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To: MEMBERS OF THE PLANNING COMMITTEE
Councillors Blackwell (Chair), C.White (Vice-Chair), B.Black,
Chotai, C.Farr, Gray, Lockwood, Mansfield, Moore, Prew
and Steeds

for any enquiries, please contact:
customerservices@tandridge.gov.uk
01883 722000

Substitute Councillors: Allen, Cooper and Wren

C.C. All Other Members of the Council

30 May 2022

Dear Sir/Madam

PLANNING COMMITTEE THURSDAY, 9TH JUNE, 2022 AT 7.30 PM

The agenda for this meeting of the Committee to be held in the Council Chamber, Council Offices, Station Road East, Oxted is set out below. If a member of the Committee is unable to attend the meeting, please notify officers accordingly.

Should members require clarification about any item of business, they are urged to contact officers before the meeting. In this respect, reports contain authors' names and contact details.

If a Member of the Council, not being a member of the Committee, proposes to attend the meeting, please let the officers know by no later than noon on the day of the meeting.

Yours faithfully,

David Ford
Chief Executive

AGENDA

- 1. Apologies for absence (if any)**
- 2. Declarations of interest**

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter:

- (i) any Disclosable Pecuniary Interests (DPIs) and / or
- (ii) other interests arising under the Code of Conduct

in respect of any item(s) of business being considered at the meeting. Anyone with a DPI must, unless a dispensation has been granted, withdraw from the meeting during consideration of the relevant item of business. If in doubt, advice should be sought from the Monitoring Officer or her staff prior to the meeting.

- 3. Minutes of the meeting held on the 28th April 2022 (Pages 3 - 4)**
- 4. Minutes of the meeting held on the 26th May 2022 (Pages 5 - 6)**

5. To deal with questions submitted under Standing Order 30

6. Applications for consideration by committee (Pages 7 - 16)

6.1 2021/1800 - New Aldi Supermarket, 381 Croydon Road, Caterham (Pages 17 - 40)

6.2 2021/2149 - 5 dwellings at 6 Beadles Lane, Oxted (Pages 41 - 52)

7. Recent appeal decisions received

To receive a verbal update from officers relating to appeal decisions by the Planning Inspectorate resulting from previous committee decisions.

8. Any urgent business

To deal with any other item(s) which, in the opinion of the Chair, should be considered as a matter of urgency in accordance with Section 100B(4)(b) of the Local Government Act 1972.

TANDRIDGE DISTRICT COUNCIL

PLANNING COMMITTEE

Minutes and report to Council of the meeting of the Committee held in the Council Chamber, Council Offices, Station Road East, Oxted on the 28 April 2022 at 7:30pm.

PRESENT: Councillors Blackwell (Chair), C.White (Vice-Chair), Connolly, Duck, Farr, Gray, Lockwood, Mansfield, Moore, Morrow, Prew, Ridge and Shiner

ALSO PRESENT: Councillors Steeds

ALSO PRESENT (Virtually): Councillors Allen and Mills

317. DECLARATIONS OF INTEREST

Councillor Morrow, as a member of Warlingham Parish Council, declared an interest in agenda item 5.1. Warlingham Parish Council had expressed an opinion in respect of the application. Councillor Morrow confirmed he took no part in the forming of the opinion and would be considering the application independently.

Councillor Prew, as a member of the Warlingham Parish Council, also declared an interest in agenda item 5.1. Councillor Prew confirmed he took no part in the forming of the opinion and would be considering the application independently.

318. MINUTES FROM THE MEETING HELD ON 3 MARCH 2022

The minutes of the meeting were confirmed and signed by the Chair.

319. LAND AND GARAGES ADJACENT TO CHAPEL ROAD, WARLINGHAM, CR6 9LH

The Committee considered an application for the demolition of existing garages and the erection of two semi-detached dwellings with parking, landscaping and access.

The Officer recommendation was to permit, subject to conditions.

A recording of representations from Mr Colin Watt, an objector, was replayed to the Committee.

Mr Adem Mehmet, the applicant's agent, spoke in favour of the application.

Councillor Morrow proposed the following motions for refusal:

1. *The proposal, by reason of the amount, scale, height and form of the development, would comprise an overdevelopment of the site, which would have an adverse impact on the character and appearance of the surrounding area. As a result, the proposals would fail to maintain or enhance the character and appearance of the area. The proposed design would be incongruous and out of keeping with the appearance of the site and its locality. The proposal would therefore be contrary to Policy CSP18 of the Tandridge District Core Strategy DPD 2008 and Policy DP7 of the Tandridge Local Plan Part 2: Detailed Policies 2014.*

2. *The proposed development, due to the siting of these tall dwellings in close proximity to the buildings and private amenity areas of numbers 434, 436 and 438 Limpsfield Road, would result in an overbearing and overshadowing relationship to those amenity areas and buildings, and overlooking and a loss of privacy to the residential occupiers of 438, adversely impacting on the amenities of the occupiers of 434, 436 and 438, contrary to Policy CSP18 of the Tandridge District Core Strategy and Policy DP7 of the Tandridge Local Plan Part 2: Detailed Policies.*
3. *The proposals fail to provide appropriate private amenity space for the residents of the proposed dwellings due to the limited areas available, leading to an unsatisfactory environment for the future occupiers of the dwellings, contrary to Policy DP7 of the Tandridge Local Plan Part 2: Detailed Policies 2014.*

Councillor Duck seconded all three motions. Upon being put to separate votes, all three motions were lost.

RESOLVED – that planning permission be granted.

320. ANY URGENT BUSINESS

The Chair thanked Councillors Morrow and Duck for their many years of service on the Planning Committee as both Members would be standing down after the May election.

Rising 8.31 pm

TANDRIDGE DISTRICT COUNCIL

PLANNING COMMITTEE

Minutes and report to Council of the meeting of the Committee held in the Council Chamber, Council Offices, Station Road East, Oxted on the 26 May 2022 at 8.57pm.

PRESENT: Councillors B.Black, Blackwell, Chotai, C.Farr, Gray, Lockwood, Mansfield, Moore and Steeds

APOLOGIES FOR ABSENCE: Councillors Prew and C.White

10. ELECTION OF CHAIR FOR 2022/23

RESOLVED – that Councillor Blackwell be elected Chair of the Committee for the 2022/23 municipal year.

11. ELECTION OF VICE CHAIR FOR 2022/23

RESOLVED – that Councillor Colin White be elected Vice-Chair of the Committee for the 2022/23 municipal year.

Rising 8.58 pm

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REPORT TO THE PLANNING COMMITTEE ON 9 JUNE 2022

AGENDA ITEM 5

APPLICATIONS FOR CONSIDERATION BY THE COMMITTEE

To consider the application detailed in items 5.1 to 5.2

Notes:

- (i) All letters received commenting on applications adversely or otherwise will be available in the Council Chamber for inspection by Members prior to the meeting. Summaries of the public responses to applications are included in the reports although Members should note that non-planning comments are not included.
- (ii) Arrangements for public participation in respect of the applications will be dealt with immediately prior to the commencement of the meeting.

Contacts:

Cliff Thurlow, Interim Chief Planning Officer – 01883 732906
Email: cthurlow@tandridge.gov.uk

Trevor Faulkner, Head of Planning – 01883 732766
Email: tfaulkner@tandridge.gov.uk

Caroline Daniels, Legal Specialist – 01883 732757
Email: cdaniels@tandridge.gov.uk

Background papers: Surrey Waste Plan 2008; Surrey Minerals Plan Core Strategy 2011; The Tandridge Core Strategy Development Plan Document 2008; The Tandridge Local Plan: Part 2 – Detailed Policies 2014; Woldingham Neighbourhood Plan 2016; The Harestone Valley and Woldingham Design Guidance Supplementary Planning Documents 2011; Village Design Statement for Lingfield – Supplementary Planning Guidance; Woldingham Village Design Statement – Supplementary Planning Guidance; Conservation Area Appraisal of the Bletchingley Conservation Area Supplementary Planning Guidance; Limpsfield Neighbourhood Plan 2019

Government Advice: National Planning Policy Framework
Planning Practice Guidance (PPG)

PLANNING COMMITTEE – 9 JUNE 2022 – RECOMMENDATIONS

ITEM NO.	APPLICATION NO.	SITE ADDRESS	APPLICATION DETAILS	RECOMMENDATION
5.1	2021/1800	381 Croydon Road, Caterham, Surrey, CR3 6PN	Demolition of existing buildings and erection of a Class E retail unit, including refurbishment of existing office unit to provide a commercial unit at ground floor with residential dwelling above; alongside access, car parking and associated works.	PERMIT (Subject to Conditions)
5.2	2021/2149	6 Beadles Lane, Oxted, Surrey, RH8 9JJ	Demolition of existing buildings. Erection of five dwellinghouses including parking provision, hard and soft landscaping and associated works	PERMIT (Subject to Conditions)

SUMMARY OF RELEVANT POLICIES & NATIONAL ADVICE FOR PLANNING APPLICATIONS IN APPENDIX A.

Core Strategy

Policy CSP1 sets several strategic aims in terms of the location of development. It seeks to promote sustainable patterns of travel, make the best use of land within the existing built-up areas.

Policy CSP2 sets out the Council's approach to housing supply.

Policy CSP3 seeks to manage the delivery of housing when the Council exceeds its rolling 5-year supply by more than 20%. When such an oversupply exists, the Council will refuse development of unidentified residential garden land sites of 5 units and above or site larger than 0.2ha where the number of dwellings is unknown. Account must be taken of smaller sites forming parts of larger sites and infrastructure provision as well as significant social or community benefits.

Policy CSP4 is an interim holding policy pending the adoption of a substitute policy in an Affordable Housing DPD. It sets a threshold within built up areas of 15 units or more or sites in excess of 0.5ha and within rural areas of 10 units or more. The policy requires that up to 34% of units would be affordable in these cases with the actual provision negotiated on a site by site basis. There is a requirement that up to 75% of the affordable housing will be provided in the form of social rented or intermediate or a mix of both.

Policy CSP5 refers to rural exception sites and states that exceptionally, land adjoining or closely related to the defined rural settlements which would otherwise be considered inappropriate for development may be developed in order to provide affordable housing subject to certain criteria.

