause an impact on the adjoining public highway, as parking and turning would take place on land that is entirely within the applicants control and as such, the CHA does not raise a concern with regards to highway safety. In addition, in line with condition 2 above, the CHA recommend that cycle parking is provided at ground level, to allow for the storage of electric bikes.”

Representations:

Letters were sent to neighbouring properties on 15 January 2020. A site notice was posted on 7 February 2020. No representations have been received.

Site and Character Appraisal

- 1.1 The application site formerly comprised part of a Royal Mail sorting office. The existing sorting office building has been converted to a pre-school day nursery (planning application ref. 18/02168/F). The old sorting office building appeared to have previously had two single storey projections beyond the main north gable elevation. These projections have been demolished and the resultant cleared land forms the main part of the application site for this proposed apartment building.
- 1.2 The main part of the site is located 39.0m approx. back from Banstead High Street to the rear of Prezzo at no.28 High Street. The site would have a shared access

with the day nursery via a driveway between the high street fronting buildings at no.28 and no.30.

- 1.3 The character of the area within the high street is predominantly retail, but with some cafés, restaurants and offices. There are residential units at first floor above 30 to 36 High Street. It appeared at the time of my site visit that renovation works were underway at Lamborn Place at no.26 High Street. This may include conversion of the second floor to residential as per planning application ref. 17/01887/PAP3O. Briarwood to the southeast of the site comprises 16 sheltered dwellings. To the west of the application site are car parks serving commercial buildings. The area is relatively flat throughout with no significant trees in close proximity to the site.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did seek pre-application advice following the previously refused planning application for three flats.

The reasons for refusal on the previous application were:

“1. The proposed apartment building, by virtue of its site coverage, scale and height, extending tight to the boundaries and neighbouring buildings would constitute a cramped, overdevelopment of the site which would appear obtrusive and out of keeping with the character and amenity of the locality...”

“2. The proposed apartment building, by virtue of its proximity to the flats at Briarwood and its proximity to the potential future flat at the second floor of Lamborn Place, in conjunction with the proposed building's height and first and second floor balconies, would have a harmful impact on neighbour amenity in terms of loss of privacy and overbearing...”

The applicant has taken on board the reasons for refusal and a number of the suggestions made at pre-application stage. These improvements include but are not limited to:

- The scale of the building has been reduced (3 flats to 2 flats), bringing the elevations away from the boundaries of the site.
- Use of various texture and materials rather than solely render, and the predominant use of masonry.
- Omission of the uncharacteristically shallow pitched roof in favour of a flat roof.
- More attention to allowing for achievable structural depths/floor-to-ceiling heights.
- Balconies on east and west elevations omitted to improve privacy/overbearing.
- The main outlook of the flats has been shifted northwards to improve impact on Briarwood.
- The long hallway in the first-floor flat has been reduced.

- 2.2 Improvements secured during the course of the application:
- A statement on the parking arrangements was made by the applicant in response to the Highways Officer's initial queries.

- The professional transport statement from the previous application has been re-submitted as supporting evidence for the absence of resident parking on this current application.
- Minor amendments to the application drawings; inclusion of structural framing at ground floor level; better positioning of car parking spaces, cycle racks and bins; cross-section drawing showing roof detail and floor to ceiling heights; minor corrections to labelling.

2.3 Further improvements to be secured through conditions or legal agreement:

The following conditions shall be attached to the permission:

- Material samples including staircase details (before development above ground floor level)
- Highways – parking spaces for nursery (compliance)
- Highways – cycle storage (pre-occupation)
- Highways – Construction transport management (pre-commencement)
- Bin store (before development above ground floor level)
- Side windows obscure-glazing/restricted opening (compliance)
- Building efficiency (pre-occupation)
- Broadband (compliance)

3.0 Relevant Planning and Enforcement History

3.1 There is a long planning history for the site which mostly relates to the conversion of existing post office building to the front of the site into a delicatessen, brasserie and restaurant. However, for the delivery office to the rear, there has been only three recent planning applications and then the most recent pre-application advice:

3.2 15/02474/F - Demolition of existing rear boundary masonry wall and replacement with a new galvanised steel palisade fence - approved with conditions.

3.3 18/02168/F - The proposed application is for a change of use and full planning permission to create a day nursery (shapes day nursery) within the existing building, formally a royal mail sorting office. Shapes day nursery have acquired the site intending to retain the existing building and create a much required local day nursery to accommodate children 0 to 5 years of age. APPROVED WITH CONDITIONS.

3.4 19/01247/F - Creation of 3 new apartments located at an unutilised site within the urban setting of Banstead High Street. REFUSED.

4.0 Proposal and Design Approach

4.1 The application is for a three-storey building comprising two 1-bed residential apartments. There would be undercroft parking at ground floor level but these 4no. parking spaces are reserved for the nursery school (as per planning permission 18/02168/F).

4.2 The applicant has submitted a design and access statement. 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.

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

Assessment	The design statement submitted by the applicant does demonstrate a level of assessment of the surrounding area, with focus on making use of redundant, previously developed land.
Involvement	Pre-application advice was sought from the Council. No community consultation took place.
Evaluation	The design statement demonstrates that the shortcomings of previous schemes have been considered, with attention given to the reasons for refusal, case officer report and pre-app advice. Amendments and refinements of the design have been made. The statement does not include any evidence of multiple design options being considered, rather just evidence of amendment to the original scheme.
Design	The applicant's design choices have been steered by the pre-application process.

