

Application Number and Registration Date	MO/2018/0704 (Variance of Conditions) 24-Apr-2018
Applicant	Mr Eshelby, Latchmere Properties Ltd.
Case Officer	Mr Aidan Gardner
Amendments /amplifications	Amplified by email dated 08/05/18.
Committee Date	4 July 2018
Ward(s)	Dorking North
Proposal	Variation of Condition 13 of approved Planning Permission MO/2017/1220 for the conversion, extension and partial reconstruction of The Pilgrim Public House to create 6 no. apartments/maisonettes, and the erection of 4 No. mews houses within the grounds, so that the limited hours for HGV deliveries Monday to Friday apply only during school term times.
Site Description	The Pilgrim, Station Road, Dorking, Surrey, RH4 1HF

RECOMMENDATION: Approve subject to conditions

Summary

On 12 January 2018, permission was granted for the conversion, extension and alteration of the former public house, The Pilgrim, to create 6 No. apartments/maisonettes and the erection of 4 No. mews houses (MO/17/1220). The permission was subject to a number of conditions, one of which, No.13, requires the submission of a Construction Transport Management Plan. Among its various requirements is a prohibition on HGV movements to and from the site between the hours of 0815 and 0915 and between 1500 and 1600, nor the laying up or waiting of such vehicles during these times in Ranmore Road, Ashcombe Road or Chalkpit Lane. Under the current application, permission is sought to vary the terms of the condition so that the limitations on the HGV movements would apply only during school term times. Condition 13 was recommended by the Highway Authority who has advised that the

proposed variation of the condition, as described above, is acceptable. Permission is therefore recommended.

1. **Development Plan**

1.1. Built up area.

2. **Relevant Planning History**

MO/17/1220	Conversion, extension and partial construction of The Pilgrim Public House to create 6 No. apartments/maisonettes and the erection of 4 No. mews houses within the grounds.	Permitted 12/01/18.
MO/18/0187	Discharge of conditions 3-8 and 13 of permission MO/17/1220.	Approved 23/03/18.

3. **Description of Development**

3.1. Please refer to attached report to application MO/17/1220.

3.2. The current application seeks approval for variation of condition 13 of the permission so that the limitations on HGV movements only applies during school term times.

3.3. For information, condition 13 states:

No development shall commence until a Construction Transport Management Plan, to include details of:

- *parking for vehicles of site personnel, operatives and visitors;*
- *loading and unloading of plant and materials*
- *storage of plant and materials*
- *HGV deliveries*
- *vehicle routing*
- *no HGV movements to and from the site shall take place between the hours of 0815 and 0900 and 1500 and 1600 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Ranmore Road, Ashcombe Road or Chalkpit Lane during these times.*
- *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: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, to accord with the NPPF.

3.4. The application is accompanied by a Traffic Management Plan.

4. **Consultations**

4.1. SCC Highways: No objections

5. Representations

5.1. Seven representations have been received, including one from the Dorking and District Preservation Society. The following summarised points are raised:-

- The point is reiterated that all construction traffic should enter and leave the site via Station Road. The entrance off Ranmore Road is entirely inadequate owing to its narrow nature and the poor visibility at the mouth of the access;
- The site is only suitable for a modest scale of development;
- HGV movements at weekends are not acceptable;

Officer comment: *There are no conditions on the permission limiting the days of work.*

- The restriction on HGV movements should apply throughout the year, not just during school terms. It is not only school children who use the local roads;

Officer Comment: *This point has been taken up with the Highway Authority who have commented as follows:'*

We note that this application is very close to a school. This condition that limits HGV traffic during term time is a standard condition applied to applications in close proximity to schools. Essentially this is because the network surrounding schools tend to be very busy during the specified peak times, not just with pedestrians but also with vehicles as parents drop off and collect children. This condition is applied in attempt to prevent significant increase demand on the network at these times as they are already exceptionally busy. Therefore, out of term time both pedestrian and vehicular traffic in the area surrounding a school are noticeably reduced, and therefore the movements of HGV's will have less impact.

We are unable to restrict HGV movements in all areas that pedestrians travel, as it would mean we would have to restrict every development and make it very difficult for HGV's to serve the sites at all. The condition is applied to schools at the peak times because there is such a high concentration of both pedestrian and vehicular traffic associated with them.'