Policy CSP7 requires sites providing 5 units or more to contain an appropriate mix of dwelling sizes in accordance with identified needs.

Policy CSP8 sets out the Council's approach to the provision of Extra Care Housing, including its targets for such provision.

Policy CSP9 sets out the criteria for assessing suitable Gypsy and Traveller sites to meet unexpected and proven need.

Policy CSP11 sets out the Council's approach to infrastructure and service provision.

Policy CSP12 seeks to manage travel demand by requiring preference to walking, cycling and public transport; infrastructure improvements where required and use of adopted highway design standards and parking standards.

Policy CSP13 seeks to retain existing cultural, community, recreational, sport and open space facilities and encourage new or improved facilities.

Policy CSP14 seeks to encourage all new build or residential conversions meet Code level 3 as set out in the Code for Sustainable Homes and that commercial development with a floor area over 500sq m will be required to meet BREEAM "Very Good" standard. On site renewables are also required.

Policy CSP15 seeks to ensure that the design and layout of development is safe and secure, that new buildings are adaptable for the disabled and elderly, that information technology can be included, that all development is accessible to all groups and that grey water recycling and/or segregated surface and foul water disposal is used.

Policy CSP16 sets out the Council's position on aviation development in the District with specific reference to its position on development at Redhill Aerodrome.

Policy CSP17 requires that biodiversity is taken into account.

Policy CSP18 seeks to ensure that developments have a high standard of design respecting local character, setting and context. Amenities of existing occupiers must be respected. Wooded hillsides will be respected and green space within built up areas protected. Development on the edge of the Green Belt must not harm the Green Belt.

Policy CSP19 sets a range of densities for new development.

Policy CSP20 sets out the Council's principles for the conservation and enhancement of the AONBs and AGLVs.

Policy CSP21 states that the character and distinctiveness of the District's landscapes and countryside will be protected, and new development will be required to conserve and enhance landscape character.

Policy CSP22 sets out how the Council will seek to develop a sustainable economy.

Policy CSP23 set out specific aims for the town centres of Caterham Valley and Oxted.

Tandridge Local Plan: Part 2 – Detailed Policies – 2014

Policy DP1 sets out the general presumption in favour of sustainable development.

Policy DP2 sets out the policies for development in the town centres, including within the primary and secondary shopping frontages

Policy DP3 sets out the policies for development in local centres, other centres and villages

Policy DP4 sets out the circumstances under which proposals for the alternative use of commercial and industrial sites will be permitted.

Policy DP5 sets out criteria for assessing whether proposals are acceptable in relation to highway safety and design.

Policy DP6 sets out criteria for assessing proposals for telecommunications infrastructure.

Policy DP7 is a general policy for all new development. It outlines that development should be appropriate to the character of the area, provide sufficient parking, safeguard amenity and safeguard assets, resources and the environment, including trees.

Policy DP8 sets out a number of criteria for assessing whether the redevelopment of residential garden land will be acceptable.

Policy DP9 sets out the circumstances in which the erection of gates, walls and other means of enclosure will be permitted.

Policy DP10 confirms the general presumption against inappropriate development in the Green Belt and states that inappropriate development will only be permitted where very special circumstances exist which clearly outweigh the potential harm to the Green Belt by reason of inappropriateness and any other harm.

Policy DP11 sets out the circumstances in which development in the Larger Rural Settlements will be permitted.

Policy DP12 sets out the circumstances in which development in the Defined Villages in the Green Belt will be permitted.

Policy DP13 sets out the exceptions to the Green Belt presumption against inappropriate development in the Green Belt and the circumstances in which new buildings and facilities, extensions and alterations, replacement of buildings, infill, partial or complete redevelopment and the re-use of buildings will be permitted.

Policy DP14 sets out a number of criteria for assessing proposals for garages and other ancillary domestic buildings in the Green Belt.

Policy DP15 sets out criteria for assessing proposals for agricultural workers' dwellings in the Green Belt.

Policy DP16 states that the removal of agricultural occupancy conditions will be permitted where the Council is satisfied that there is no longer a need for such accommodation in the locality.

Policy DP17 sets out criteria for assessing proposals for equestrian facilities.

Policy DP18 sets out the circumstances in which development involving the loss of premises or land used as a community facility will be permitted.

Policy DP19 deals with biodiversity, geological conservation and green infrastructure.

Policy DP20 sets out the general presumption in favour of development proposals which protect, preserve or enhance the interest and significance of heritage assets and the historic environment.

Policy DP21 deals with sustainable water management, and sets out criteria for assessing development in relation to water quality, ecology and hydromorphology, and flood risk.

Policy DP22 sets out criteria for assessing and mitigating against contamination, hazards and pollution including noise.

Woldingham Neighbourhood Plan 2016

Policy L1 is a general design policy for new development

Policy L2 sets out criteria for assessing new development proposals in relation to the Woldingham Character Areas

Policy L3 relates to landscape character

Policy L4 relates to proposals for new community facilities

Policy L5 relates to development proposals for The Crescent and its regeneration

Policy L6 seeks to support improvements to the accessibility of Woldingham Station

Policy L7 relates to the development of broadband and mobile communications infrastructure

Policy L8 seeks to safeguard a number of Local Green Spaces as designated by the Plan

Policy C1 seeks to promote residents' safety

Policy C2 seeks to support proposals and projects which improve local transport services

Policy C3 supports the improvement of pedestrian and cycle routes

Policy C4 supports proposals which promote networking and residents' involvement on local societies and organisations

Limpsfield Neighbourhood Plan 2019

Policy LN1 sets out a spatial strategy for the Parish.

Policy LN2 requires that all new development provides an appropriate mix of housing types and size, including smaller units (3 bedrooms or fewer) for sites over a certain size.

Policy LN3 seeks a high quality of design, reflecting the distinctive character of particular areas of the Parish.

Policy LN4 relates to new development in the Limpsfield Conservation Area.

Policy LN5 relates to landscape character.

Policy LN6 identifies a number of Local Green Spaces, and seeks to protect their use.

Policy LN8 seeks to promote biodiversity.

Policy LN9 relates to business and employment, including in relation to Oxted town centre.

Policy LN10 relates to the rural economy.

Policy LN11 seeks to protect community services in Oxted town centre.

Policy LN12 seeks to protect community services in Limpsfield Village and other parts of the Parish.

Policy LN13 supports sustainable forms of transport.

Policy LN14 supports the provision of super-fast broadband.

Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2021

Policy CCW1 – gives support to proposals identified for their Housing Site Availability during the period 2015-2026

Policy CCW2 – supports proposals for sub-division of larger residential properties into one, two, three-bedroom dwellings

Policy CCW3 – supports proposals for housing which optimise housing delivery in accordance with guidance contained in the Urban Capacity Study and outlines density range of 30-55 dwellings per hectare for land not covered in the Urban Capacity Report.

Policy CCW4 – sets out that development is expected to preserve and enhance the character of the area in which it is located.

Policy CCW5 – sets out that development proposals which integrate well with their surroundings, meet the needs of residents and minimise impact on the local environment will be supported where they demonstrate high quality of design and accord with the criteria of this policy.

Policy CCW6 – support proposals which incorporate measures to deliver environmentally sustainable design to reduce energy consumption and mitigate effects of climate change in line with building design measures contained in the policy.

Policy CCW7 – supports proposals which provide incubator/start-up business space and/or establishes enterprise/business park developments.

Policy CCW8 – resists the loss of local and neighbourhood convenience shops unless justification is present on viability grounds. Proposals to improve the quality and appearance of shop fronts and signage will be supported which have regards to CCW6.

Policy CCW9 – proposals for recreational and tourism development including a Visitor Centre will be supported where the criteria of this policy are met. Proposals for the improvement of signage for local facilities will be supported provided they integrate with their surroundings.

Policy CCW10 – supports development proposals which do not have a significantly detrimental impact on locally significant views as listed/mapped in the Neighbourhood Plan (Figures 7.1, 7.2-7.5, with detailed descriptions in Appendix A).

Policy CCW11 – sets out that there are 22 areas designated as Local Green Spaces on the policies map for the Neighbourhood Plan. Proposals which demonstrably accord with development appropriate in the Green Belt will be supported.

Policy CCW12 – proposals for provision of allotments and/or community growing spaces will be supported where accessible and within/adjacent to defined settlement areas. The loss of such space will not be supported unless alternative and equivalent provision is provided.

Policy CCW14 – encourages proposals for new/improved community facilities where criteria in the policy are met. The loss of such facilities will only be supported if alternative and equivalent facilities are provided.

Policy CCW15 – proposals for the expansion of existing public houses to develop appropriate community-based activities will be supported subject to compliance with other relevant policies and provide the design is in keeping with local character/distinctiveness. Proposals for the change of use of public houses will only be supported if the use is demonstrably unviable.

Policy CCW16 – supports proposals for provision of both traditional consecrated and green/woodland burial sites provided the criteria of this policy are met.

Policy CCW17 – supports proposals which facilitate or enhance the delivery of health services on a pre-set list of sites (contained within the policy), except for those within the Green Belt. Proposals for relocation/expansion of health services will be supported where they satisfy the criteria of this policy.

Policy CCW18 – except on Green Belt land, proposals which facilitate and enhance existing schools and associated playing fields will be supported subject to compliance with the criteria in this policy (sub-paragraph A). Proposals for new schools will be supported where they satisfy the criteria of this policy (sub-paragraph B).

Policy CCW19 – supports new residential, commercial and community development proposals being served by superfast broadband (fibre-optic). Where this is not possible, practical or viable, the development should incorporate ducting for potential future installation.

Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs)

SPG (Lingfield Village Design Statement), adopted in January 2002, seeks to ensure that the village retains its individuality and character through future development both large and small. It provides general guidelines for new development and requires amongst other things that the design of new buildings should be sympathetic to the style of buildings in the locality both in size and materials.

SPG (Woldingham Village Design Statement) adopted in September 2005 provides guidance for development within Woldingham. Residential extensions should respect the size and proportions of the original house and plot. Boundary treatments should maintain the rural street scene, imposing entrances are out of keeping, and front boundaries should be screened with plantings or have low open wooded fences.

SPD (Woldingham Design Guidance) adopted March 2011 and seeks to; promote good design, protect and enhance the high quality character of the area, and to apply design principles on a sub-area basis to maintain and reinforce character.