4.4 Further details of the development are as follows:

Site area	0.038 hectares (including access road)
Existing use	D1 use class (parking for pre-school day nursery)
Proposed use	C3(a) (dwellinghouses – 2 apartments)
Proposed parking spaces	No spaces for proposed residential apartments, 4 spaces retained for nursery.
DMP parking standard	2 spaces (1 space per unit)

5.0 Policy Context

5.1 Designation
Urban Area

5.2 Reigate and Banstead Core Strategy
CS1(Sustainable Development)
CS2 (Valued Landscapes and the Natural Environment)
CS4 (Valued Townscapes and Historic Environment)

- CS10 (Sustainable Development)
- CS11 (Sustainable Construction)
- CS12 (Infrastructure Delivery)
- CS14 (Housing Needs)

5.3 Reigate and Banstead Development Management Plan

- DES1 (Design of New development)
- DES4 (Housing mix)
- DES5 (Delivering high quality homes)
- DES8 (Construction Management)
- DES9 (Pollution and Contaminated Land)
- TAP1 (Access, Parking and Servicing)
- CCF1 (Climate Change Mitigation)
- INF3 (Electronic communication networks)

5.4 Other Material Considerations

- National Planning Policy Framework
- National Planning Practice Guidance
- Supplementary Planning Guidance

Local Distinctiveness Design Guide
Householder Extensions and
Alterations

Other

Human Rights Act 1998
Nationally Described Space Standards
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application is for a three-storey building comprising two 1-bed residential apartments. There would be undercroft parking at ground floor level but these 4no. parking spaces are reserved for the nursery school (as per planning permission 18/02168/F).

6.2 The main issues to consider are:

- Principle of development
- Design and effect on the character of the area
- Effect upon neighbour amenity
- Amenity for future occupants
- Highways matters
- Contaminated land issues

Principle of development

6.3 The application site is within the urban area, right in the centre of Banstead and hence very conveniently positioned for the high street amenities and local bus services. It would be close to other residential properties; namely the flats above

high street units and properties off Court Road. Therefore, with good community facilities and public transport nearby, there is a presumption in favour of sustainable residential development in this location.

- 6.4 The development would be on land previously in commercial use (the Royal Mail delivery office), but due to the recent implementation of the planning permission for the pre-school nursery on the site, the land would be considered to be in community use. The current application site occupies the area that is designed to be used for vehicle access and parking for the nursery. The intention of the current application design is to retain the access and parking for the nursery, albeit partially in the undercroft beneath the proposed apartments. Therefore, from a policy perspective, it is not considered that the proposed scheme would result in any significant loss of land or functionality for the nursery (see Highways matters section below).
- 6.5 The proposed scheme would create two new residential units, and such a redevelopment would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. The residential units would be one-bedroom flats which is appropriate in terms of housing mix for a town centre location. However, the principle of acceptability in this case rests upon considering the impact of the proposal and resultant harm and the need to provide additional housing, and its resultant benefit. The following report sets out the key considerations.

Design and effect on the character of the area

- 6.6 The proposed building would be slotted into the space to the north of the nursery building (in the place of single storey buildings which have been previously demolished). The elevations of the building now allow space to the closest boundaries of 1.5m approx., 2.8m to the gable wall of the nursery building and 7.8m approx. to the east boundary. These offsets to the boundaries/adjacent buildings and the reduced scale of the building overcome the previous reasons for refusal of being too cramped and overdeveloped.
- 6.7 The east elevation is set-back relative to the elevation of the nursery building and the roofline would be lower than the ridge of the nursery building. The height of the proposed building would be comparable with that of Lamborn Place which sits a short distance from the northwest corner of the proposed building. As well as Lamborn Place, there are other examples of three storey buildings. There are also a variety of roof forms and architectural styles in the vicinity (60s/70s flat roofs, mansard roofs and more traditional steeper pitched roofs) and flat roofs on upper storeys. Consequently it is not considered that the more simple, contemporary, flat-roofed form proposed would be uncharacteristic within its varied setting.
- 6.8 Although the composition of the building appears a little awkward, as if it rests on slender stilts, this is functional to allow the car parking beneath, and the steel framing at ground floor level would be reasonably well concealed and not easily visible from the High Street.
- 6.9 The building would be finished largely in brick with areas of feature brickwork, small rendered panels and grey glazed panels to give relief and interest to the elevations.

Brickwork is appropriate given the predominance of brick in the vicinity and preferred because it will visually recede and age better than render. Full details of the materials to be used and the design of the external staircase shall be controlled by condition.

- 6.10 Finalised details of the refuse storage and collection point shall be controlled by condition, but it appears that the scheme can accommodate a workable solution.
- 6.11 In summary, the proposed development would be acceptable in terms of its design and impact upon the character of the wider area, and complies with policy DES1 of the emerging DMP.

Neighbour Amenity

- 6.12 The proposed building would not adversely affect the amenity or functionality of the nursery as the four parking spaces and turning space would be retained for the sole use of the nursery (see Highways matters section below).
- 6.13 The rear of no.28 High Street has no windows and the directly adjacent land to the north is used for vehicle parking and refuse, presumably for Prezzo. Hence, there would be no adverse effect on the amenity of no.28.
- 6.14 Lamborn Place at no.26 High Street, previously in commercial use, may be in the process of implementing permitted development approval (17/01887/PAP30) for residential flats on the second floor. The corners of the two buildings would be 5.4m approx. apart from each other, with a clear gap of 4.3m approx. to the edge of the stair landing. The closest part of Lamborn Place to the proposed building would be a living/kitchen/dining room at the second floor served by the existing large windows which give the room triple aspect (according to the drawings on application ref. 17/01887/PAP30). Given the proposed building would be sited corner-to-corner with Lamborn Place, it is not considered that the outlook and light levels to the potential living space windows at second floor would be harmfully affected. The bedroom windows in the west elevation of the proposed building would be far enough from Lamborn Place and at right angles, and so would avoid significant privacy concerns. The proposed bathroom windows would avoid a direct view but can be sensibly conditioned to be obscure-glazed/restricted opening. The entrance for the proposed second floor flat with its stair landing, would allow views across to the second floor windows at Lamborn Place, however, it is likely that this stair landing would be mostly used for fleeting access, and given the nature of town centre homes allowing mutual views from external staircases, this relationship would not be harmful.
- 6.15 The west elevation of the proposed building would lie directly next to car parks belonging to the various commercial properties and so there would be no issue in this area.
- 6.16 To the northeast of the site are the roof terraces of the first floors of the high street buildings. The nearest first floor properties here (nos.30A and 32A/B) are residential. No. 30A has recently implemented planning permission (ref. 19/01155/F) for an extension to create an additional flat. The existing roof terrace