- Site lighting is proposed to be installed; how can this be done without adversely affecting neighbouring occupiers;
- The site should be properly secured so that adjoining residents are not adversely affected by stored materials;
- Inadequacy of off-street car parking;

Officer comment: *This issue was considered at the time of the original application.*

- Level of noise from construction works;
- Loss of outlook and lighting to adjoining properties;

Officer comment: *This issue was considered at the time of the original application*

- The restriction on HGV movements would force more activities into a more concentrated period of time.

- Reversing into the site from Ranmore Road, which is proposed in the Transport Plan, would not be workable and would add to hazards and delays to users of the road;
- The Traffic Management Plan submitted with the application does not address the requirements of condition 13.

5.2 The Dorking and District Preservation Society support the application since it would reduce the impact on neighbouring properties.

6. Main Planning Policies

6.1. Government Guidance

National Planning Policy Framework

Section 4 – Promoting Sustainable Transport.

6.2. Mole Valley Core Strategy

CS18 – Transport Options and Accessibility;

6.3. Mole Valley Local Plan

ENV22 – General Development Control Criteria

MOV2 – Movement implications of new development.

7. Main Planning Issues

7.1. The principle of the development has been agreed through the grant of planning permission MO/17/1220. Many of the points raised in representations relate to issues which were considered at the time of the original application and have already been addressed. The question of the acceptability of the access drive was considered at some length and the application was deferred in order to re-appraise the issue and was ultimately considered acceptable.

7.2. The only issue for consideration now is whether the change to the wording of the condition 13 would be acceptable in planning terms.

7.3. The condition was imposed at the instigation of the Highway Authority and they have indicated that they do not object to the amendment to refer only to school terms. In addition to the condition amendment proposed under this application, an additional requirement is added that would require details of liaison arrangements between contractor and adjoining residents to be submitted for approval.

8. Recommendation

Permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of the permission granted under MO/17/1220.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents (Drainage Strategy and Ecological Report), Location and Block Plan and plan numbers P102 Rev C, P210 / Basement, P201 / Ground Floor, P203 / Roof, P213 / Roof, P212 / First and Second Floor, P202 / First Floor, P211 / Ground Floor, P303 / Side Elevation, P313 / Side Elevation, P311 / Side Elevation, P312 / Rear Elevation, P301 / Front Elevation, P310 / South Elevation, P202 / Rear Elevation, P304 / North Elevation, P320 / Proposed Streetscene and 2016/3472/005 Rev C – Proposed Access Arrangement From Ranmore Road contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. The development shall only proceed in accordance with the details approved under reference MO/2018/0187 dated 23 March 2018 for the materials to be used in the construction of the external surfaces of the building . There shall be no changes to the approved scheme without the prior written approval of the Local Planning Authority.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy

4. The development shall only proceed in accordance with the details approved under reference MO/2018/0187 dated 23 March 2018 for the materials to be used in the construction of the hardsurfacing. There shall be no changes to the approved scheme without the prior written approval of the Local Planning Authority.

Reason: To preserve the visual amenity of the area and prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy

5. The development shall only proceed in accordance with the details approved under reference MO/2018/0187 dated 23 March 2018 for surface water drainage. There shall be no changes to the approved scheme without the prior written approval of the Local Planning Authority.

The assessment shall provide information of the design storm period and intensity (typically a 1 in 100 year storm of 30 minutes duration with an allowance for climate change), the method employed to delay and control the surface water discharged from the site and the means to prevent pollution of the receiving groundwater and/or surface water. Where applicable, the details shall include infiltration tests, calculations and controlled discharge rates. If the development is to discharge water into the ground in any form, then a full BRE Digest 365 infiltration test (or falling head test for deep bore soakaways) will have to be submitted to the Local Planning Authority prior to commencement of any works on site. The suitability of infiltration methods should be verified (i.e. possible contaminated ground).

The approved drainage scheme shall be implemented prior to the first occupation of the development.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that

without this safeguard planning permission should not be granted and, in the interests of sustainable development, in accordance with the advice contained in the National Planning Policy Framework, policy CS20 of the Mole Valley Core Strategy and policy BKin2 of the Bookham Neighbourhood Development Plan.