SPD (Harestone Valley Design Guidance) adopted March 2011 and seeks to; promote good design, protect and enhance the high quality character of the area, and to apply design principles on a sub-area basis to maintain and reinforce character.

SPD (Tandridge Parking Standards) adopted September 2012 sets out standards for residential and non-residential vehicular parking and standards for bicycle parking.

SPD (Tandridge Trees and Soft Landscaping) adopted November 2017 sets out the Council's approach to the integration of new and existing trees and soft landscaping into new development, and seeks to ensure that trees are adequately considered throughout the development process.

National Advice

The National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications. It sets out the Government's planning policies for England and how these are expected to be applied. It states that there are three dimensions to sustainable development: economic, social and environmental, and confirms the presumption in favour of sustainable forms of development which it states should be seen as a golden thread running through both plan-making and decision-taking.

The Government has also published national Planning Practice Guidance (PPG) which is available online and covers a number of policy areas and topics.

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Application: 2021/1800

Location: 381 Croydon Road, Caterham, Surrey, CR3 6PN

Proposal: Demolition of existing buildings and erection of a Class E retail unit, including refurbishment of existing office unit to provide a commercial unit at ground floor with residential dwelling above; alongside access, car parking and associated works.

Ward: Valley

Decision Level: Committee

This application has been referred to Committee for decision by Cllr Gaffney.

Constraints – Urban Area, ANC-WOOD500, Biggin Hill Safeguarding, EA Flood Zone 2, EA Flood Zone 3, Class B Road, EA ROFSW 1in 100, Source Protection Zone.

RECOMMENDATION:

That, subject to further clarification of the views of Surrey County Council as Highway Authority on the acceptability of the proposed parking provision to service the development, the Interim Chief Planning Officer be authorised to grant planning permission subject to:

- a) within 6 (six) months of the date of the Committee's resolution to approve, the completion of a legal agreement under the provisions of section 106 of the Town and Country Planning Act 1990 dealing with the following matters (where relevant):
 - Financial Contribution to be provided to the sum of £6,150 to the County Highway Authority towards the monitoring of a Travel Plan;
- b) subject to the conditions stated below;
- c) the Interim Chief Planning Officer is authorised to refuse planning permission in the event that such legal agreement has not been completed within the period of 6 (six) months, as the requirements necessary to make the development acceptable in planning terms had not been secured through a s106 planning obligation.

Summary

1. The application seeks planning permission for the demolition of existing buildings and erection of a Class E retail unit, including refurbishment of existing office unit to provide a commercial unit at ground floor with residential dwelling above; alongside access, car parking and associated works.
2. The proposal would make use of this empty brownfield site to provide an Aldi food retail store, refurbish the existing commercial unit on site to provide one retail unit and 1x2bedroom 4 persons flat over the upper floors.

3. Parking would be provided on the ground floor with measures including a Travel Plan and regeneration of a bus stop including digital display of bus schedules in order to ensure the proposal would not result in traffic congestion along Croydon Road.
4. A Retail Critique commissioned by this LPA concludes that the proposal would not result in an adverse impact on the existing retail offer across Caterham and would be beneficial to the local economy.
5. Therefore, the Interim Chief Planning Officer be authorised to grant planning permission subject to the completion of a unilateral undertaking for financial contribution of £ 6150 towards monitoring of the Travel Plan by the County Highways Authority and to refuse planning permission if the said unilateral undertaking is not completed within the said time period.

Site Description

6. The application site is located in the western side of Croydon Road, Caterham, approximately 120m to the south of the roundabout junction with the A22 Godstone Road, Burntwood Lane and Woldingham Road.
7. The site was previously occupied by a car dealership but has been vacant for over 2 years (since March 2020). The site is located centrally within a small parade of shops and services including retail units, hot food takeaway and small businesses.
8. The site is bounded to the west by a railway line which is set on a raised embankment and to the east by Marden Lodge Primary School and children's centre. The area around the site is characterised by a mix of residential and commercial uses, including a site to the north which is currently undergoing redevelopment with a three-storey block of flats.

Relevant History

9. There is no relevant planning history.

Key Issues

10. The main issues to be considered are the principle of development on the site, which would involve the change of use of an employment site including the retail impact of the proposed supermarket, the impact of the proposal on the character and appearance of the area, the impact of the proposals on the amenities of neighbouring residents, highways, car parking and cycle parking provision, sustainability, ecology and landscaping.

Proposal

11. This application seeks planning permission for the demolition of the existing buildings and erection of a Class E retail unit, together with the refurbishment of an existing office unit to provide a commercial unit at ground floor with residential dwelling above; alongside access, car parking and associated works.
12. The proposed retail building would be two storeys in height with car parking located at ground floor level and the retail unit at first floor level. The whole of the ground floor of the site would accommodate a total of 64 car parking and 12 bicycle parking spaces accessed via a new bellmouth access from Croydon Road.

13. The proposed building would comprise of a sales area of 1164 sq m. together with warehousing, staff and office areas it would total to 2095 sqm.
14. The Planning, Economic and Retail Statement provided in support of the application states that the store carries a limited number of product lines, does not provide in-store kiosks and does not act as a one-stop-shop thereby encouraging customers to access other retail stores to fulfil their shopping requirements.
15. The proposed building would be located on the front boundary of the site (projecting 4.8m from the front face of the adjoining neighbouring buildings). It would be of a contemporary design with large areas of glazing and black cladding set into brick-clad elevations with black paint detailing.
16. Planning permission is also sought for the conversion of the existing offices in the two storey end of a terrace building at the southern end the site to a retail unit at ground floor level and to a two bedroom flat at first and second floor levels.

Development Plan Policy

17. Tandridge District Core Strategy 2008 – Policies CSP1, CSP11, CSP12, CSP14, CSP15, CSP17, CSP18, CSP22.
18. Tandridge Local Plan: Part 2 – Detailed Policies 2014 – Policies DP1, DP3, DP4, DP5, DP7, DP19, DP21, DP22
19. Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2021 – CCW4, CCW5, CCW6,
20. Emerging Tandridge Local Plan 2033 – Policies – TLP01, TLP02, TLP03, TLP04, TLP09, TLP10, TLP12, TLP18, TLP19, TLP35, TLP45, TLP47, TLP50.

Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPGs) and non-statutory guidance

21. Tandridge Parking Standards SPD (2012)
22. Tandridge Trees and Soft Landscaping SPD (2017)
23. Surrey Design Guide (2002) / Surrey County Council Vehicular and Cycle Parking Guidance January 2018

National Advice

23. National Planning Policy Framework (NPPF) (2021)
24. Planning Practice Guidance (PPG)
25. National Design Guide (2019)

Statutory Consultation Responses

26. **Surrey County Highway Authority** – raise no objection subject to an appropriate agreement being secured before the grant of planning permission to provide a £6,150 contribution to CHA towards the monitoring of a Travel Plan.

The CHA has made a detailed assessment of the above application, in conjunction with a site visit and discussion with the developer, in order to ensure that any concerns regarding road safety have been met.

Parking

The proposed development provides 64 parking spaces for vehicles and 12 cycle spaces.

It is noted that some concern has been raised regarding the level of parking being provided for the store and the CHA requested that the applicant undertakes a parking accumulation survey of existing stores in similar locations to demonstrate that there will be sufficient parking to accommodate vehicles during the peak shopping periods. The applicant was also asked to revise the layout of the car park to provide improved flow to ensure vehicles could wait for spaces to become available within the car park and reduce the likelihood of vehicles queuing back onto Croydon Road.

However, Members should note the views of the Interim Chief Planning Officer below with respect to car parking provision.

Delivery Vehicles

Delivery vehicles to the site are proposed to be managed under a Delivery Service Management Plan which has been submitted by the applicant, which will restrict the number of service vehicle movements, type of vehicles and times to ensure there are no deliveries at school pick up and drop off times. All deliveries will take place within the designated unloading bay within the store car park.

27. Surrey County Council Flood and Climate Resilience - We have reviewed the surface water drainage strategy for the proposed development and assessed it against the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems.

The following documents submitted as part of the above application have been reviewed and should be referred to as part of any future submissions or discharge of planning conditions:

Flood Risk and Sustainable Drainage Strategy, Stirling Maynard, November 2021 , revision P03, document reference: 3727 362;

We are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to our advice that, should planning permission be granted, the suggested conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

28. TDC Environmental Health – No objection provided mitigation measures for plant noise control and delivery management plan included in the Noise Report are implemented on site. A further consultation with the Environmental Health Officer was undertaken where the Officer confirms that the implementation of the Delivery Service Management Plan will adequately address the concerns in relation to noise.

29. Environment Agency – We have reviewed the submitted documents and consider that it satisfactorily addresses our earlier concerns subject to conditions.

30. **Surrey Wildlife Trust** - Surveys of the buildings undertaken have an appropriate scope and following appropriate methodology. The site is of low value to biodiversity, and whilst roosting bats are present in the surrounding area, none was identified roosting in the buildings surveyed. Notwithstanding this, the proposals will result in the loss of bat roosting features. Conditions have been suggested to ensure the Local Authority is fulfilling its duty to conserve biodiversity.
31. **TDC Land contamination** – No objection subject to pre-commencement condition suggested (copied elsewhere in this report).
32. **Caterham Valley Parish Council** – The Parish Council objects to this application as follows:
- The Parish Council believe it is essential to protect and develop Caterham Valley Town Centre and Local Centre Caterham-on-the Hill. Town Centres and High Street have been impacted across the UK as a result of COVID-19 pandemic and a number of well-known High Street names have been lost (notably Dorothy Perkins and TUI in Church Walk).
 - The Design and Access Statement states that ‘the proposed development will provide both Caterham and Whyteleafe with a new bespoke ALDI food store to enable surrounding residents with greater retail choice and access to a local discounter’.
 - This contradicts 5.37 Tandridge Retail and Leisure Study Update ‘development that serves more than a local catchment area should be concentrated in Caterham Valley or Oxted town centres. The two main centres in the District (Caterham Valley and Oxted) have the best prospects for attracting investment and should continue to be the main focus for future town centre uses, particularly comparison retail floorspace and restaurant uses (5.37 Tandridge Retail and Leisure Study Update Final Report, 2018).
 - The proposed ALDI is 1.1 miles from Caterham Town Centre. The location is not part of a town centre, local centre or neighbourhood centre and it sits outside Caterham Valley Town Centre Boundary (Town & Local Centre Review 2018).
 - Caterham has already attracted Lidl (still under construction at the former Rose & Young site) which is located within the Caterham Valley Town Centre boundary and therefore provides the local area with a discounter supermarket option.
 - The location of development and the type of business is contradictory to the TDC Local Plan 2033 supporting Caterham Valley Town Centre and Caterham Local Centre.
 - The provision of 50 new jobs is indeed a positive one, however the planning officer should consider the wider impact ALDI may have on surrounding businesses and the local town centre of Caterham Valley and Caterham on the Hill.
 - The proposed ALDI development outside the Caterham Valley Town Centre boundary, has the potential to attract shoppers away from the existing supermarkets Morrisons, Waitrose and the future Lidl, with its ‘me too’ consumers goods under its Own Label. Reduced footfall in the town centre leads to reduced consumer spend in the town centre.

