

TO: PLANNING & REGULATORY COMMITTEE **DATE:** 3 September 2020
BY: PLANNING DEVELOPMENT MANAGER
DISTRICT(S) REIGATE & BANSTEAD BOROUGH **ELECTORAL DIVISION(S):**
COUNCIL **Redhill West and Meadvale**
Mrs Bramhall
CASE OFFICER:
James Nolan

PURPOSE: FOR DECISION **GRID REF:** 527718 150488

TITLE: SURREY COUNTY COUNCIL PROPOSAL RE20/01205/CON

SUMMARY REPORT

Longmead Adult Education Centre, Holland Close, Redhill, Surrey RH1 1HT

Temporary erection of a prefabricated Modular Unit, polytunnel and cabin (D1 use), and the provision of car parking.

The site known as Longmead Adult Education Centre is directly to the west of Redhill town centre, with residential properties immediately east & south, an office building to the north and Fairfax Avenue Playground & Ball Games Area to the west. The site lies within the urban area and there are a small number of listed buildings within 400m.

Longmead Adult Education Centre is an early 20th Century Edwardian three-storey former school building, for which Prior Approval to demolish was granted in 2019. This demolition has commenced and is due to be completed by mid-September 2020. This application is therefore concerned solely with the use of the resultant cleared and levelled site.

The proposal the subject of this application would facilitate a temporary move of Surrey Choices adult social care services from Colebrook Day Centre in north-eastern Redhill for a maximum period of five years, while that site is redeveloped. This application includes a modular building, polytunnel for an activity garden, log cabin, bin storage area, fencing, signage, and replacement access gates. The application also includes retaining provision of vehicle parking spaces for users of the adjacent Consort House offices, which continued at the site until the beginning of the recent building demolition works.

Issues to be considered as part of this application include the principle of the development; design & visual amenity; impact on residential amenity; and, highway considerations. Officers consider that the proposal is acceptable, subject to planning conditions, having regard to the relevant development plan policies which are set out in detail in the report, and that the temporary nature of this proposal would not prejudice the ability of the application site to be redeveloped in the future.

The recommendation is to grant planning permission for a temporary period of five years, subject to conditions.

APPLICATION DETAILS

Applicant

SCC Property

Date application valid

12 June 2020

Period for Determination

7 August 2020 – extended to 25 September 2020 on agreement with agent.

Amending Documents

- 18/06/20 Email from Agent with Amending Info
- 18/06/20 CladEx-Brochure.pdf
- 23/07/20 Agent Clarification email_Redacted
- 28/07/20 Email from Agent
- 03/08/20 Q&A's.pdf

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
PRINCIPLE	Yes	31-42
DESIGN AND VISUAL AMENITY	Yes	43-49
IMPACT ON RESIDENTIAL AMENITY	Yes	50-64
HIGHWAY CONSIDERATIONS	Yes	65-79

ILLUSTRATIVE MATERIAL

Site Plan

Proposed New Site Layout

Aerial Photographs

Aerials 1 and 2

Site Photographs

- Photo 1 Southern façade of Longmead Adult Education Centre, taken looking north-eastwards along Holland Close towards the south-western corner of the Belfry Centre, dated 29 July 2020.
 - Photo 2 Southern façade of Longmead Adult Education Centre, dated 29 July 2020.
 - Photo 3 South-western access to the application site, dated 29 July 2020.
 - Photo 4 South-eastern access to the application site, dated 29 July 2020.
 - Photo 5 Perimeter wall along southern boundary of the application site, which is to be retained as part of this application, taken looking south-westwards, dated 29 July 2020.
 - Photo 6 South-eastern corner of perimeter wall, behind which the bin store is proposed to be located, dated 29 July 2020.
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BACKGROUND