area would be divided to create two outdoor amenity spaces for these flats. I consider the proposed building is far enough from the rear windows and terraces to not cause any significant loss of light, however, it is clear that the new building would give rise to views from windows and stair landing. In the context of the 'back of high street' location where there is a close relationship between buildings and where the existing first floor flats already have open terraces which can clearly overlook one another, it is not considered that the proposed apartments would harmfully change the amenity circumstances for the existing residential properties to the rear of the high street.

- 6.17 Flat 17 Briarwood is the closest sheltered accommodation property to the proposed development. Its front door at ground floor level directly faces the far end of the existing nursery building. All of the habitable accommodation at flat 17 is at first floor level. There are three windows serving bedrooms and a single window serving the kitchen which face onto the application and nursery site. None of these four windows would be directly aligned with the east elevation of the proposed apartment building. The distance from the proposed east elevation to the elevation of Briarwood would be 10.0m approx. The proposed building would not breach the 25 degree line from the closest window at no.17 (as per section 4.4 of the Councils SPG) and so there would be no significant loss of light. The balconies proposed as part of the previous application have been removed from the east elevation and windows would have obscured glazing/restricted opening. Consequently, it is considered that the proposed building would preserve an acceptable level of amenity for flat 17 and the other Briarwood flats, and would not be overbearing or result in a loss of privacy.
- 6.18 In summary, while giving rise to a degree of change to the relationship between buildings, the proposed scheme would not adversely affect the amenity of neighbouring properties, and complies with policy DES1.

Amenity for future occupants

- 6.19 Policy DES5 has several requirements to ensure all new residential developments provide high quality, adaptable accommodation, and provide good living conditions for future occupants. One of the requirements of policy DES5 is that new accommodation must meet the nationally described internal space standard (NDSS).
- 6.20 Both flats would be 1-bedroom, 2-person flats and so would need to meet the minimum NDSS gross internal area of 50 square metres. Both flats have an area of 53sqm and hence comply.
- 6.21 The layouts are sensibly arranged with outlook northwards towards the rear of the Prezzo building. Although the rear of Prezzo is not a desirable outlook compared to an ordinary street view, the Prezzo building is low and so views of the sky would be available, and there would be no direct overlooking into the flats because the rear of Prezzo is windowless. The main living/kitchen/dining space in the flats would also benefit from south and east facing windows, and although the east windows would be obscured, these would still allow good levels of natural light. The bedrooms would also have two windows; one to the south and one to the west. Therefore, I

consider that the flats would provide a satisfactory level of light and outlook for future occupants.

- 6.22 The flats would have built in storage to comply with the NDSS. The floor to ceiling heights would be 2.3m throughout, and so would also meet the NDSS requirement. Other than the cycle storage space, the flats would not have outdoor space, however, this is not considered objectionable for a town/village centre flat with recreation ground nearby.
- 6.23 It is acknowledged that the proposed building would have a very close relationship with the pre-school nursery. The nursery use would give rise to a level of noise and disturbance. Noise may also arise from any future alternative 'D1 use' of the building. The nursery planning permission has a condition which restricts 'outside play' to certain times of the day. Viewing the nursery use in the context of the town/village centre location where it is accepted that various land uses (including residential) coexist and there is likely to be relatively high levels of noise and disturbance, I do not consider the environment for future occupants would be unsatisfactory.
- 6.24 In summary, the proposed scheme is considered to provide adequate amenity for future occupants and complies with policy DES5.

Highways Matters

- 6.25 The proposed scheme would not provide any car parking for the new apartments. The cycle storage position has been shown on the application plans. Surrey County Council Highways (CHA) have recommended three conditions; 1) the retention of the parking and turning area for the nursery (four spaces as per application ref. 18/02168/F), 2) implementation of the of cycle storage 3) a construction transport management plan.
- 6.26 The Highways Officer's initial comments requested the following information from the applicant [the applicant's responses are shown in brackets]:

“- Confirmation that the 4 parking spaces included within this proposal are for the use of staff from the Shapes Day Nursery only? [4 parking spaces are for Shapes Day Nursery]

“- Details on how the 4 parking spaces will be retained for Nursery staff only (if this is the proposal) and not be used by residents of the development? [The residents will not have access to the parking bays. In the rental agreements in will state that the flats are without parking. The flats will only ever have a right of way by pedestrian use. To accommodate both cycling and walking. The land underneath the flats will be owned by Shapes Day Nursery].

“- A revised parking layout to show 4 parking spaces located side by side. The proposed plan shows two car parking spaces located one behind the other, which would result in conflict. [With the experience of our other nurseries, the four spaces marked as they are work best. This is because the Space that is double parked will be used solely for the manager of the nursery. This is the only space that is

designated to the manager. It means the manager's vehicle will use this space from opening to closing of the nursery, resulting in no conflict]"

- 6.27 The Highways Officer's final comments (which included the recommended conditions noted above), were as follows:

"The development proposes to create 2 new apartments. It is understood that the existing car parking at the site will be retained for Shapes Day Nursery. Therefore there will be no car parking provision for the proposed apartments. However, owing to the sustainable location of the site, with adequate public transport provision in close proximity, and suitable on street parking controls in the surrounding area the CHA have no objections to this.