- The Portas Review (2011) highlighted the issue of reduced footfall in town centres, leading to weakened performance of nearby stores which leads to weakening of the surrounding area and increases the likelihood of further store closures (Portas Review 2011 citation Downward Spiral of Decline Department for Business, Innovation and Skills/Genecon and Partners (2011) Understanding High Street Performance. Citing Colliers International. Fewer businesses leads to fewer employment and therefore the net gains/losses to local employment need to be considered.
- The Local Data Company found that 15% of retail premises in Great Britain were vacant in the second half of 2020, up from 13% in the second half of 2019. This was the biggest rise in store vacancies since 2013.
- The Design and Access Statement says 'As a food store with predominantly own labelled brands ALDI would not compete directly with existing businesses. For instance, it does not have an instore butcher, fishmonger or café and does not sell cigarettes or tobacco products. This allows ALDI to complement other local business as customers often link trips with the ALDI store and other local shops to fulfil their shopping trips' (Design & Access Statement).
- ALDI is differentiated from its competitors by focusing on competitively priced 'Own-Label' items. It is wholly ridiculous to say that ALDI does not compete directly with existing businesses. ALDI is a supermarket, 'a supermarket is defined as a self-service shop offering a wide variety of food, beverages and household products, organized into sections'. By definition, ALDI is in competition locally with Morrison's, Waitrose & soon to be Lidl in the Town Centre, Tesco and COOP at Caterham on the Hill and Sainsbury's in Warlingham along with local convenience stores and independent food retailers.
- Projections, which include the new Lidl, suggest there is limited or no capacity for new convenience goods floorspace in Oxted and Caterham/Warlingham/Whyteleafe, because the growth in population/expenditure does not offset the current under-trading. The medium and high growth scenarios also indicate a negative or limited floorspace capacity up to 2033 in these areas. (3.41 Tandridge Retail and Leisure Study Update Final Report, 2018).
- The proposed sales area is 1164.5 sq metres. There are a total of 64 car parking spaces. Tandridge District Parking Standards – SPD 2012; Food Retail (above 1000 sq metres) requires 1 car space per 14 sq metres. Based on this number the proposed development would require 83 parking spaces. This is a shortfall of 19 car parking spaces. There is lack of information on parking provision for staff and whether this would be included in the total of 64 spaces?
- Battery charging points provision appears to be under the Surrey County Council recommendation.
- The site is opposite Marden Lodge Primary School, in 2016 there were 236 pupils at the school (OFSTED). It is a fair assumption that a number of children arrive and leave school by car. Parking pressures at drop-off and collection times will mean that that ALDI carpark will become an overflow parking area for the school increasing parking pressure on an already inadequate site.
- The proposed development changes this site from a business that supplied high value goods (cars) and low footfall and low vehicular movements, with one that is low value commodity goods, high footfall and high vehicular movements on to the busy Croydon Road.

- The site is located 0.2 miles from the junction of Wapses Lodge Roundabout on the A22. The A22 is an artery road connecting the M25 into London. Increase vehicular movements in and out of the ALDI carpark and queuing at peak times have the potential to disrupt traffic movement on and off the roads radiating off the Wapses Lodge roundabout.
- How would deliveries be managed and what space is there to allow for delivery lorries to manoeuvre on site to avoid having to reverse on to the Croydon Road.
- Application site lies within Flood Zone 3, and therefore high probability of flooding. Environment Agency OBJECT to proposal as it currently stands as there is no Flood Risk Assessment. Letter dated 10th November.
- The Parish Council is not, in principle, against ALDI however the site proposed is totally unacceptable and unsuitable and for this reason and those listed above, Caterham Valley Parish Council recommends refusal of this application.

33. Whyteleafe Village Council – Based on the information available, Whyteleafe Village Council objects to this application and the following points are significant:

- Lack of parking capacity — Councillors are unconvinced on the level of provision of spaces. Experiences at other branches of this supermarket suggest that demand will exceed supply and this leads to concerns about traffic blocking the Croydon Road.
- Highways safety issues including pedestrian safety around the School. This relates to vehicle movements and deliveries at times when the school is operating.
- Councillors have seen submissions from the Environment Agency and Surrey County Council and this reinforces doubts over the adequacy of the flood mitigations which is critical because of the close proximity of the river Bourne.
- Councillors also support similar objections made by Caterham Valley Parish Council.
- If TDC were minded to approve, then the Village Council would wish to see, amongst other appropriate conditions:
 - A delivery routing plan that avoided the Croydon Road (south) as a main supply road
 - A stated delivery schedule (dates and times) to avoid peak traffic and school start and finish times.
 - Additional pedestrian safety features to protect parents and children at the school

Other Representations

34. A large number of letters/emails expressing either support or objecting to the proposed development have been received.
35. Those in support welcome the addition of shopping facilities to this part of Caterham and Whyteleafe, the increase in jobs for local people, and re-use of a currently vacant commercial site.
36. Objections have been received which raise concerns in relation to the following issues:
- Increase in traffic, particularly at peak hours and school dropping off times
 - Insufficient parking provided for customers, and no parking for staff. Likely that traffic will queue back to the Wapses Roundabout
 - Increase in traffic will impact on adjoining roads, such as Greenhill Avenue
 - No need for another supermarket in the area
 - Risk to children at the school opposite the site
 - At school drop off and pick up times, the road is very busy and traffic restrictions are routinely ignored
 - A large retail unit would cause significant further traffic in the highway which will conflict with school traffic at peak hours
 - Increase in noise and pollution in the area
 - No detail on the residential part of the proposals
 - Other buildings works in the area have caused problems for local residents
 - Difficulties for servicing of the shop unit by trucks.

Assessment

Procedural note

37. The Tandridge District Core Strategy and Detailed Local Plan Policies predate the NPPF as published in 2021. However, paragraph 219 of the NPPF (Annex 1) sets out that existing policies should not be considered out-of-date simply because they were adopted prior to the publication of the Framework document. Instead, due weight should be given to them in accordance to the degree of consistency with the current Framework.

Principle of development on the site

38. The site is within the urban area of Caterham, which is Category 1 Settlement as defined by Policy CSP1 of the Core Strategy (2008). Policy CSP 22 encourages the use of brownfield and empty commercial sites for suitable use including their use for generation of new employment opportunities.

39. The proposal will make use of this empty site creating 25 full-time and 25 part-time jobs. The application has been supported by a Planning Economic and Retail Statement which states the proposal would not result in adverse impact on local centres and would generate a spin-off trade which would be of benefit to the surrounding existing retail offer. This Statement has been independently assessed on behalf of the Council and the assessment concludes that currently there are no sequentially preferable alternatives for an Aldi store within Caterham and the sequential test has been satisfied.
40. The independent assessment confirms that existing under trading of nearby superstores has been recorded historically and therefore cannot be attributed to the proposed development. Therefore, the proposal would not adversely affect any of the existing supermarkets within Caterham. It suggests the use of a planning condition to control the convenience goods offer in order to ensure a healthy retail offer across stores within Caterham. However, given that Aldi does not act as a one-stop shop catering to a limited number of product lines it is not considered that this condition is essential. The Retail impact assessment submitted in support of this application concludes that a convenience goods sales area of 816 sq m would not adversely affect other convenience outlets in or on edge of Caterham Town centre and this conclusion is supported by the Council's own retail consultant. A planning condition to ensure this has been recommended. On this basis the proposal is considered acceptable in principle and in accordance with Policy CSP 22.

Design and Character Considerations

41. The NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning decisions should aim to ensure that developments add to the overall quality of the area; respond to local character; reflect the identity of local surroundings and materials; are visually attractive as a result of good architecture and appropriate landscaping. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
42. Policy CSP18 of the Core Strategy together with Policy DP7 of the Local Plan Part 2: Detailed Policies requires that new development should be of a high standard of design that must reflect and respect the character, setting and local context, including those features that contribute to local distinctiveness. Development must also have regard to the topography of the site, important trees or groups of trees and other important features that need to be retained.
43. The proposed two storey building would provide parking and entrance foyer on the ground floor and the main retail at first floor level. The building would be set away from the front boundary by 1.5m across 50m of its 79m frontage. It would project forward of the established building line along this part of Croydon Road. The vehicular entrance located towards the south of the frontage would provide a 25m gap between the proposed new building and the neighbouring building to its south. Its appearance which would resemble a present-day superstore including pedestrian entrances off the footpath along Croydon Road and the largely glazed front elevation would not appear uncharacteristic in this location. The design incorporates the use of red brickwork combined with metal cladding and large glazed areas in the front (east) and flank side (north) elevations. It would have a flat roof over. The features would not be alien to the surrounding area. The profile of the existing office unit located on the south boundary of the site would be retained as existing except for a new shopfront and a fascia board. These would blend with the adjoining neighbouring properties to the south. For these

reasons, the proposed development is considered to accord with design aspirations of policies CSP18 and DP7 of the Core Strategy and the Local Plan.