Site Description

1. The site known as Longmead Adult Education Centre is located towards eastern Surrey, some 250m west of the A23 Brighton Road, just beyond which runs the Brighton Main Line railway, and approximately 3km south of the M25. The site is located within the urban area, directly to the west of the boundary of Redhill town centre, and access to the site is gained from Holland Close. There are a small number of residential properties immediately to the east & south of the application site, with an office building bordering to the north and Fairfax Avenue Playground & Ball Games Area to the west.
2. At the time of writing this report, the 0.22ha site consists of a largely demolished, early 20th Century Edwardian three-storey former school building surrounded by car parking, and some ancillary outbuildings. The main building was most recently occupied in 2007 as part of Longmead Adult Education Centre, but has remained unused since. The surrounding car parking areas have continued to be used by Surrey County Council staff working at the nearby Consort House.
3. There are no trees, shrubbery or foliage within the application site, and the site is not located within a Conservation Area or near any sites of special architectural importance. However, there are a number of listed buildings within close proximity, including:
 - Baptist Chapel (Grade 2), 200m to the north-east of the site
 - Ferngates House (Grade 2*), 310m to the west of the site
 - White Lion Public House (Grade 2), 342m to the south-west of the site
 - 10 White Post Hill (Grade 2), 382m to the south-west of the site
 - 73 and 73A Linkfield Street (Grade 2), 388m to the south-west of the site.

Planning History

4. Due to the age of the buildings within the application site, there is limited planning history available. However, Prior Approval was granted by Surrey County Council for the demolition of the main former school building in 2019, under ref: 19/01119/CON (SCC Ref 2019/0093), as it has been subject to vandalism and is in a state of disrepair and dereliction.

5. The process of demolishing the main former school building within the site was originally commenced in May 2020, but was paused while an application to 'list' the building was considered by Historic England. This application was refused on 2 July 2020, as it was considered that the building did not have the architectural and historic interest to merit listing it in a national context.
6. The demolition was thereafter recommenced on 13 July 2020 and has been substantially completed at the time of writing this report. It is due to be completed by mid-September 2020.

THE PROPOSAL

7. This application is seeking temporary planning permission for the erection of a prefabricated Modular Unit, polytunnel and cabin, and the provision of car parking.
8. This is in order to facilitate the relocation of services provided at Surrey Choices Adult Social Care Centre to the application site for a temporary period of five years, while its existing location at Colebrook Day Centre in Noke Drive, north-eastern Redhill, is redeveloped.
9. Following completion of the demolition of the existing building and clearance & levelling of the application site, it is proposed to construct a styled modular building, a polytunnel for an activity garden, and a log cabin, along with the provision of car parking spaces, a bin storage area, fencing, signage, replacement access gates, and external car park lighting.
10. The Modular Unit would be single-storey and measure approximately 30m in width by 10m in depth by 3.05m in height, while the polytunnel would be 14m by 5m, and the cabin would measure 3m in width by 5m in depth and 2.45m in height to the ridge.
11. The Modular Unit is to be used by Surrey Choices, an adult social care provider, as a day service for people with disabilities, particularly focussed on office-based skills such as printing, e-mailing, combining documents & filing. This would comprise an IT suite and learning space, as well as two meeting rooms, a sensory room and an activity space. The unit would be styled with external 'Juniper Green' steel & larch wood cladding.
12. Meanwhile, the polytunnel would be used as a sensory garden area to help develop gardening, business and people skills. This would not involve the breaking of ground as all vegetables, plants & flowers will be in raised beds. The polytunnel would be translucent in order to create a greenhouse feel.
13. Finally, the cabin would be used as an ancillary building, to supplement the horticultural activities within the polytunnel and as a break-out space. It would be purchased & assembled on site, and would be similar to that used for domestic use in order to reflect the wooden cladding of the modular unit.
14. Each of these buildings would be positioned towards the northern end of the application site, with the remaining area being retained for improved car parking, including provision for members of staff based at the nearby Consort House, as at present. This currently comprises 45 spaces, which are hap-hazard with no white lines or marked bays, and this application proposes 42 marked spaces, 31 of which would be for Consort House staff members, as well as 1 disabled bay, 1 minibus parking bay and 1 drop-off space. Additionally, bicycle parking racks would be provided for on-site staff.
15. This built development subject of this application would then be removed following the end of the temporary five year period in order to allow the application site to be redeveloped, subject to planning permission. The site has been allocated within the local plan for housing.