6. The development shall only proceed in accordance with the details approved under reference MO/2018/0187 dated 23 March 2018 for levels. There shall be no changes to the approved scheme without the prior written approval of the Local Planning Authority.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and to protect the amenities and privacy of adjoining properties in accordance with Mole Valley Local Plan policy ENV22

7. The development shall only proceed in accordance with the details approved under reference MO/2018/0187 dated 23 March 2018 for renewable energy. There shall be no changes to the approved scheme without the prior written approval of the Local Planning Authority.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and to optimise renewable energy and its conservation, in accordance with policy CS19 of the Mole Valley Core Strategy.

8. The development shall only proceed in accordance with the details approved under reference MO/2018/0187 dated 23 March 2018 for refuse and recycling storage. There shall be no changes to the approved scheme without the prior written approval of the Local Planning Authority.

Reason: In the interests of the amenities of the area, in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

9. Before any above groundworks take place details of a landscaping scheme shall be submitted to and approved by the Local Planning Authority including planting of trees, shrubs, herbaceous plants and areas to be grassed. The landscaping shall be carried out in the first planting season after commencement of the development unless agreed otherwise in writing by the Local Planning Authority, and shall be maintained for a period of 5 years. Such maintenance shall include the replacement of any trees and shrubs that die.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS15 of the Mole Valley Core Strategy.

10. The development hereby approved shall not be first occupied unless and until the proposed modified access road to Ranmore Road has been constructed in accordance with the approved plans. Thereafter the access road shall be kept permanently clear of any obstruction.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

11. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered storage of bicycles within the development site have been provided in accordance with the approved plans. 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 recognition of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policy MOV15 of the Mole Valley Local Plan.

12. 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, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

13. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) HGV deliveries
- (e) vehicle routing
- (f) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.15 am and 3.00 and 4.00pm on Monday to Friday (inclusive) during school term time. Nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Ranmore Road, Ashcombe Road or Chalkpit Lane during these times.
- (g) on-site turning for construction vehicles.
- (h) details of point of contact and liaison between contractor and adjoining residents in Ranmore Road.

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

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

14. There shall be no obstructions on the public right of way, including vehicles, plant, or storage of materials, at any time. Safe access shall be maintained along the footpath through the site at all times, during and after 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, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

15. The development hereby approved shall not be first occupied unless and until the access road to Ranmore Road has been modified, including the provision of road markings, in accordance with approved drawing no. 2016/3472/005 Rev C. The Access Road and associated road markings shall thereafter be permanently 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 to satisfy the objectives of the NPPF, The Surrey Transport Plan, and saved policy MOV2 of the Mole Valley Local Plan.

16. In this condition 'retained trees' means an existing tree which is to be retained in accordance with the approved plans and schedule; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and schedule, without the approval, in writing, of the Local Planning Authority. Any pruning approved shall be carried out in accordance with the current British Standard 3998 (Tree Work - Recommendations).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure the retention of trees which enhance the existing character of the locality in accordance with Mole Valley Local Plan policies ENV25 and ENV53, and Core Strategy policies CS14 and CS15.

17. The parking spaces shown on the approved plan shall be made available for use prior to the first occupation of the development hereby permitted and thereafter retained for that purpose.

Reason: To ensure that adequate facilities are provided for the parking of vehicles clear of the highway in the interests of the free flow of traffic and condition of safety on the highway in accordance with Mole Valley Local Plan policy MOV5.

18. No floodlights or other forms of external lighting shall be installed on the site.

Reason: To protect the amenities of the locality, including the amenities of neighbouring residential properties, in accordance with Mole Valley Local Plan policy ENV57 and policy CS14 of the Mole Valley Core Strategy.

19. The recommendations set out within the applicant's ecological survey dated 13th July 2017 and submitted in support of the application shall be carried out in full before the development is occupied.

Reason: To safeguard the ecological interest of the site in accordance with Mole Valley Local Plan policy ENV15 in accordance with policy CS15 of the Mole Valley Core Strategy and the National Planning Policy Framework.

20. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions within Schedule 2, Part 1, Classes A, B, or C to any dwelling hereby permitted shall be erected.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality, in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

Informatives

1. The applicant is advised that under the Wildlife and Countryside Act 1981 it is an offence to kill or injure bats, to disturb them when roosting, to destroy roosts or to block entrances to roosts. It is strongly recommended that an investigation is undertaken prior to any demolition or refurbishment works being carried out, to ensure that no bats are present in the existing buildings. If evidence of the presence of bats is found, advice should be sought immediately from Natural England on steps which can be taken to avoid contravention of the above Act.