Residential Amenity

44. Policy CSP18 of the Core Strategy requires that development must not significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, noise, traffic and any adverse effect.
45. Criteria 6 – 9 (inclusive) of Policy DP7 of the Local Plan Part 2: Detailed Policies seeks to safeguard amenities of neighbouring properties, including minimum distances that will be sought between existing and proposed buildings.
46. The above policies reflect the guidance at Paragraph 127 of the NPPF, which seeks amongst other things to create places that are safe, inclusive and accessible.
47. The east side elevation would be set away from the proposed flats within the two-storey end of terrace unit located on the south boundary of the site by a distance of 22m. There would be no windows within the north elevation of the unit providing upper level flats. Therefore, the proposed glazing in the south elevation of the main Aldi Store would not be detrimental to residential amenities of future occupiers of the said proposed flats. There would be no adverse impact on the adjoining neighbouring building to the north of the site.
48. In conclusion, the proposal is not considered to have a detrimental impact upon neighbour amenity and is therefore considered to be in accordance with the objectives of the aforementioned policies and guidance.

Highway and Parking Considerations

49. Policy CSP12 of the Core Strategy advises that new development proposals should have regard to adopted highway design standards and vehicle/other parking standards. Criterion 3 of Policy DP7 of the Local Plan also requires new development to have regard to adopted parking standards and Policy DP5 seeks to ensure that development does not impact highway safety.
50. The Tandridge District Council Parking Standards SPD (2012) states a requirement of 1 car space per 14sqm and 1 lorry space per 1,000 sqm for Gross Floor Area of a site in food retail use or individual assessment/justification. Accordingly, the proposed retail store would require 150 car parking spaces.
51. For the proposed flat the Parking Standards SPD states a requirement of 1.5 unallocated or 2 allocated car parking spaces.
52. SCC as Highway Authority has prepared and adopted separate Vehicular and Cycle Parking Guidance in January 2018. This Guidance provides for a 50% parking reduction for edge of town centre retail sites over 1,000 sqm Gross Floor Area. On this basis there would be a requirement for 75 car parking spaces to serve the proposed retail development.

53. The applicant is proposing to provide 64 car parking spaces for the retail use. Accordingly, the Highway Authority sought a parking accumulation assessment to be carried out by the Agents of existing similar sized discount foodstores. An hourly arrival and departure data has been obtained from 5 Aldi store car park entrances of similar sized stores for weekdays and weekends for a month to identify the average maximum peak accumulation from the profiles of each site. From the data collected hourly trip rates have been calculated to assess the trips of an Aldi in the local region with a floor area of the proposed store.
54. The weekday accumulation profiles show that only one site exceeds the proposed capacity twice during a weekday and by only one vehicle. The weekday weighted average maximum demand occurs at 13.00 with 88% of the proposed capacity used.
55. The average Saturday accumulation profiles shows two of the sites exceed the proposed capacity during one instance during the day and by 1 -3 vehicles. The Saturday weighted average maximum demand occurs at 12 pm with 95% of the proposed capacity used.
56. The average Sunday accumulation profiles shows that two sites exceed the proposed capacity once during the day and by four vehicles. The Sunday weighted average maximum demand occurs at 12 pm.
57. It was, therefore, concluded by SCC as Highway Authority that the proposed parking provision is likely to be sufficient to accommodate the peak shopping demand based on the average parking accumulation across comparable existing stores.
58. However, the definition of an edge of centre retail site in the National Planning Policy Framework is “a location that is well-connected to, and up to 300 metres from the primary shopping area”. The primary shopping area for the purposes of this application is Caterham Town Centre. The proposed retail site is well over 1 kilometre from the edge of the primary shopping area. SCC’s Guidance note would indicate that the application site should be regarded as “suburban” to which only a 25% reduction in the parking standard should be applied. This would mean 113 car parking spaces would be required not the 64 proposed by the applicant.
59. Both Tandridge District Council officers and Members need to be guided by advice from SCC as the highway authority whether the apparent significant reduction in proposed parking provision to serve the proposed development will adversely impact on highway safety for users of Croydon Road and this further advice is awaited and an update will be provided at the Planning Committee meeting.
60. The access into the site has been repositioned south of its originally proposed location to allow traffic to freely circulate through the car park. If the car park is heavily occupied, it is likely that drivers will circulate the undercroft parking area given its layout and proximity to the main entrances to the store, thereby avoiding the possible queuing onto Croydon Road.
61. There is a bus stop located outside the site and opposite the site (approximately 150 m from the store). Both these stops will be upgraded to provide improved bus shelters with seating, raised access kerbing and Real Time Passenger Information displays to encourage their use.

62. It is likely that the existing situation of on-street parking for the school pick-up will continue following construction of the proposed development, however it is expected that some parents will use the Aldi car park. A traffic light controlled pedestrian crossing is located opposite the school and adjacent to the proposed Aldi so parents are able to safely cross the road. Therefore, it is not considered that the proposed Aldi will result in a highway safety concern during school pick-up and drop-off time.
63. Bicycle parking together with locker and changing facilities for cyclists can be secured via a planning condition.
64. There exists on-street parking further along Croydon Road which can be used by future occupiers of the proposed flat within this development.
65. A planning condition suggested by SCC Highways also ensures –
- bollards would be provided to prevent pavement parking across the frontage of the site and visibility splays are kept clear
 - dropped crossing points would be provided across the junction of Greenhill Avenue with Croydon Road (located on the opposite side of the site), improvements to two bus stops along Croydon Road
 - electric charging points would be provided
 - a Travel Plan and a Delivery Service Plan would be implemented and retained at all times.
66. Space is provided within the site to accommodate the unloading of delivery vehicles and a swept path plan has been provided to demonstrate that they are able to turn within the car park to access the dedicated unloading bay. Delivery vehicles to the site will be managed under the Delivery Service Management Plan which has been submitted with the application and which will restrict the number of service vehicle movements and to ensure that deliveries do not take place during school drop off and pick up times. Deliveries will therefore not have a significant impact upon the public highway.
67. A Construction Transport Management Plan will be submitted to this LPA prior to any work starting on site to ensure that no construction vehicles will enter/leave the site or be laid up waiting on Croydon Road during the school drop off and school pick up times and also during am and pm peak traffic times.
68. As referred to above, further advice is needed from SCC Highways before the proposal is considered to accord with the access, parking and highway safety provisions of policy CSP12 of the Core Strategy and policies DP5 and DP7 of the Local Plan.

Flooding

69. Paragraph 155 of the NPPF 2019 advises that; 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'.

70. Policy DP21 of the Tandridge District Local Plan Part 2: Detailed Policies 2014 advises that proposals should seek to secure opportunities to reduce both the cause and impact of flooding. Development proposals within Flood Risk Zones 2 and 3 or on sites will only be permitted where, inter alia, the sequential test and, where appropriate, exception tests of the NPPF have been applied and passed and that it is demonstrated through a Flood Risk Assessment (FRA) that the proposal would, where practicable, reduce flood risk both to and from the development or at least be risk neutral.

71. The Surrey County Council Flood and Climate Resilience, basing their comments on the information provided in support of this application included in the Flood Risk and Sustainable Drainage Strategy Stirling Maynard, November 2021, revision P03, document reference: 3727 362 are satisfied that the proposed scheme would meet the requirement set out in the NPPF for sustainable drainage systems. Their suggested conditions have been included in the recommendation. The Environment Agency also do not object to the proposal subject to their suggested condition.

Trees and Landscaping

72. The Council's Tree Officer has been consulted. He comments that in terms of retained trees, those few trees that are growing in close proximity to the development will be protected by the retaining wall as described within the Barrell arboricultural report. In that respect he has no comments to make.

73. With regards to hard and soft landscaping he has suggested three new trees be planted on site together with other details which include pedestrian and vehicular access, hardstanding materials, artefacts.

74. The proposal incorporates planting of two new trees, one short of that suggested by the Tree Officer. The site is tightly constrained and the part of the car park which would not be covered by the proposed Aldi building would be fairly enclosed by buildings on both sides and the retaining wall along the west boundary. This would also result in loss of at least one car space. Given the location of the site, the amount of parking required and the mitigation measures which have been required by SCC Highways to ensure that the proposal does not result in traffic congestion on Roydon Road at this location it is considered that on balance the lack of one tree would can be upheld to recommend a refusal of this application.

75. The proposal comprising of retention of existing trees on site, the fact that there has been no loss of previous soft landscape on this site and that this proposal would occupy an empty site providing socio-economic benefits to the local community, no objection is raised in terms of lack of one additional tree.

76. A planning condition has been recommended to ensure the two proposed trees are planted according to the approved proposed site plan.

Sustainability

77. Policy CSP14 requires the reduction of carbon dioxide (CO₂) emissions by means of on-site renewable energy technology. A Renewable and Low Carbon Energy Statement for Aldi Stores Ltd prepared by Sol Environment Ltd has been provided in support of this application. The proposed installation of a refrigeration heat recovery system would result in a 18% reduction in CO₂ emissions. The proposed sustainable building design (reduction of energy consumption at source), provision of energy efficiency measures and the installation of building integrated low and zero carbon (LZC) technologies would add to this reduction and therefore would accord with the aim of Policy CSP 14 of the Core Strategy.

Biodiversity

78. Policy CSP17 of the Core Strategy requires development proposals to protect biodiversity and provide for the maintenance, enhancement, restoration and, if possible, expansion of biodiversity, by aiming to restore or create suitable semi-natural habitats and ecological networks to sustain wildlife in accordance with the aims of the Surrey Biodiversity Action Plan.
79. Policy DP19 of the Local Plan Part 2: Detailed Policies 2014 advises that planning permission for development directly or indirectly affecting protected or Priority species will only be permitted where it can be demonstrated that the species involved will not be harmed or appropriate mitigation measures can be put in place.
80. Surrey Wildlife Trust (SWT) comment that the site is of low value to biodiversity. The Preliminary Ecological Appraisal report (Ecology Solutions, dated August 2021) provided in support of this application revealed that roosting bats are present in the surrounding area, however, none was identified roosting in the buildings survey. SWT have suggested a pre-commencement planning condition for a bat preliminary ground roost assessment and any further surveys that may be required. However, given that the existing trees on site are to be retained and the fact that the existing site has low value in terms of biodiversity it is considered that no further Ecology matters are needed to be addressed in this case.