CONSULTATIONS AND PUBLICITY

Reigate & Banstead Borough Council

16. Planning Control – Objection, as no evidence of exploring opportunities to retain the building through either conversion, refurbishment or partial redevelopment was presented.

Officer comment: As stated previously, Prior Approval was granted for the demolition of the main former school building in 2019, and this has been substantially completed at the time of writing this report

Consultees (Statutory and Non-Statutory)

17. County Historic Buildings Officer – No objection, as there would be no material impact on the special interest of any listed building.
18. RPS Planning & Development Ltd (Lighting) – No objection.
19. SuDS & Consenting Team – No comments to make.
20. Transportation Development Control – No objection, subject to conditions.

Parish/Town Council and Amenity Groups

21. None

Summary of publicity undertaken and key issues raised by public

22. The application was publicised by the posting of 1 site notice, and a total of 143 owner/occupiers of neighbouring properties were directly notified by letter.
23. At the time of writing this report, seventy letters of representation have been received by the County Planning Authority in relation to planning application ref: RE20/01205/CON. The letters raised objections on matters including the following:
- The proposed positioning of the bin store in the south-eastern corner of the application site, and its potential to emit odour & attract vermin adjacent to residential properties (see paragraphs 58-61).
 - Lack of evidence of exploring opportunities to retain the former main school building, one of very few remaining attractive heritage buildings in Redhill, through either conversion, refurbishment or partial redevelopment.

Officer comment: As stated previously, Prior Approval was granted for the demolition of the main former school building in 2019, and this has been substantially completed at the time of writing this report.

- Surface water flood risk issues, including severe surface water flooding & significant ponding, which the proposed development would exacerbate & would impact surrounding residential roads.
- The number of parking spaces is extensive and would cause extreme traffic activity on an already over-crowded residential road which is not fit for this purpose (see paragraph 14 above).

- The proposal would directly contradict Surrey County Council’s declaration of a climate emergency & plans to reduce carbon emissions by 2030.
- The proposal would result in the loss of bat & swift habitat, with the swift colony at this location being one of the largest remaining in Surrey & vital for the survival of the species.

Officer comment: A bat survey was carried out prior to the commencement of demolition works. The presence of swifts was assessed by the County Council’s Natural Environment & Assessment Team Manager, who was unable to find any evidence about a possible colony using this location, and could see no evidence of any nest sites or swift activity within the site itself.

24. A petition signed by 1,351 signatories to “halt the demolition of Longmead Adult Education Centre in Redhill, Ratain [sic] the Edwardian character of the building, and develop it into a community hub” was also received, alongside a letter from Cromwell Community Group.

PLANNING CONSIDERATIONS

Introduction

25. The guidance on the determination of planning applications, found at the end of this report, is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
26. In this case the statutory development plan for consideration of the application consists of the Reigate and Banstead Local Plan: Core Strategy July 2014 (RBCS2014) and the Reigate & Banstead Local Plan: Development Management Plan September 2019 (RBDM2019).
27. The RBCS2014 provides the spatial strategy for Reigate & Banstead, by outlining the issues that need to be addressed and presenting a series of strategic policies that will deliver the vision and objectives of the Borough Council. These policies are intended to inform and coordinate future development and investment in the borough, and guide decision-making on development proposals.
28. Meanwhile, the RBDM2019 sets out in more detail how the development principles and targets of the Borough Council’s adopted Core Strategy will be delivered until 2027, by setting out the policies that will guide the Borough Council’s decision-making on planning applications and identifying sites for development.
29. Together, the adopted Core Strategy 2014 and the Development Management Plan 2019 represent the Local Plan for the Borough of Reigate & Banstead.
30. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations. In this case the main planning considerations are the principle of the development on this site, impact on neighbouring residential dwellings, design & appearance, external lighting, and access & parking.