"It is confirmed in writing that the 4 parking spaces are retained for staff of Shapes Day Nursery only. The CHA provided initial comments raising concerns about the layout of the 4 vehicular parking spaces. The layout of 'back to back' parking would not typically be accepted. However, written confirmation has been provided, confirming that the double parked space will be used solely for the manager of the nursery. The space designated for the manager is to be occupied from opening to closing of the nursery, minimising the potential for parking conflict. Any potential parking conflict is unlikely to cause an impact on the adjoining public highway, as parking and turning would take place on land that is entirely within the applicants control and as such, the CHA does not raise a concern with regards to highway safety.

"In addition, in line with condition 2 above, the CHA recommend that cycle parking is provided at ground level, to allow for the storage of electric bikes."

- 6.28 Policy TAP1 states:

*"1. All types of development, across the borough, will be required to:....
...c. Include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm.*

Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets."

Annexe 4 containing the parking standards would normally require 2 spaces (1 each per 1-bed flat) but also states that a lower amount of parking may be appropriate in areas within, or adjacent to town centres.

- 6.29 The applicant has submitted a Transport Statement by Connect Consultants (which was submitted at the time of the previous application). This statement concludes that the proposed development is acceptable from a transport perspective. Some of the key conclusions include:

- The site is located near to Banstead High Street and is highly accessible by a choice of non-car modes including foot, cycle, bus and rail.
- Census data indicates that a high proportion of existing residents living in central Banstead do not own a car or van, and therefore are likely to make use of the public transport links.

- Car parking survey undertaken (Tuesday 18 September 2018) demonstrated that there is ample spare capacity, during certain times of the day, on local roads for visitors of the proposed development.
- The development will be sold as “car-free” and will primarily appeal to residents who do not own a car and want to live off Banstead High Street, which is within close proximity to facilities/transport links.
- A TRICS assessment of the number of trips likely to be generated by the proposed residential apartments has been made and suggests that the proposal site will experience a negligible increase in trip generation as a result of the proposed development.

6.30 In summary, it is considered that the applicant has provided satisfactory evidence to demonstrate that this is one such example of those cited within the DMP where town (village) centre sites may provide parking below standard. The Highways Officer also reaches this same conclusion. Therefore, with the addition of the recommended conditions, the proposed development would comply with policies TAP1 and DES8.

Contaminated Land Issues

6.31 The Council's Contaminated Land Officer has been consulted and made the following comments:

"I have reviewed this planning application and would like to recommend a contaminated land informative as per the wording below.

The application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. As a result, there is the potential for a degree of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local planning Authority should be contacted promptly for further guidance"

The informative shall be attached to the permission decision notice.

CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan type	Reference	Version	Date Received
Site Layout Plan	0064-P-101	C	19.12.2019
Location Plan	0064-P-102	C	19.12.2019
Elevation Plan	0064-P-115	F	03.03.2020
Proposed Plans	0064-P-111	F	03.03.2020
Floor Plan	0064-P-112	D	03.03.2020

Roof Plan	0064-P-114	D	03.03.2020
Elevation Plan	0064-P-116	F	03.03.2020
Proposed Plans	0064-P-118	A	03.03.2020
Elevation Plan	0064-P-117	F	03.03.2020
Floor Plan	0064-P-113	D	03.03.2020
Floor Plan	0064-P-110	E	03.03.2020
Site Layout Plan	0064-P-103	D	03.03.2020

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.

2. 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.

3. No development shall take place above ground level until samples of the materials to be used in the construction of the external surfaces, including fenestration, roof and staircase, 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 with regard to Reigate and Banstead Development Management Plan policy DES1.

4. The existing vehicle parking (and turning) area at the premises (as shown on the application drawings) shall be permanently retained and maintained for their designated purposes (for the sole use of the Shapes Day Nursery staff or for vehicle parking for any subsequent new owner/occupier of the D1 use of the current day nursery site).

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

5. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for cycles to be parked in a covered and secure location. Thereafter the cycle parking area shall be retained and maintained for its designated purposes.

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

6. 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) measures to prevent the deposit of materials on the highway
 - (e) on-site turning for construction vehicles (including measures for traffic management)
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. Prior to the commencement of the development full details (and plans where appropriate) of the waste collection point, (and pulling distance), shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and the collection point should be of an adequate size to accommodate the bins and containers required for the dwelling in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

The dwellings shall be provided with the above facilities in accordance with the approved details prior to occupation.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage in accordance with Development Management Plan 2019 policy DES1.

8. The first and second floor windows in the east elevation and the bathroom windows in the north elevation of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, and shall be maintained as such at all times.

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

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

- (b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations.

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

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

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

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

INFORMATIVES

1. The application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historic uses of the land. As a result, there is the potential for a degree of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local Planning Authority should be contacted promptly for further guidance.
2. 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 un-cleaned 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).
3. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
4. The applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

5. 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.
6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
7. 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

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS14, DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

19/02553/F - Land Adjacent To The Former Royal Mail, Rear Of 28 High Street, Banstead



Contractor must verify all dimensions on site before starting work. Commencing work without verifying may constitute a breach of contract and may result in prosecution.