Any investigations should be carried out by a licenced bat worker. For information about such licence holders in the local area visit www.cieem.net

2. In the interests of sustainability and the reduction of waste your attention is drawn to the desirability of recycling building materials wherever possible. The demolition or dismantling of structures on the site should be considered as part of the development process to maximise the reuse or recycling of materials rather than disposal as waste. For further information about re-use and recycling of building materials, the applicant is advised to ring the Surrey County Council Contact Centre on 03456 009 009.
3. The development is likely to offer some opportunities to restore or enhance biodiversity; such measures are in line with the NPPF, will assist the Local Planning Authority in meeting their duty under the Natural Environment and Rural Communities (NERC) Act 2006 and also help offset any localised harm to biodiversity caused by the development process.
4. The applicant is advised that the approval of details and/or samples required by conditions is subject to a fee, details of which may be viewed on the Council's website under the planning pages.

The fee may cover more than one condition where the details are submitted at the same time. Where subsequent submissions are made, a further fee will be payable per individual submission. The fee should be paid at the time of submission of the formal request.

PLEASE NOTE that this approval process may take up to 6-8 weeks from the date of the request. Applicants are therefore advised to submit requests in a timely manner.

5. 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.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>
The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice
7. 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).
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 applicant is requested to exercise care in the pre-demolition and refurbishment process to ensure the safe removal and disposal of any asbestos material that is found to exist in accordance with HSG264 survey guide. Further information can be obtained from the Health and Safety Executive at www.hse.gov.uk or on 01883 732400.

Committee: Development Control

Date: 10th January 2018

Report Officer: Miss Donna Penson

Planning Application: MO/2017/1220

Site Address: The Pilgrim, Station Road, Dorking, Surrey, RH4 1HF

Proposal

Conversion, extension and partial reconstruction of The Pilgrim Public House to create 6 No. apartments/maisonettes, and the erection of 4 No. mews houses within the grounds.

Background

The above application was reported to the Development Control Committee at their meeting on 1st November 2017 and again on 6th December 2017. No objection was raised by the Officers to the conversion of the existing building and the redevelopment of the site, and approval was recommended subject to conditions.

A copy of the Officer's reports along with the addendum to both committee meetings are attached.

The view of the Committee in November was that alternative access arrangements should be sought, despite SCC Highway Authority raising no objection to the scheme. Accordingly, the committee resolved to defer the application in order to address access arrangements.

In December the scheme was presented to the committee again. The scheme had been updated to show:

- Further improvements to the access road from Ranmore Road which included a one metre wide pedestrian footpath along the southern side of the shared-surface driveway.
- The access road would be formed in block pavements with channel blocks defining the width.
- The existing dropped kerb to Ranmore Road would be upgraded and improved as part of the works.
- The existing access point to and from Station Road would also be retained and open.
- The parking spaces on-site have been increased from 16 to 18 spaces.
- SCC Highway Authority has reviewed the updated and improved access arrangements and raised no objection.
- The proposed rumble strips along the access were also omitted from the scheme and replaced with road markings to warn drivers of the shared surface arrangement.

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The view of the Committee in December was that insufficient amendments had been carried out by the developer with regards to the access arrangements to overcome the original concerns. Accordingly, the Committee resolved to defer the application again in order for the developer to discuss alternative access arrangements.

Purpose of Report:

The purpose of this report is to update the Committee.

Update

The developer has considered the requirements requested by the Committee and has confirmed that they will not be making further changes to the application and that we wish the application to be determined in its current form at the next planning committee on 10th January 2018.

Recommendation

Permission be **GRANTED** subject to the conditions set out in the original Officer's report together with amendments to condition 2 and one additional Highway condition (as detailed below).

Amended Condition 2 to read as follows:

The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents (Drainage Strategy and Ecological Report), Location and Block Plan and plan numbers P102 Rev C, P210 / Basement, P201 / Ground Floor, P203 / Roof, P213 / Roof, P212 / First and Second Floor, P202 / First Floor, P211 / Ground Floor, P303 / Side Elevation, P313 / Side Elevation, P311 / Side Elevation, P312 / Rear Elevation, P301 / Front Elevation, P310 / South Elevation, P202 / Rear Elevation, P304 / North Elevation, P320 / Proposed Streetscene and 2016/3472/005 Rev C – Proposed Access Arrangement From Ranmore Road contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

Add the following condition:

"The development hereby approved shall not be first occupied unless and until the access road to Ranmore Road has been modified, including the provision of road markings, in accordance with approved drawing no. 2016/3472/005 Rev C. The Access Road and associated road markings shall thereafter be permanently 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 to satisfy the objectives of the NPPF, The Surrey Transport Plan, and saved policy MOV2 of the Mole Valley Local Plan."