Principle of Development

Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS10 – Sustainable Development

Reigate & Banstead Local Plan: Development Management Plan 2019

31. RBCS2014 Policy CS10 (Sustainable Development) states that development will: make efficient use of land, giving priority to previously developed land & buildings within the built-up areas; be at an appropriate density, taking account of and respecting the character of the local area and levels of accessibility; and, minimise the need to travel.
32. RBDM2019 Policy INF2 (Community Facilities) states that proposals for the provision of new community facilities will be encouraged provided that there is an identified local need which cannot be met from the use of the existing stock of community premises, that the site would be easily and safely accessible to the local community, and the proposed development would have no adverse impact on residential amenity or character of the area.
33. RBDM2019 Policy RTC5 (Former Longmead Centre, Holland Close, Redhill, RH1 1HT) states that the application site is allocated within the Draft Redhill Town Centre Area Action Plan 2012 for the development for approximately 20 new residential properties.
34. As stated previously, this application is seeking planning permission for the erection of a prefabricated Modular Unit, polytunnel and cabin (D1 use), and the provision of car parking, for a temporary period of five years.
35. This proposed development would enable the existing capacity of adult social care provision within the Redhill area, currently provided by Surrey Choices, to be maintained through the redevelopment of Colebrook Day Centre. Services are currently provided to people with a range of disabilities, including autism, those with sensory needs, those with mental health problems, and older people, and it is therefore imperative that this indispensable provision is not lost.
36. The application site is easily accessible by multiple modes of sustainable transport methods and will not be overly reliant on the private car, so services within Redhill could therefore continue to be provided without unduly affecting their accessibility to current users.
37. After the temporary period of five years which has been applied for, the activities of Surrey Choices would move back to the redeveloped Colebrook Day Centre and the development at the Longmead Adult Education Centre site would be removed. Officers consider that the temporary period could be conditioned to ensure that the ability of the Longmead Adult Education Centre site to be redeveloped to provide housing in the long-term would not be compromised.
38. In response to a consultation request on this application, Reigate & Banstead Borough Council commented that they were concerned with the loss of the former main school building, and stated they did not see any evidence of a process of exploring opportunities to retain it through either conversion, refurbishment or partial redevelopment.
39. However, as stated previously and within the application documents, Prior Approval for the demolition of the main former school building previously located within the application site was granted in 2019 under ref: 19/01119/CON. Although this demolition has not been fully completed at the time of writing this report, the aforementioned Prior Approval is a material consideration which Officers must take into account when deciding this application, and the current application does not provide an opportunity to revisit this previous approval.
40. Taking all of the above into account, Officers consider that the proposal represents an acceptable short-term, temporary use of the application site which will not prejudice its long term redevelopment for residential purposes in line with development plan policy.

41. Further, Officers consider the applicant has demonstrated that the chosen application site would be easily and safely accessible to both current Surrey Choices users as well as the wider local community.
42. Officers therefore consider that the principle of the development is acceptable.