- LEGEND**
- RED LINE DENOTES APPROX. SITE LOCATION
 - OTHER LAND WITHIN OWNERSHIP (NOT WITHIN APPLICATION)

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PROPOSED SITE PLAN
 SCALE 1:500



Rev D	Revised Date/Issue Comments:	12.01.2018
Rev C	FULL BUILDING DRAW	17.12.2016
Rev B	CLIENT ISSUE FOR COMMENT	04.12.2016
Rev A	PRE APPLICATION ISSUE	07.09.2016
Rev	Created:	
Client:	Weldin Builders Ltd	

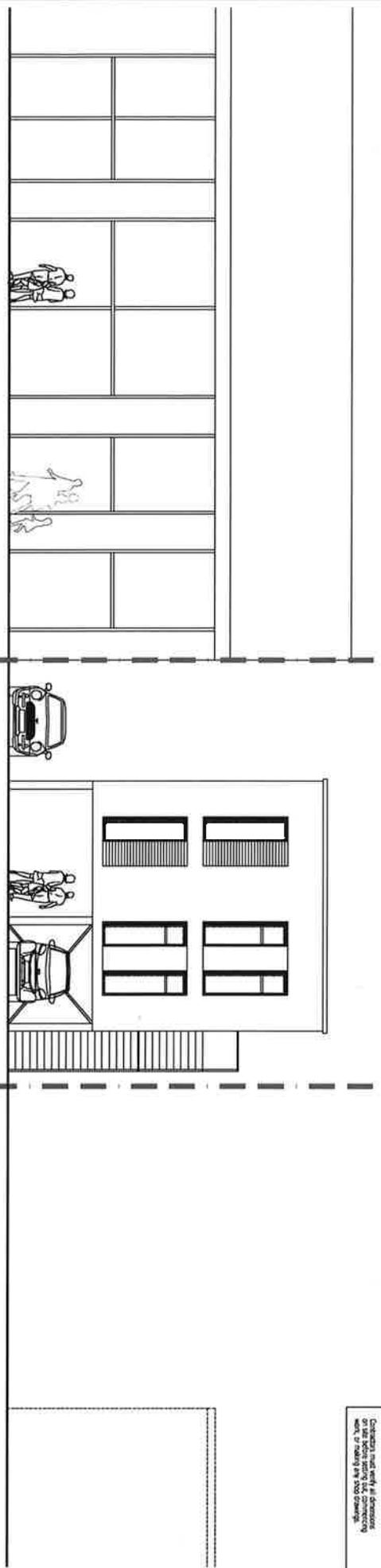
200 Site
 Banstead High Street

Issued by
Proposed Site Plan
 PHILIP ROY ARCHITECTURE
 philiproyarchitecture.com
 Scale: 1:500 @ A3
 Date: 05.19
 Drawn: PR

PLANNING ISSUE
 INFORMATION ONLY

Drawing No: 0064-pr-103
 REV D

Contractor must verify all dimensions on site before starting any construction work. All drawings are for information only.



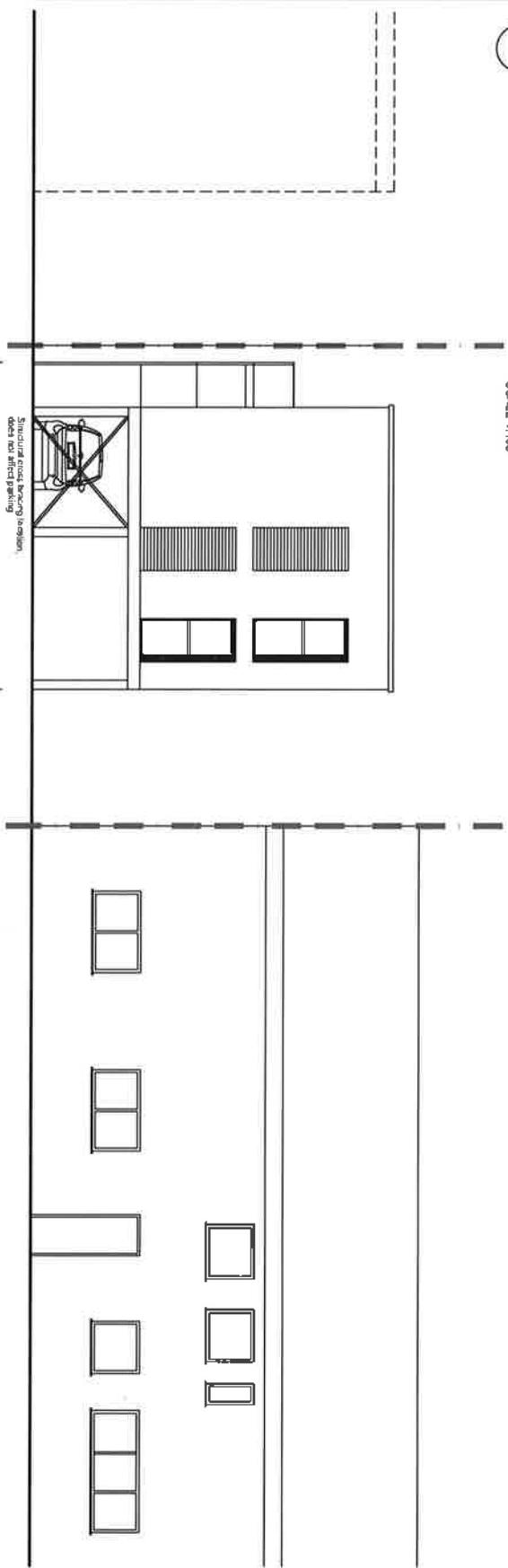
SHAPES DAY NURSERY

PROPOSED FRONT ELEVATION IN CONTEXT
SCALE 1:100

PROPOSED FRONT ELEVATION

NEIGHBORING STAFF CAR PARK

RESTAURANT (PREZZO)



CAR PARK & OFFICE BUILDING IN DISTANCE

PROPOSED REAR ELEVATION IN CONTEXT
SCALE 1:100

PROPOSED REAR ELEVATION

SHAPES DAY NURSERY



Rev F	Approved to Date Office Comments	02.10.2025
Rev E	Final Planning Issue	17.12.2019
Rev D	Client Issue Final Comment	16.12.2019
Rev C	Client Issue Final Comment	09.12.2019
Rev B	Client Issue Final Comment	09.12.2019
Rev A	Final Issue Final Comment	07.10.2019
Rev	Author	09/10