Conclusion

The proposal would use an empty brownfield site for the proposal development and would generate new full and part time employment opportunities. As concluded within the related assessments would not result in an adverse impact on the existing retail offer in the town Centre or on the edge of centre outlets in Caterham. A travel Plan and Delivery Service Management Plan would ensure the proposal does not affect the highway network. The Flood Risk and Sustainable Drainage Strategy submitted in support of the application has been assessed by the LLFA and found to be acceptable. The impact of the proposal on the character and appearance of the surrounding area together with residential amenities of neighbours would accord with relevant policies as discussed above. On this basis the proposal is considered to accord with Policies CSP 18, CSP 14, CSP 22 of Core Strategy 2008 and Policy DP5, DP7, DP21 of the Tandridge Local Plan: Part 2 Detailed Policies 2014.

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that proposals should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

For the reasons discussed above, if SCC Highways can confirm the acceptability of the proposed parking provision then the application can be recommended for approval.

The recommendation would be made in light of the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (PPG). It is considered that in respect of the assessment of this application significant weight has been given to policies within the Council's Core Strategy 2008 and the Tandridge Local Plan: Part 2 – Detailed Policies 2014 in accordance with paragraph 213 of the NPPF. Due regard as a material consideration has been given to the NPPF and PPG in reaching this recommendation.

All other material considerations have been considered but none are considered sufficient to change the recommendation.

RECOMMENDATION: That, subject to further clarification of the views of Surrey County Council as Highway Authority on the acceptability of the proposed parking provision to service the development, the Interim Chief Planning Officer be authorised to grant planning permission subject to:

- a) within 6 (six) months of the date of the Committee's resolution to approve, the completion of a legal agreement under the provisions of section 106 of the Town and Country Planning Act 1990 dealing with the following matters (where relevant):
 - Financial Contribution to be provided to the sum of £6,150 to the County Highway Authority towards the monitoring of a Travel Plan
- b) Subject to the conditions stated below
- c) the Interim Chief Planning Officer is authorised to refuse planning permission in the event that such legal agreement has not been completed within the period of 6 (six) months, as the requirements necessary to make the development acceptable in planning terms had not been secured through a s106 planning obligation.

CONDITIONS

1. The development hereby permitted shall start not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. This decision refers to drawings numbered: 17035 -110 F, 17035 – 111C, 17035 – 112C, 17035 – 113B, 17035 – 114B, 17035 – 115A, 17035 – VL-L01B, 17035-SHP-V115

The development shall be carried out in accordance with these approved drawings. There shall be no variations from these approved drawings.

Reason: To ensure that the scheme proceeds as set out in the planning application and therefore remains in accordance with the Development Plan.

3. Prior to commencement of the development hereby approved details of the design of a surface water drainage scheme in accordance with the scheme submitted to the LLFA in the Flood Risk and Sustainable Drainage Strategy, Stirling Maynard, November 2021, revision P03, document reference: 3727 362 have been submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the I in 30 & I in 100 (+40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2 IIS.

- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

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

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

- 5. Prior to commencement of the development hereby approved a detailed written scheme of potential contamination assessment consisting of site reconnaissance, conceptual model, risk assessment and schedule of investigation shall be submitted to and approved in writing by the District Planning Authority. Before commencement of development above ground the scheme of assessment shall be carried out at such points and to such depth as the District Planning Authority may stipulate and laboratory results shall be provided as numeric values in an electronic formatted spreadsheet in accordance with the standards of the Government Guidance for Land affected by Contamination A scheme for decontamination and validation shall then be agreed in writing by the District Planning Authority and the scheme as approved [including provision of suitable soft landscaping where necessary] shall be implemented before any part of the development hereby permitted is occupied.

Reason: This condition is essential to ensure satisfactory amelioration of contaminated land, in accordance with Policy DP22 of the Tandridge Local Plan: Part 2 Detailed Policies 2014

- 6. Prior to commencement of the development hereby approved a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)

(e) provision of boundary hoarding behind any visibility zones

(f) HGV deliveries and hours of operation

(g) vehicle routing

(h) measures to prevent the deposit of materials on the highway

(j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 14.30 and 18.00 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, on Croydon Road, Greenhill Avenue or Tillingdown Hill during these times

(k) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

7. Prior to the first occupation of the development hereby approved, the proposed vehicular access to Croydon Road shall have been constructed and provided with visibility zones, dropped crossing points and tactile paving either side of the access in accordance with the approved plans (17035-1 10 Rev F) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m in height.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

8. Prior to the first occupation of the development hereby approved, the existing access from the site to Croydon Road shall have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

9. Prior to the first occupation of the development hereby approved, parking spaces to include 3 disabled bays in accordance with the approved plans for vehicles to be parked as on drawing number 17035 -110 F and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear shall be implement on site. Thereafter the parking / loading and unloading / turning areas shall be retained and maintained for their designated purposes.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

10. Prior to the first occupation of the development hereby approved, at least 2 of the available parking spaces shall be provided with a charging post delivering up to 22kw and 3 spaces are provided with a fast charge socket (current minimum requirement 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) with a further 12 spaces to be provided with a power supply to provide additional fast charge socket (Feeder pillar or equivalent permitting future connection 230 v AC 32 amp single phase dedicated supply). in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

11. Prior to first occupation of the development hereby approved the Travel Plan (Aldi Stores Ltd dated March 2022) shall be implemented prior to the retail unit first being brought into use and thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

12. Prior to first occupation of the development hereby approved Delivery and Servicing Management Plan (dated 9 May 2022) shall be implemented prior to the retail unit first being brought into use and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

13. Prior to the first occupation of the development hereby approved, the following facilities/works shall be provided in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority for:

- (a) The secure and covered parking of a minimum of 12 bicycles within the development site. The provision of 6 lockers for cyclists to store cyclist equipment and facilities for cyclists to change into and out of cyclist equipment/shower in the store.

- (b) The provision of bollards on the footway between the development access and the signalised pedestrian crossing to prevent pavement parking and ensure the visibility splay is kept clear.

- (c) Dropped crossing points with tactile paving to be provided across the junction of Greenhill Avenue.

- (d) The improvement of the bus stop directly adjacent to the site and the bus stop opposite Shaw House on Croydon Road to include the following improvements:

- Existing bus shelters to be upgraded and provided with seating with arm rests and lighting.
- Each bus shelter to be provided with Real Time Passenger Information (RTPI) displays.

- Raised access kerbing to a height of 140 mm for at least a length of 9m.
- 24 hour bus stop clearways

and thereafter the said facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

14. Prior to commencement of the development hereby approved details of external lighting, including the intensity of illumination and predicted lighting spill contours shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to comply with the NPPF (2021) and the recommendations in BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK; the Bats and the Built Environment Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby".

15. The development shall be carried out in accordance with the submitted flood risk assessment '2021-09_Flood Risk and Sustainable Drain_54537' and the following mitigation measures it details:

- a) Finished floor levels shall be set no lower than 107.32 metres above Ordnance Datum (AOD), as detailed in section 3 of the submitted flood risk assessment
- b) The proposed development shall be built in accordance with the layout in detailed in Appendix C of the above referenced document.
- c) The surface water run-off rate shall be restricted to 5 l/s by the drainage strategy detailed in Appendix E of the above referenced document.

These mitigation measures shall be fully implemented prior to first occupation of the development and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To ensure drainage design does not increase flood risk on or off site in accordance with Policy DP21 of the Tandridge District Local Plan Part 2: Detailed Policies 2014

16. The proposed trees and soft landscape as indicated on the drawing titled LANDSCAPE PLAN numbered 17035-VL L01 REV B shall be implemented within the first planting and seeding season following the occupation of any part of the development or otherwise in accordance with a programme to be submitted for the approval in writing of agreed Local Planning Authority prior to occupation of the development. Any trees or plants (including those retained as part of the development) which, within a period of 5 years from the completion of the soft landscaping scheme, die, are removed, or, in the opinion of the Local Planning Authority, become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. The hard landscape works shall be carried out and completed in full prior to the occupation of the development.

Reason: To maintain and enhance the visual amenities of the development in accordance with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014.

17. Prior to first occupation of the development hereby approved, the renewable energy measures included in the Renewable and Low Carbon Energy Statement for Aldi Stores Ltd prepared by Sol Environment Ltd shall be implemented and retained as such at all times.

Reason: In order to accord with Policy CSP 14 of the Tandridge District Core Strategy 2008.

18. The development hereby approved shall contain no more than 816 sq m of floor space for sale of convenience goods and shall be retained as such at all times.

Reason: In order to ensure viability of other convenience retail outlets in or on the edge of Caterham town Centre and in accordance with the outcome of the Planning, Economic and Retail Statement (September 2021) provided in support of the application.

Informatives:

1. Condition 2 refers to the drawings hereby approved. Non-material amendments can be made under the provisions of Section 96A of the Town and Country Planning Act 1990 and you should contact the case officer to discuss whether a proposed amendment is likely to be non-material. Minor material amendments will require an application to vary condition xx of this permission. Such an application would be made under the provisions of Section 73 of the Town and Country Planning Act 1990. Major material amendments will require a new planning application. You should discuss whether your material amendment is minor or major with the case officer. Fees may be payable for non-material and material amendment requests. Details of the current fee can be found on the Council's web site.

2. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-managementpermit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

3. 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.

4. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
6. 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).
7. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
8. 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.

9. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
10. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
11. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

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ITEM: 6.2

Application: 2021/2149

Location: 6 Beadles Lane, Oxted, Surrey, RH8 9JJ

Proposal: Demolition of existing buildings. Erection of five dwellinghouses including parking provision, hard and soft landscaping and associated works

Ward: Oxted North and Tandridge

Decision Level: Planning Committee

Constraints – GB, DVIGB, CA, EA ROFSW, AHAP, ANC WOOD, Source Protection Zone.

RECOMMENDATION:

PERMIT (Subject to conditions)

This application has been referred to Committee for decision by Cllr Sayer via email dated 03 March 2022 due to concerns about overdevelopment, harm to amenities of neighbours and access.

Summary

1. Planning permission is sought for the demolition of existing buildings on site and the erection of five dwelling houses including parking provision, hard and soft landscaping and associated works. The existing site is not suitable for its historic use as a print business. The proposed development would provide adequate parking together with residential amenities for future occupiers. The impact on traffic generated as a result of the proposal has been assessed to not adversely affect the road network and the surround area, especially given the offset from the existing large vehicles which serve the existing print business on site. The proposal would respect the residential amenities of neighbours and the character and appearance of the Conservation Area. On this basis the proposal is recommended for an approval subject to conditions.