Design and Visual Amenity

Reigate & Banstead Local Plan: Development Management Plan 2019

Policy DES1 – Design of New Development

43. RBDM2019 Policy DES1 (Design of New Development) states that all new development will be expected to be of a high quality design that respects and makes a positive contribution to the character and appearance of its surroundings. New development should use high quality materials and building detailing; have due regard to the layout, density, building siting, scale, massing, height and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site; provide for accessible and sensitively designed and located waste & recycling bin storage; and, make adequate provision for access, servicing, circulation and turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles.
44. As stated previously, this application is for the temporary use of what will be a cleared and vacant site. The site is situated within an area comprised of two-storey brick residential properties to the immediate south & east of the application site, while the four-storey Consort House offices are located to the north. There is also a two-storey car park to the north-west, and two four-storey housing blocks to the west, beyond Fairfax Playground. The site therefore lies within an area which is urban, with a range of uses & architectural styles.
45. This proposed temporary development will be single storey in height, compared to the former Longmead Adult Education Centre main building which measured three stories, and will therefore be much less prominent within the street scene.
46. The County Council's Historic Buildings Officer was consulted on this application in view of the listed buildings in the locality (see paragraph 3 above), and welcomed the proposed retention of the existing boundary wall & proposed reinstatement of the existing gates once the units have been installed.
47. Further, this consultee stated that in view of the distance between the site and the identified heritage assets, the setting of these listed buildings would not be affected by these proposals. Officers concur with these views.
48. Bearing all of the above in mind, Officers consider that the proposed development would respect the character of the neighbouring area in terms of its height, scale, density and materials, without affecting any of the nearby heritage assets.
49. Officers therefore consider that the proposal fully accords with development plan policy requirements in relation to character and design.

Impact on Residential Amenity

Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS4 – Valued townscapes and the historic environment

Policy CS10 – Sustainable Development

Reigate & Banstead Local Plan: Development Management Plan 2019

Policy DES1 – Design of new development

50. RBCS2014 Policy CS4 (Valued townscapes and the historic environment) states that development will be laid out & designed to make the best use of the site and its physical characteristics, whilst minimising the impact on surrounding properties & the environment.
51. RBCS2014 Policy CS10 (Sustainable Development) states that development will be designed to minimise pollution, including light.
52. RBDM2019 Policy DES1 (Design of new development) states that all new development will be expected to be of a high quality design that respects and makes a positive contribution to the character and appearance of its surroundings. New development should use high quality materials and building detailing; have due regard to the layout, density, building siting, scale, massing, height and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into & out of the site; provide for accessible and sensitively designed & located waste and recycling bin storage; and, make adequate provision for access, servicing, circulation & turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles.
53. As stated previously, the modular unit, polytunnel & cabin the subject of this application would be positioned towards the northern end of the application site, with the remaining area being marked out for the parking of vehicles. This would mean that instead of the buildings being positioned on the site of the substantially demolished former main school building, they would be slightly further away from the closest residential properties to the application site, while also resulting in a continuation of the number of parking spaces being available.
54. Further as stated previously, the buildings the subject of this application would reach one-storey in height, substantially less than the former main school building which measured three-storeys. Although there are no trees, shrubbery or foliage within the application site which would aid in screening the new development, this application includes the retention of the brick wall which runs along the perimeter of the site & fully encloses it.
55. This retained perimeter wall would also support the positioning of seven external lights, which would be used for safety and security reasons to illuminate the car parking area during hours of darkness. The applicant has stated that these would be controlled via a dedicated circuit to turn them on at dusk and ensure they turn off at a pre-set time in the evening. The location of these lights are demonstrated on Drawing No. 1195667-014 rev B Proposed New Site Layout dated 03/02/20, submitted as part of this application.
56. The new buildings would also be used for a similar purpose to the former main school building, meaning that the application site would remain within the same 'use class'. The former main school building formed part of Longmead Adult Education Centre, while the modular unit, polytunnel & cabin would be used by Surrey Choices to provide adult social care services.
57. As stated previously, the closest residential properties are situated along Holland Close, to the east and south of the application site, while there is also a playground to the west of the site. There is also a bungalow bordering the west of the application site, but this is currently used by Surrey County Council as a family centre.
58. Letters of representation have been received by the County Planning Authority in relation to the proposed location of the bin store, in the south-eastern corner of the application site. These letters raised concerns regarding the possibility of odour being emitted from bins and vermin being attracted to an area adjacent to residential properties, and therefore negatively affecting the amenity of these residents.
59. Following receipt of these representations, Officers contacted the applicants' planning agent for confirmation on why the proposed location of the bin store had been chosen, whether an alternative location was possible, and what measures would be taken to ensure residential amenity was not affected by the proposals.