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Delete the following condition

Condition 9 – Relating to Noise

Details supplied which satisfy the requirements of this condition.

Committee: Development Control

Date: 6th December 2017

Report Officer: Miss Donna Penson

Planning Application: MO/2017/1220

Site Address: The Pilgrim, Station Road, Dorking, Surrey, RH4 1HF

Proposal

Conversion, extension and partial reconstruction of The Pilgrim Public House to create 6 No. apartments/maisonettes, and the erection of 4 No. mews houses within the grounds.

Background

The above application was reported to the Development Control Committee at their meeting on 1st November 2017. No objection was raised by the Officers to the conversion of the existing building and the redevelopment of the site, and approval was recommended subject to conditions.

A copy of the Officer's report along with the addendum to that meeting is attached.

The view of the Committee was that alternative access arrangements should be sought, despite SCC Highway Authority raising no objection to the scheme.

Accordingly, the Committee resolved to defer the application in order to address access arrangements.

Purpose of Report:

The purpose of this report is to update the Committee of revised information received in relation to:

- The proposed access arrangements.

Update

Following the deferral by the Committee, the applicant has further considered comments raised by local residents and Members.

A further site assessment was carried out by the applicant between 08.45am and 09.15am on 7th November 2017 to observe the current usage of the access from Ranmore Road to The Pilgrim Pub. The access road was observed to be in frequent use, particularly during the hours of school drop off and pick up times. During, the site visit period, four vehicles were observed using the access, comfortably manoeuvring in and out of the site.

The site plan P102 Revision C has been updated to show further improvements to the access road from Ranmore Road. This includes a 1 metre wide pedestrian footpath along the southern side of the shared-surface driveway. This would retain a minimum width of 4.1 metres width along the remainder of the access drive. The access road would be formed in

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block pavements with channel blocks defining the width. Furthermore, the existing dropped kerb to Ranmore Road would be upgraded and improved as part of the works.

The existing access point to and from Station Road would also be retained and open, as indicated on the site plan. Finally, the parking spaces on-site have been increased from 16 to 18 spaces.

SCC Highway Authority has reviewed the updated site plan and improved access arrangements and are satisfied that scheme remains suitable to allow for two-way vehicle movements as set-out in Manual for Streets and raises no objection with one further condition regarding the updated plan and road markings.

Concerns were also raised by Officers over the proposed rumble strips along the access causing a noise nuisance to the adjoining residents. These have been omitted from the scheme and replaced with road markings to warn drivers of the shared surface arrangement.

Conclusion

The proposed access arrangements to and from Ranmore Road have been amended by the applicant and this needs to be considered as part of the proposal. No objection is raised by SCC Highways on highway safety issues.

Recommendation

Permission be **GRANTED** subject to the conditions set out in the original Officer's report together with amendments to condition 2 and one additional Highway condition (as detailed below).

Amended Condition 2 to read as follows:

The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents (Drainage Strategy and Ecological Report), Location and Block Plan and plan numbers P102 Rev C, P210 / Basement, P201 / Ground Floor, P203 / Roof, P213 / Roof, P212 / First and Second Floor, P202 / First Floor, P211 / Ground Floor, P303 / Side Elevation, P313 / Side Elevation, P311 / Side Elevation, P312 / Rear Elevation, P301 / Front Elevation, P310 / South Elevation, P202 / Rear Elevation, P304 / North Elevation, P320 / Proposed Streetscene and 2016/3472/005 Rev C – Proposed Access Arrangement From Ranmore Road contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

Add the following condition:

"The development hereby approved shall not be first occupied unless and until the access road to Ranmore Road has been modified, including the provision of road markings, in accordance with approved drawing no. 2016/3472/005 Rev C. The Access Road and associated road markings shall thereafter be permanently maintained to the satisfaction of the Local Planning Authority

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Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to satisfy the objectives of the NPPF, The Surrey Transport Plan, and saved policy MOV2 of the Mole Valley Local Plan."