Client: **Wedlin Builders Ltd**
 300 site
 Borewood High Street

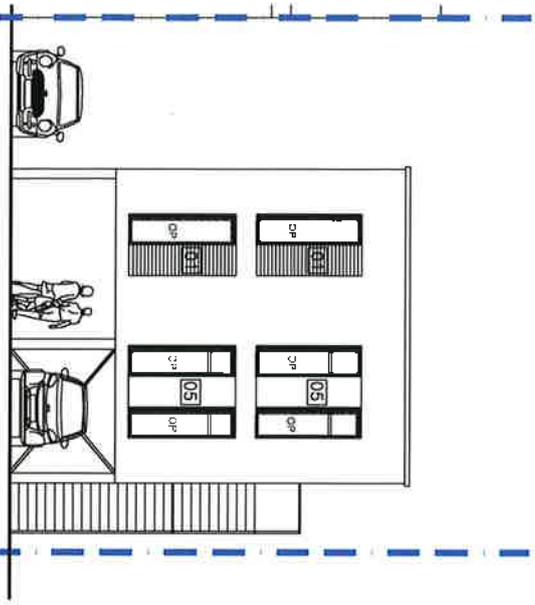
Drawn by: **Philip Roy**
 Proposed Front & Rear Elevations in Context
 PHILIP ROY ARCHITECTURE
 philiproyarchitecture.com
 Scale: 1:100 @ A3
 Date: 05.19
 Drawn by: **PR**

PLANNING ISSUE
 INFORMATION ONLY

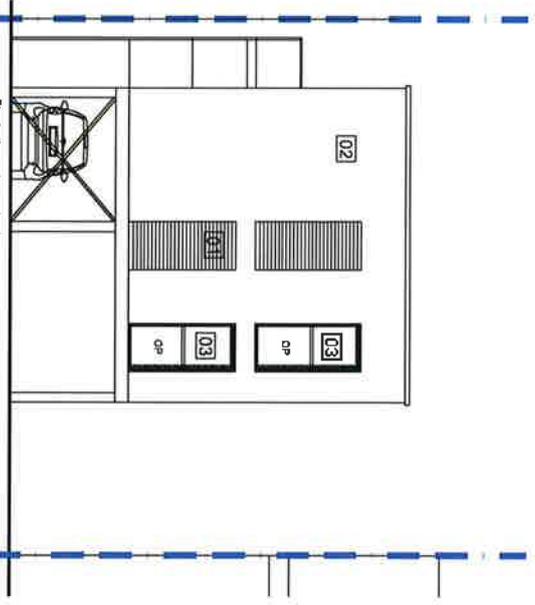
Drawing No: **0064-p-116**
 REV F

Contractors must verify all dimensions on site before starting any construction work. All drawings are for information only.

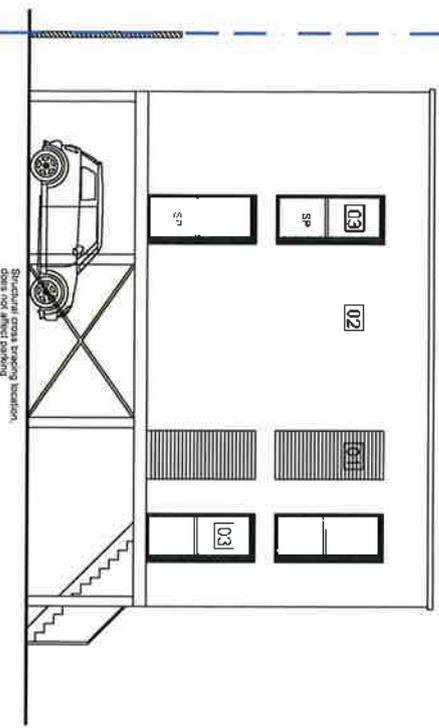
- MATERIALS KEY**
- 01 - Corbelled facing brick feature
 - 02 - Facing Stock brick
 - 03 - Double Glazed Windows & Doors
 - 04 - Entrance Door
 - 05 - White Render Inset
 - OP - Opaque glazing
 - SP - Glazed Grey Spandrel Panel



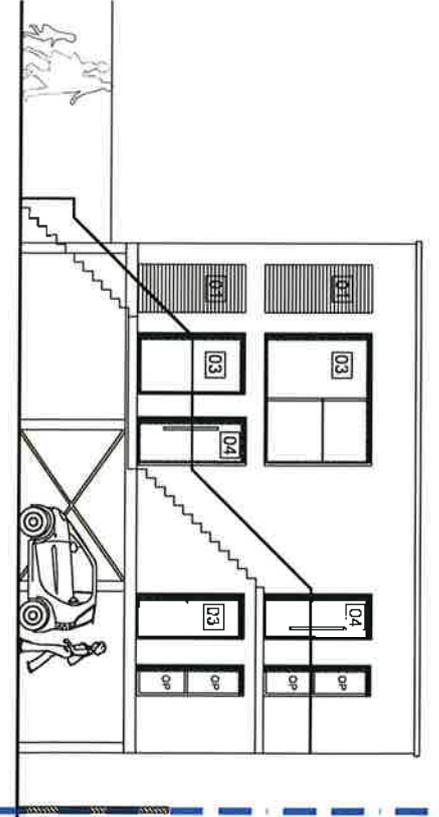
PROPOSED FRONT ELEVATION
SCALE 1:100



PROPOSED REAR ELEVATION
SCALE 1:100



PROPOSED SIDE ELEVATION
SCALE 1:100



PROPOSED SIDE ELEVATION
SCALE 1:100



No.	Issue	Date
Rev 1	Issue for Client Review	17.12.2017
Rev 2	Issue for Client Review	14.12.2017
Rev 3	Issue for Client Review	09.12.2017
Rev 4	Issue for Client Review	08.12.2017
Rev 5	Issue for Client Review	07.12.2017