60. In response, the agent stated that the bin store position was due to the proposed parking layout within the site and would allow ease of collection by refuse vehicles.
61. The agent proposed in mitigation that the refuse would be collected weekly in order to limit the opportunity for vermin and odour, and that specialist vermin control contractors would be brought in where necessary. Further, double bagging would be used where appropriate to help deal with any odour issues.
62. Taking all of the above into account, Officers consider that the proposed development would not result in any overshadowing, overbearing and/or overlooking impacts on the surrounding residential properties due to the scale of the development or lighting, which would be a significant reduction from when the former main school building was positioned within the application site.
63. Further, Officers consider that the location of the bin store is appropriate given its ease of accessibility by refuse collection lorries from Holland Close without having to access the application site, and that the retention of the perimeter wall in addition to the proposed methods of odour and vermin containment will limit any potential negative effects on residential amenity.
64. Therefore, Officers consider the proposal fully accords with development plan policy requirements in relation to its impact on residential amenity.

Highway Considerations

Reigate & Banstead Local Plan: Development Management Plan 2019

Policy DES8 – Construction Management

Policy TAP1 – Access, Parking and Servicing

65. RBDM2019 Policy DES8 (Construction Management) states that all developments will be expected to be managed in a safe & considerate manner, including through the requirement for a Construction Management Statement which must address how any development impacts will be managed. Such a Statement should include proposed hours of work, and measures to manage traffic and parking impact, highway/pedestrian safety and congestion.
66. RBDM2019 Policy TAP1 (Access, Parking and Servicing) states that all types of development will be required to provide safe and convenient access for all road users, taking account of cumulative impacts, in a way which would not: unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode; materially exacerbate traffic congestion on the existing highway network; or, increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users. If the development would result in the loss of existing car parking spaces, the applicant should demonstrate that there is no need for these car parking spaces.
67. The applicant has stated that in order to deliver the new infrastructure to the application site, 5 HGV's would be used, with two trips undertaken per vehicle and only one HGV being within the application site at any one given time. The applicant has also stated that they would aim to have no lorries parked up outside the site waiting to deliver modules, but that such waiting would be carried out at M25 services if necessary.
68. Only main 'A' roads and the M25 would be used to reach the application site, with a short final journey through residential streets. The aim is for this final journey to take place at a time which would ensure no noise disturbance to any sleeping residents. Officers are not aware of any vehicular restrictions on any of the residential roads which would need to be used to approach the application site from any surrounding main 'A' roads.