Site Description

2. The site is located in the Oxted Conservation Area within Old Oxted which is a designated Defined Village within the Green Belt. Access to the site is off Beadles Lane abutting its north-east boundary. There are two Grade II Listed Buildings located in close proximity towards the north of the site and fronting Godstone Road.

3. The site comprises of an existing two storey business unit in Use Class E(c)iii, used as a printing business known as Oxted Colour Printers and a single storey brick building which may have been used as a stable in the historic times. The surrounding area is predominantly residential. There exists a children's nursery located on the south boundary of the site.

Relevant History

4. No relevant planning history on records.

Key Issues

5. The key issues are the impact the development on the character of the Oxted Conservation Area and nearby listed buildings, the residential amenities of

neighbouring properties and those of future occupiers of the proposal, and impact on highway safety.

Proposal

6. The proposal comprises of 5 dwellings as follows:

Plot	Type	Plot area sqm	Footprint sqm	GIA sqm
1,2	House type A -4b6p	150-181	42	112
3,4	4b6p	148-174	42	128
5	5b7p	281	50	135

7. Dwellings on plot 1-2 and 3-4 would be in pairs of semi-detached houses. The dwelling on plot 5 would be a detached dwelling. All proposed dwellings would have accommodation within the roof space making them ground plus two storey dwellings.

8. 16 parking spaces have been provided within the site. Refuse storage and some communal garden area would be provided towards the north-east boundary (towards the entrance from Beadles Lane into the site).

Development Plan Policy

9. Tandridge District Core Strategy 2008 (CS) – Policies CSP1, CSP7, CSP11, CSP12, CSP14, CSP15, CSP17, CSP18, CSP19

10. Tandridge Local Plan Part 2 – Detailed Policies 2014 (TLP) – Policies DP1, DP5, DP7, DP12, DP19, DP20, DP21

11. Emerging Tandridge Local Plan 2033 – The emerging local plan is under examination with the Inspector who has not confirmed that it is sound with a realistic time frame for adoption. Therefore, the emerging local plan is considered to carry limited weight and the material considerations within this application are therefore assessed in accordance with the adopted plan and the NPPF (2021).

Supplementary Planning Documents

12. Surrey Design Guide (2002)
13. Tandridge Parking Standards (2012)
14. Trees and soft landscaping (2017)

National Advice

15. National Planning Policy Framework (NPPF) (2021)
16. Planning Practice Guidance (PPG)
17. National Design Guide (2019)

Statutory Consultation Responses

18. County Highway Authority - Having assessed the proposal on safety, capacity and policy grounds, the County Highway Authority recommends pre-commencement and other conditions.

19. Environment Agency – Although we have no comments on this planning application, the applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them.

20. SCC Archaeology – Although the proposed development is partially within an area of High Archaeological Potential defined around the historic core of Oxted, the site is on the periphery of the post-medieval elements of the settlement and has been subject to previous modern and extensive disturbance in the form of the present buildings and yard. As such, I have no archaeological concerns.

21. SCC Historic Buildings – The proposal would result in a low level of less than substantial harm from the loss of the brick stable building. This will need to be weighed against the public benefits of the proposal. However, this loss of historic environment in itself would not amount to a refusal of this application. If approved a pre-commencement condition is suggested.

22. Ecology (Surrey Wildlife Trust) – The B2 and B4 bat presence/likely absence surveys are required in accordance with best practice survey guidelines to establish the presence or likely absence of active bat roosts, in order to avoid contravention of Conservation of Habitats and Species Regulations (2017).

Paragraph 185 of the NPPF (2021) states that planning policies and decisions should "limit the impact of light pollution from artificial light on dark landscapes and nature conservation. "

The applicant should ensure that the proposed development will result in no net increase in external artificial lighting at primary bat foraging and commuting routes across the development site, in order to comply with above referenced legislation and the recommendations in BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby.

The project proposal states 'soft landscaping'. However, no detail on the landscaping such as a Landscape and Environmental Management Plan has been submitted.

Should the LPA be minded to grant planning permission for this proposed development, we recommend that the LPA requires the development to be implemented in accordance with an appropriately detailed landscape and ecological management plan (LEMP).

23. Oxted Parish Council – The Parish Councillors object to this application due to the height of the houses which represent town houses, overlooking of neighbouring properties, access onto Beadles Lane, traffic and parking is already a problem and this proposal will exacerbate the situation. It is overdevelopment of the site, overbearing on neighbouring properties. The development would be too cramped, egress and ingress of traffic onto Beadles Lane would be hazardous and the access for construction traffic is too tight and would cause major obstruction on Beadles Lane. The Councillors are opposed to the removal of healthy trees from the site. The Parish Council is in favour of development however this is not the right location for it.

Other Representations

24. Objections have been received which can be summarised as follows –
- Adverse impact on privacy due to overlooking into habitable spaces and garden spaces
 - Adverse impact on day light to habitable spaces and garden spaces
 - Proposed dwellings too high resulting in a dominant appearance due to location in close proximity to shared boundary
 - Insufficient parking
 - Traffic congestion
 - Impact on existing trees
 - Removal of hazardous materials needs to be monitored
 - Re-orientation of dwelling on plot 5 could address some overlooking.
 - Adverse impact on character of Conservation Area
 - Appearance not in keeping with the character of the surrounding area.
 - Shared access to offices at No 4 Beadles Lane will be affected resulting in impact on businesses during and after construction.

Principle of development

25. Policy CSP 1 supports the re-use of redundant or unsuitably located commercial land for housing provided that new development is of a high standard of design and that the character of the areas is protected.

26. Policy DP12 identifies Old Oxted where the site is located as a Defined Village in the Green Belt and supports the partial or complete redevelopment of previously developed land stating that the development must be in character with the village, or that part of it, and will be subject to any other relevant Development Plan policies.

27. Policy DP4 deals with proposals for the alternative use of commercial and industrial sites. It requires the applicant to demonstrate that either the location of the site is not suitable for use as an employment site or that the use of the site for employment is no longer viable.

28. The site is currently in use as a printing business in Use Class E(c)iii. The Planning Statement provided in support of the application states that the building on site needs substantial regeneration in order to make it a viable location for modern day business needs. However, the cost of such a regeneration would not generate viable financial returns due to the current commercial rental rates in the locality. Additionally, the access via Beadles Lane is proving unsuitable for commercial vehicles. On street parking of cars along Beadles Lane close to the site entrance exacerbates the difficulty in manoeuvring larger vehicles. Furthermore, they anticipate that the existing business has the potential to establish in one of the designated employment sites within Tandridge where modern businesses facilities are better catered for.

29. Therefore, the location of the proposed development is considered to accord with Policy CSP1 of the CS and Policies DP4 and DP12 of the TLP.

Character and Appearance

30. Policy CSP18 of the Core Strategy 2008 requires new development to be of a high standard of design that must reflect and respect the character, setting and local context, including those features that contribute to local distinctiveness. Policy DP7 of the Local Plan 2014 provides the Council's general policy for new development and requires proposals to respect and contribute to distinctiveness of the area in which it is located and to have a complementary building design and materials.

31. The proposed layout would incorporate two pairs of semi-detached dwellings and one detached dwelling to form the proposed development of 5 dwellings. Each plot would be provided with a garden as an external amenity space of the dwelling on it. Each dwelling would have two storeys with a habitable roof space with dormer windows. The design would make use of brick walls and reconstituted slate tiled roofs with a well composed set of elevations.

32. The proposed dwellings would not be visible from Beadles Lane. They would be visible from the rear aspects of surrounding dwellings. A proposed stepped soft communal landscape area would mark the entrance off Beadles Lane. The proposed layout and design of dwellings is considered acceptable in terms of appearance and would accord with Policy CSP 18 of the CS and Policy DP7 of the TLP.

Residential Amenity

33. Policy CSP18 of the Core Strategy advises that development must not significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, noise, traffic and any adverse effect. Criteria 6-9 of Policy DP7 of the Local Plan Part 2: Detailed Policies seek also to safeguard amenity, including minimum privacy distances that will be applied to new development proposals.

34. The proposed dwellings would be located towards the west and mid-south sides of the site. The remainder of the site would be laid to access, parking, refuse collections and communal soft landscaped space located towards Beadles Lane. The proposal has been amended to reduce the overall height of the proposed dwellings by 0.3m.

35. The dwelling type C on Plot 5 would be closest to the recent development at No 10 Beadles Lane. It would have one dormer serving a non-habitable space overlooking No 10. The pair of semi-detached dwellings on Plot 1-4 would be visible from the rear aspects of existing dwellings fronting St Claire Close and Godstone Road. There is adequate separation distance between these dwellings and those proposed so as to respect the privacy of all neighbours.

36. There would be no issues arising in terms of overshadowing. Therefore, the proposal accords with Policy CSP 18 of the CS and Policy DP7 of the TLP.

Parking Provision and Highway Safety

37. Policy CSP12 of the Core Strategy advises that new development proposals should have regard to adopted highway design standards and vehicle/other parking standards. Criterion 3 of Policy DP7 of the Local Plan also requires new development to have regard to adopted parking standards and Policy DP5 seeks to ensure that development does not impact highway safety.

38. The County Highway Authority has undertaken an assessment on safety, capacity and policy grounds and are satisfied that the proposed development would not have a material impact on the safety and operation of the adjoining public highway subject to their suggested conditions and informative which have been copied into the relevant section of this report.

39. The Tandridge Parking Standards SPD (2012) set a requirement for 3 spaces allocated plus 1 unallocated space per 4 dwellings as a 'legible space'. Two bicycle parking spaces per dwelling would also be required. On this basis the proposal

would be required to provide 16 parking spaces which have been provided across the site. Therefore, the proposal accords with Policy CSP 12 of the CS and Policy DP5, DP7 of the TLP.

Sustainable construction and carbon footprint

40. Policy CSP14 of the CS requires new development to demonstrate that it will assist with the aim of reducing carbon dioxide emissions through the production of on-site renewable energy. An application must be supported with a statement to show how the renewable energy generation is to be provided, including details of siting, size and location of renewable technologies. A development such as the proposal would be required to achieve a reduction of 10%.