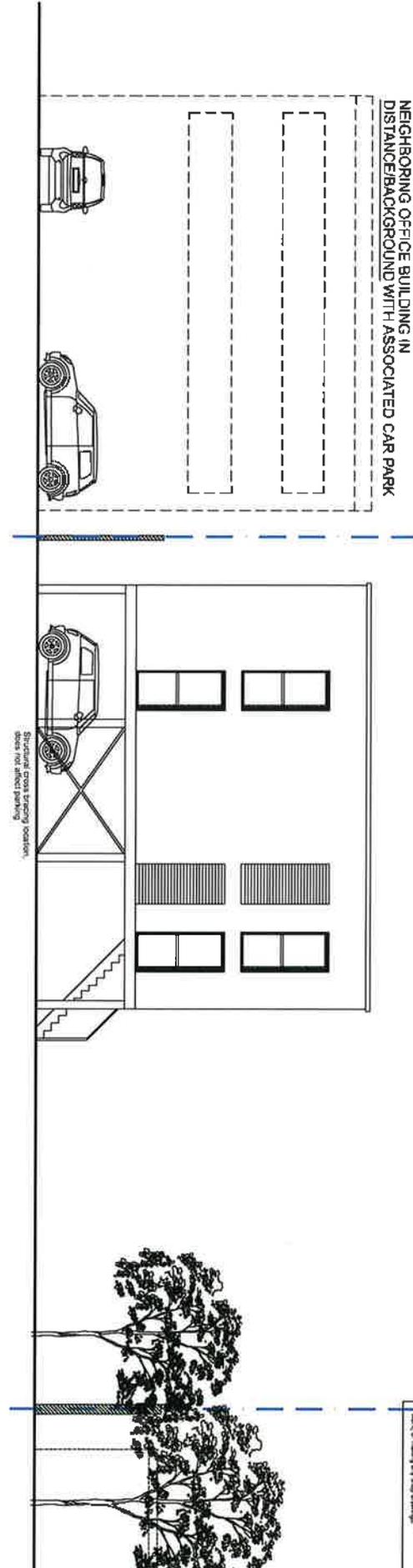
Client: **Wedlin Builders Ltd**
 305 305
 Bardsland High Street

Drawn by: **Proposed Elevations**
 PHILIP ROY ARCHITECTURE
 philiproyarchitecture.com
 Scale: 1:100 @ A3
 Date: 05.19
 Drawn: PRR

PRE APP ISSUE
 INFORMATION ONLY

Drawing No: **0064-P-115**
 Rev: **REV F**

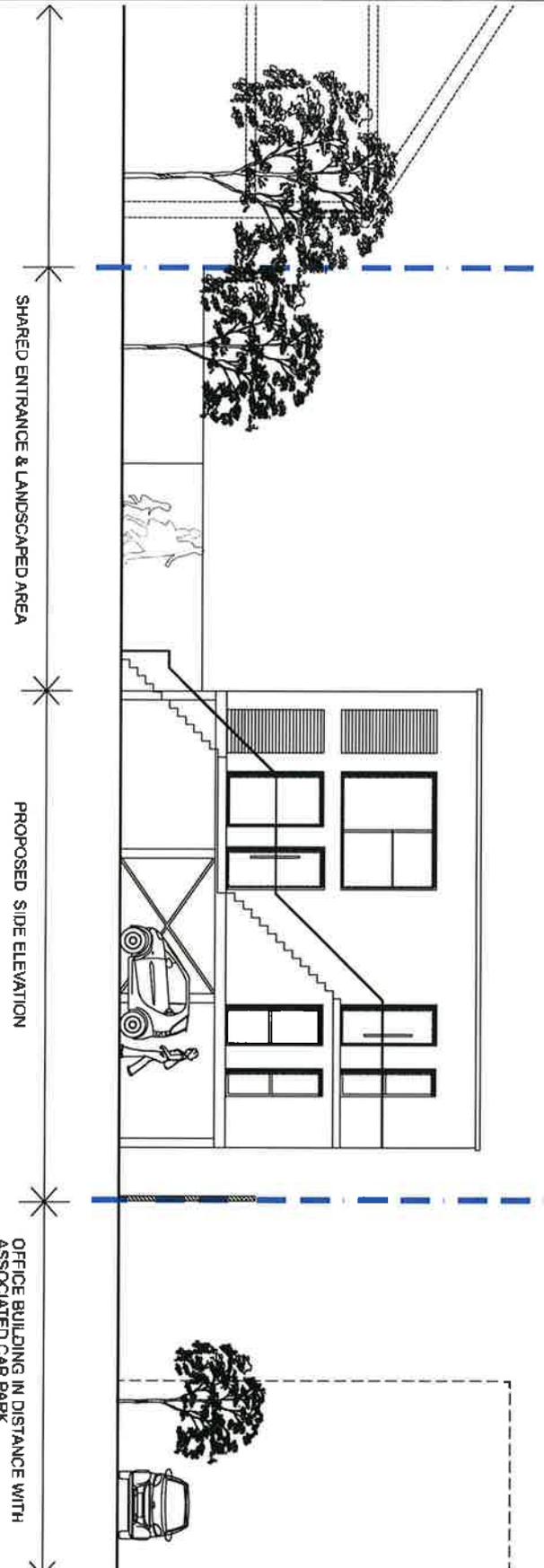
Consultants shall verify all dimensions of the above existing and connecting work, if existing, by field survey.