69. In order to allow access for delivery vehicles to the application site, and the turning of delivery vehicles to take place within it, 1.5m of boundary wall will need to be removed. However, the applicant has stated that this would only be a temporary measure, and that the wall would be reinstated following the completion of infrastructure delivery.
70. As stated previously, the application site is currently used as an overflow car park for Surrey County Council staff working at the adjacent Consort House offices, and this provision is intended to remain throughout any temporary permission period.
71. Access to the site is currently gained off the residential Holland Close, through two separate gated access points, and this proposal does not involve any new accesses onto the highway or any changes the current system of access and egress.
72. Surrey Choices users are estimated to total between 10 and 20 people per working day, although many of these will be dropped-off by minibus, and operating hours are between 8am and 4pm. Meanwhile, Surrey County Council staff trips would coincide with the weekday office opening & closing times, and deliveries & refuse collection will continue operating as at present, with loading & offloading on Holland Close without accessing the site.
73. The site would be open between 6.30am and 8pm Monday to Friday to facilitate access & use by both Surrey County Council & Surrey Choices users, with the main site gates being locked outside of these hours.
74. In response to a consultation request on this application, the County Council's Transportation Development Planning department requested further information be provided by the applicant, including the following:
- Confirmation that a total of 10 deliveries would be adequate to deliver the proposed modular building.
 - Confirmation of the dimensions of each part of the modular building to be delivered, and a turning overlay of the size of vehicle required for each delivery which shows the vehicle entering & leaving the site in forward gear.
 - If entering & leaving in forward gear cannot be demonstrated, confirmation of the proposed alternative delivery arrangements.
 - Confirmation that banksmen would be available to guide vehicles onto & off the site.
 - Confirmation of which access is to be modified during the modular building delivery phase, and whether the two accesses would form an in & out system during normal operations.
 - Confirmation of what ground perpetration is proposed for the modular building to be safely accommodated within the site.
75. The applicants' agent was able to provide confirmation on the first two points raised by the consultant, but stated that they would not be able to provide confirmation on the remaining points until the demolition of the building has been completed & access to the cleared site could be obtained.
76. The County Council's Transportation Development Planning department therefore responded stating that the proposed development is unlikely to generate more traffic than has historically been the case because the historical & proposed use would remain the same. The consultee also recommended that two conditions and three informatives be attached to any planning permission which may be granted, which would require the submission of vehicular access details and a revised Construction Transport Management Plan.
77. Taking all of the above in account, Officers consider that the applicant has demonstrated the construction aspect of the development hereby proposed should be managed safely &

considerately, with the submitted Construction Traffic Management Plan containing the relevant information on hours of working and management of delivery vehicles.

78. Further, Officers consider that once operational, suitable & safe access and parking will be provided within the application site for all users, without affecting traffic congestion on the immediate Holland Close or the surrounding road network. Officers also consider that the applicant has demonstrated appropriate accessibility reasons for the replacement of three of the existing parking spaces with a disabled bay, minibus parking bay and drop-off space.
79. Officers therefore consider that the proposal fulfils development plan policy requirements in relation to highways, access & parking.

HUMAN RIGHTS IMPLICATIONS

80. The Human Rights Act Guidance for Interpretation, found at the end of this report, is expressly incorporated into this report and must be read in conjunction with the following paragraph.
81. In this case, it is the Officers view that the scale of any impacts is not considered sufficient to engage Article 6 or Article 1 of Protocol 1 and any impact can be mitigated by condition. As such, this proposal is not considered to interfere with any Convention right.

CONCLUSION

82. This application is submitted seeking temporary planning permission for the erection of a prefabricated Modular Unit, polytunnel and cabin, and the provision of car parking, at the former Longmead Adult Education Centre site in Redhill, Surrey.
83. This is in order to facilitate the temporary provision of adult social care services while their existing location at Colebrook Day Centre in Noke Drive, north-eastern Redhill, is redeveloped.
84. Following the end of the temporary five year period, the built development the subject of this application would be removed in order to allow the site to be redeveloped for housing.
85. Officers consider that the application is acceptable as its lies within the urban area, and it can be constructed and operated without giving rise to significantly adverse impacts on the highway network, the character and heritage of the local area, and surrounding residents.
86. Therefore, Officers conclude that the application fulfils the relevant development plan policy requirements, and that planning permission should be granted subject to conditions.

RECOMMENDATION

The recommendation is to GRANT planning permission subject to the following conditions:

Conditions:

IMPORTANT - CONDITION NOS. 5 & 6 MUST BE DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

Approved Plans

1. The development hereby permitted shall be carried out in all respects in accordance with the following plans/drawings:

Drawing No. 1195667-001 rev A Site Location Plan dated 03/02/20
 Drawing No. 1195667-014 rev B Proposed New Site Layout dated 03/02/20
 Drawing No. 2002-422-A001 rev A3 Layout Plan for planning dated 18/02/20
 Drawing No. 2002-422-A011 rev A3 Layout Plan for planning dated 12/03/20
 Drawing No. 2002-422-A041 rev A3 Ceiling and Lighting Plan dated 12/03/20
 Drawing No. 2002-422-A100 rev D2 Architectural Elevations dated 18/02/20

Duration

2. The development hereby permitted shall be for a temporary period of five years beginning with the date of this permission, on or before which the use shall cease, all development authorised by this planning permission shall be removed from the site, and the land reinstated to its former levelled condition.