40. The application is supported by a Renewable Energy Reporting prepared for Build Energy Ltd on behalf of the applicant. This report proposes the use of photovoltaic solar panels and Air Source Heat Pumps to achieve a CO2 reduction of 10%. Although precise siting and size have not been provided it is considered that these details can be secured via a planning condition.

Other

42. The objections have been taken into consideration. As discussed above the proposal would not affect the residential amenities of existing neighbours. The impact of traffic and parking has been assessed and found not to be detrimental to an extent which would warrant a refusal of this application.

CIL

43. The development is liable to CIL. The relevant forms have been submitted by the agent.

Conclusion

44. In conclusion, the proposal is considered to provide a positive development of this site with dwellings which would complement the character and appearance of the surrounding built form without an adverse impact on residential amenities of neighbours and on the highways network. On this basis the proposal is considered to accord with relevant policies as discussed above.

45. The recommendation is made in light of the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (PPG). It is considered that in respect of the assessment of this application significant weight has been given to policies within the Council's Core Strategy 2008 and the Tandridge Local Plan: Part 2 – Detailed Policies 2014 in accordance with paragraph 218 and 219 of the NPPF. Due regard as a material consideration has been given to the NPPF and PPG in reaching this recommendation.

All other material considerations, including third party comments, have been considered but none are considered sufficient to change the recommendation.

RECOMMENDATION: PERMIT

Subject to the following conditions:

1. The development hereby permitted shall be begun not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. This decision refers to drawings numbered 0415 – P – 100 REV A, 0415 – P – 103 REV A, 0415 – P – 104 REV A, 0415 – P – 105 REV A, 0415 – P – 106 REV A, 0415 – P – 107 REV A, 0415 – P – 108 REV A, and the red-edged site location plan number 0415 – S 0 001 scanned on 17 January 2022. The development shall be carried out in accordance with these approved drawings. There shall be no variations from these approved drawings.

Reason: To ensure that the scheme proceeds as set out in the planning application and therefore remains in accordance with the development plan.

3. The materials to be used on the external faces of the proposed development shall be in accordance with the details shown on the submitted application particulars.

Reason: To ensure that the new works harmonise with the existing building to accord with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014.

4. Prior to commencement of the development hereby approved an appropriately detailed landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The LEMP shall be based on the proposed impact avoidance, mitigation and enhancement measures and should include, but not be limited to following:

Description and evaluation of features to be managed

Ecological trends and constraints on site that might influence management

Aims and objectives of management

Appropriate management options for achieving aims and objectives

Prescriptions for management actions, together with a plan of management compartments

Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)

Details of the body or organisation responsible for implementation of the plan

Ongoing monitoring and remedial measures

Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.

Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: In accordance with Policy CSP 17 of the Tandridge District Core Strategy, the NPPF (2021) and the guidance from Natural England.

5. Prior to commencement of the development hereby approved B2 and B4 bat presence/likely absence surveys shall be submitted to and approved in writing by this Local Planning Authority.

Reason: In accordance with best practice survey guidelines to establish the presence or likely absence of active bat roosts, in order to avoid contravention of Conservation of Habitats and Species Regulations (2017).

6. Prior to commencement of the development hereby approved energy details of size and locations of photovoltaic panels and heat pumps included as sources of renewable energy in the Renewable Energy Reporting by Build Energy Ltd submitted along with this application shall be submitted to and approved in writing by this Local Planning Authority.

Reason: In order to comply with Policy CSP 14 of the Tandridge District Core Strategy (2008).

7. Prior to commencement of the development hereby approved a drawn, written and photographic record of the brick stable building to level 2 of 'Understanding Historic Buildings' by Historic England (2016) shall be submitted to and approved in writing by the District Planning Authority. This shall include item 2 of the drawn record, items 1, 2 and 4 of the photographic record and items 1-3 and 6 of the written record.

Reason: To accord with paragraph 205 of the National Planning Policy Framework to ensure that a record is made of the heritage asset before it is demolished.

8. Prior to commencement of the development hereby approved a Construction Transport Management Plan (CTMP) shall be submitted to and approved by this Local Planning Authority. The CTMP shall 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) vehicle routing
- 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 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Beadles Lane during these times
- h) on-site turning for construction vehicles

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 in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021.

9. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their 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 in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021.

10. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase

dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021.

11. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for the secure and covered parking of bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021.

12. The development hereby approved shall not result in any net increase in external artificial lighting at primary bat foraging and commuting routes across the development site.

Reason: In order to comply the NPPF (2021) and the recommendations in BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby".

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revising, revoking and re-enacting that Order with or without modification), the dwellings hereby approved shall not be extended or altered without the express permission of this Local Planning Authority.

Reason: In order to maintain a high standard of development in accordance with Policy CSP 18 and DP 7 of the Tandridge District Core Strategy (2008) and Tandridge Local Plan Part 2 – Detailed Policies 2014.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revising, revoking and re-enacting that Order with or without modification), the window in the south elevation of the dwelling on Plot No 5 shall be obscure glazed and non-opening below 1.7m from the pertaining floor level.

Reason: In order to respect the residential amenities of neighbours in accordance with Policy CSP 18 and DP 7 of the Tandridge District Core Strategy (2008) and Tandridge Local Plan Part 2 – Detailed Policies 2014.

Informatives

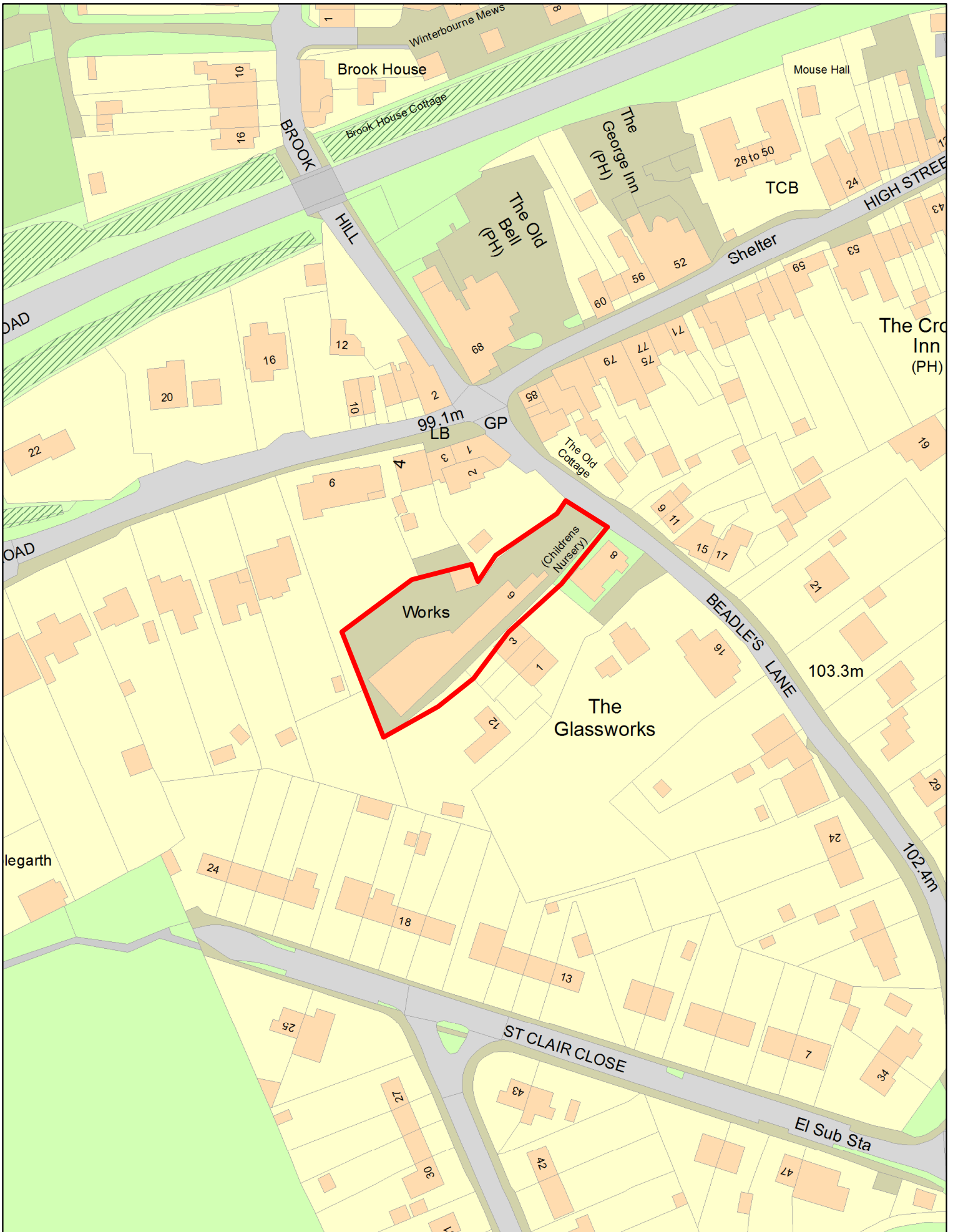
1. Condition 2 refers to the drawings hereby approved. Non-material amendments can be made under the provisions of Section 96A of the Town and Country Planning Act 1990 and you should contact the case officer to discuss whether a proposed amendment is likely to be non-material. Minor material amendments will require an application to vary condition 2 of this permission. Such an application would be made under the provisions of Section 73 of the Town and Country Planning Act 1990. Major

material amendments will require a new planning application. You should discuss whether your material amendment is minor or major with the case officer. Fees may be payable for non-material and material amendment requests. Details of the current fee can be found on the Council's web site.

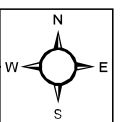
2. The applicant should contact the Environment Agency on 03708 506 506 or consult their website (<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to in order to apply for their other consents.

The development has been assessed against Tandridge District Core Strategy 2008 Policies CSP1, CSP18, Tandridge Local Plan: Part 2: Detailed Policies – Policies DP1, DP7 and material considerations. It has been concluded that the development, subject to the conditions imposed, would accord with the development plan and there are no other material considerations to justify a refusal of permission.

The Local Planning Authority has acted in a positive and creative way in determining this application, as required by the NPPF (2021), and has assessed the proposal against all material considerations including the presumption in favour of sustainable development and that which improves the economic, social and environmental conditions of the area, planning policies and guidance and representations received.



5 dwellings at 6 Beadles Lane Oxted
Page 51



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