NEIGHBORING OFFICE BUILDING IN DISTANCE
WITH ASSOCIATED CAR PARK

PROPOSED SIDE ELEVATION

SHARED ENTRANCE & LANDSCAPED AREA



SHARED ENTRANCE & LANDSCAPED AREA

PROPOSED SIDE ELEVATION

OFFICE BUILDING IN DISTANCE WITH
ASSOCIATED CAR PARK



PROPOSED SIDE ELEVATIONS IN CONTEXT
SCALE 1:100

Rev 7	Revised to Client Office Comments	08.03.2025
Rev 6	FINAL MARKING ISSUE	12.12.2024
Rev 5	CLIENT ISSUE FOR COMMENT	12.12.2024
Rev 4	CLIENT ISSUE FOR COMMENT	09.12.2024
Rev 3	CLIENT ISSUE FOR COMMENT	09.12.2024
Rev 2	CLIENT ISSUE FOR COMMENT	09.12.2024
Rev 1	PRELIMINARY ISSUE	09.12.2024
Rev	Client/Owner	Issue

Client
Weldin Builders Ltd

250 East
Banstead High Street

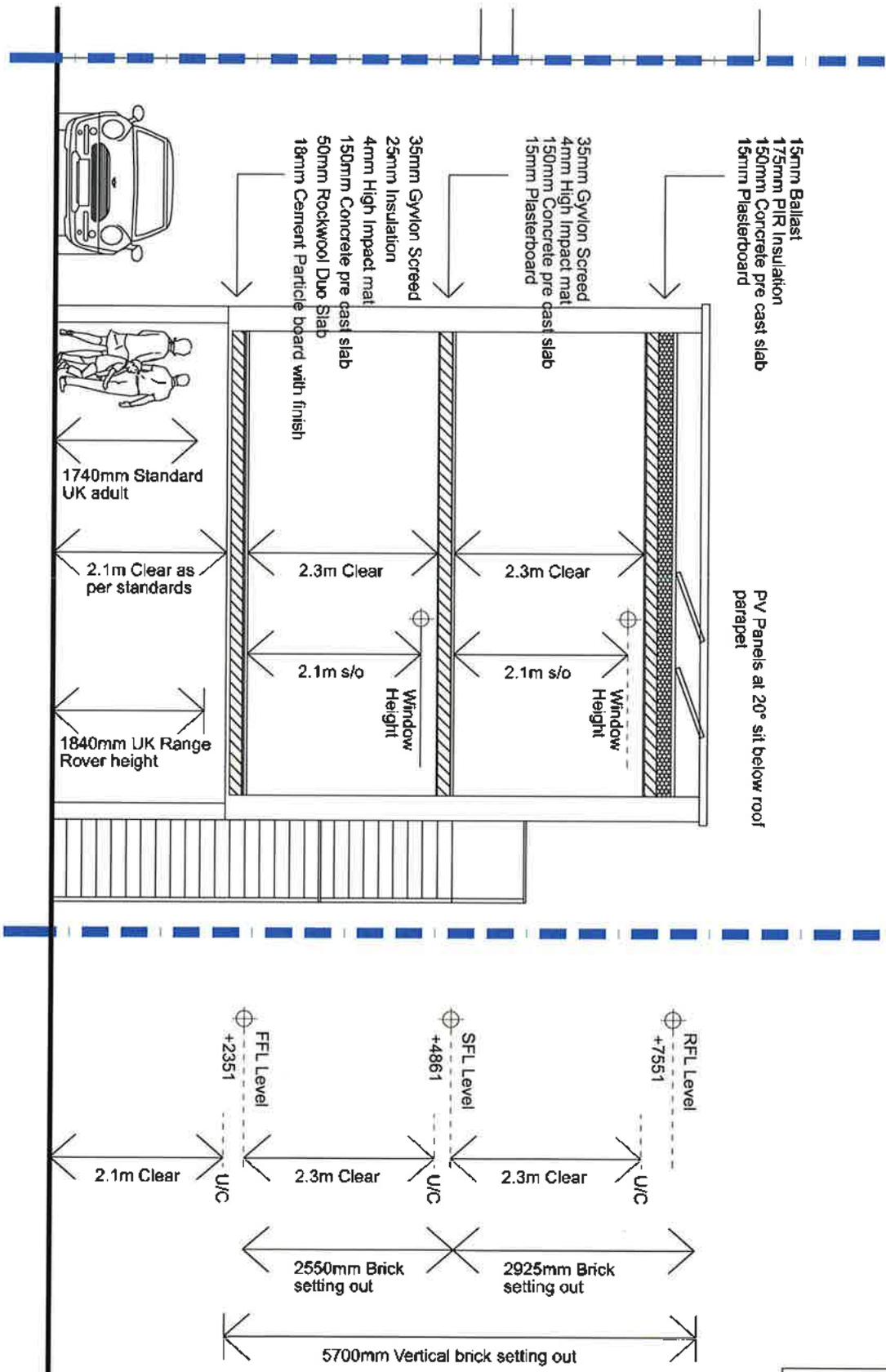
Drawing title
Proposed Side Elevations
in Context
PHILIP KOY ARCHITECTURE
philipkoyarchitecture.com
Scale
1:100 @ A3
Date
05.19
Drawn
PR

PLANNING ISSUE
INFORMATION ONLY

Drawing No
006-4-p-117
REV F

Consultants must verify all dimensions on site before starting any construction work. All drawings are for information only.

Initial section denoting floor heights. Floor build ups that comply with robust detailing, structural design, acoustic and u-value requirements and brick coursing. This is to demonstrate the scheme can be built to the planning drawings.



PROPOSED SECTION OUTLINED SCHEME
 SCALE 1:50

<p>500 size Barstead High Street</p>	<p>Client Welden Builders Ltd</p>	<p>Rev A Full Planning Issue 02.03.2020</p>	<p>Scale 1:50 @ A3</p>	<p>Date 05.19</p>	<p>Drawn PR</p>
<p>Overhead Indicative Section</p>	<p>PHILIP ROY ARCHITECTURE philiproyarchitecture.com</p>	<p>Check Welden Builders Ltd</p>	<p>Scale 1:50 @ A3</p>	<p>Date 05.19</p>	<p>Drawn PR</p>
<p>0064-P-118</p>	<p>REV A</p>	<p>PLANNING ISSUE INFORMATION ONLY</p>	<p>0064-P-118</p>	<p>REV A</p>	<p>0064-P-118</p>