Limitations

3. The external materials used for the Modular Unit, polytunnel and cabin shall be as detailed within sections 3.27 & 3.28 of the Planning Statement dated 1 May 2020 submitted as part of this application and as detailed within the email dated 18 June 2020 submitted as part of this application.
4. The external lighting as shown on Drawing No. 1195667-014 rev B Proposed New Site Layout dated 03/02/20 shall be positioned & operated as detailed within sections 5.46 & 5.47 of the Planning Statement dated 1 May 2020 submitted as part of this application and as detailed within the email dated 7 July 2020 submitted as part of this application.

Highways, Traffic and Access

5. No part of the development shall commence unless and until the existing vehicular access from Holland Close has been modified in accordance with a scheme to be submitted and approved in writing by the County Planning Authority.
6. No development shall commence until a revised CTMP has been submitted to and approved in writing by the County Planning Authority, 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) Measures to prevent the deposit of materials on the highway
 - f) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - g) No HGV movements to or from the site shall take place between the hours of 0800 to 0900 and 1700 to 1800 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in any of the roads surrounding the site.
 - h) On-site turning for construction vehicles

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

Reasons:

1. For the avoidance of doubt and in the interests of proper planning.
2. To comply with the terms of the application and to enable the County Planning Authority to exercise control over the development so as to limit the length of the development to the maximum for which there is an identified need and so as not to prejudice the allocation of the application site for the development of residential properties, in accordance with Policies INF2 & RTC5 of the Reigate & Banstead Local Plan: Development Management Plan 2019.
3. To comply with the terms of the application and to enable the County Planning Authority to exercise control over the development so as to limit the impact on neighbouring residential amenity in accordance with Policy DES1 of the Reigate & Banstead Local Plan: Development Management Plan 2019.
4. To comply with the terms of the application and to enable the County Planning Authority to exercise control over the development so as to limit the impact on neighbouring residential amenity in accordance with Policy CS10 of the Reigate and Banstead Local Plan: Core Strategy 2014.
5. In order 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 TAP1 of the Reigate & Banstead Local Plan: Development Management Plan 2019.
6. In order 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 Policies DES8 & TAP1 of the Reigate & Banstead Local Plan: Development Management Plan 2019.

Informatives:

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
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 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).
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. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussions, assessing the proposals against relevant Development Plan policies and the National Planning Policy Framework including its associated planning practice guidance and European Regulations, providing feedback to the applicant where appropriate. Further, the County Planning Authority has identified all material considerations, forwarded consultation responses to the applicant, considered representations from interested parties, liaised with consultees and the applicant to resolve identified issues and determined the application within the timeframe agreed with the applicant. The applicant has also been given advance sight of the draft planning conditions. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2019.

CONTACT

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BACKGROUND PAPERS

The deposited application documents and plans, including those amending or clarifying the proposal, and responses to consultations and representations received, as referred to in the report and included in the application file.

For this application, the deposited application documents and plans, and response to consultations, are available to view on [our online register](#). The representations received are publicly available to view on the district/borough planning register. The Reigate and Banstead Borough Council planning register entry for this application can be found under [20/01205/CON](#).

OTHER DOCUMENTS

The following documents were also referred to in the preparation of this report:

Government Guidance

[National Planning Policy Framework February 2019](#)

The Development Plan

[Reigate and Banstead Local Plan: Core Strategy July 2014](#)

[Reigate & Banstead Local Plan: Development Management Plan September 2019](#)

Other Documents

Officer report on planning application RE19/01119/CON

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