Delete the following condition

Condition 9 – Relating to Noise

Details supplied which satisfy the requirements of this condition.

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Application Number and Registration Date	MO/2017/1220 (Detailed Major) 24-Jul-2017
Applicant	Mr Eshelby, Latchmere Properties Ltd
Case Officer	Donna Penson
Amendments /amplifications	Amended Site Plan received 7th September 2017.
Committee Date	1st November 2017
Ward(s)	Dorking North
Proposal	Conversion, extension and partial reconstruction of The Pilgrim Public House to create 6 No. apartments/maisonettes, and the erection of 4 No. mews houses within the grounds.
Site Description	The Pilgrim, Station Road, Dorking, Surrey, RH4 1HF

RECOMMENDATION: Approve subject to conditions

Summary of Development

The application site contains a two storey derelict public house surrounded by car parking in an area surrounded by light industrial to the north and west and residential to the east of the site.

The application is for the conversion, extensions and partial reconstruction of The Pilgrim Public House to create six apartments/maisonettes and the erection of four mews houses to the rear of the site. Sufficient parking will be provided on site, the public right of way which runs through the site between Ranmore Road and Station Road will remain with access to the site via the existing access onto Ranmore Road.

The proposed scheme is within a sustainable location within the town centre close to shops and public transport and will add another ten units to the housing stock in Dorking.

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1 Development Plan

- 1.1 Built up area
- 1.2 Public Footpath 69

2 Relevant Planning History

No relevant history

3 Description of Development



- 3.1 The application site is located to the north of Station Road within the built up area of Dorking. The site accommodates the former Pilgrim Public House. The site has two accesses one via Station Road which is privately owned road and the other is via an access between two properties along Ranmore Road.
- 3.2 The site is boarded to the north and west by Havenbury Industrial Estate, which comprises light industrial units. To the east of the site, the site is boarded by existing residential development which is characterised by two storey terraced properties.
- 3.3 The current application seeks the conversion, extension and partial reconstruction of The Pilgrim Public House to create six apartments/maisonettes and the erection of a terrace of four mews houses to the rear of the site.



- 3.4 The Pilgrim Public House is not listed either nationally or locally, however the building is considered to be an important feature of the history of the area.
- 3.5 The apartments/maisonettes would be created within the part two/part three storey building and would comprise 1 x one bedroom and 5 x two bedrooms units.

Units 1 and 2 would be situated on the ground floor, Units 3 and 4 would be situated over both ground and first floors. These four units would all have their own amenity space. Unit 5 would be situated over the first and second floors with Unit 6 solely on the first floor. Neither unit 5 or 6 would have their own individual amenity space, however this is not uncommon when compared to other flats in the surrounding area. The basement of the building would be used for communal storage.

- 3.6 The four mews houses to the rear of the site would be two storey and would all be three bedroomed units. Each unit would have an open frontage with cycle storage to the front and with rear gardens at least 14.5 metres deep.
- 3.7 The access along Station Road would remain with parking spaces created along the south and south eastern boundary of the site. Refuse and Recycling facilities along with a cycle store would be provided to the south eastern side of the site. The existing boundary trees would be retained along with existing hedging/vegetation to the east and west of the site.

4 Consultations

- 4.1 **SCC Highways** – *The proposed development has been considered by The Highway Authority who having considered any local representations and having*

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assessed the application on safety, capacity and policy grounds, recommends conditions be imposed in any permission granted.

- 4.2 **Sustainability Officer** – *The scheme proposes to install solar PV. If minded to approve further details requiring this information can be secured via a condition.*
- 4.3 **Tree Officer** – *The frontage trees along with the Sycamore to the left are considered attractive features to the site and as these are being retained no objection is raised.*
- 4.4 **Waste Services** – *The proposed arrangement would work, however the occupants of the houses would need to move bins to the car parking area for collection. It would also be necessary for the developer to ensure that the surface materials used for the parking area is suitable to support the weight of a 26 tonne RCV. Officer Comment - This could be dealt with by means of a suitable condition.*
- 4.5 **Ramblers Association** – *No comments received*
- 4.6 **Drainage Consultant** – *Generally Acceptable, however would recommend that, as part of the detailed design process, a shallow solution (possibly involving porous surfacing and other SuDS) is investigated to remove the need for a surface water pump system. Officer Comment - This could be dealt with by means of a suitable condition*
- 4.7 **Countryside Access** – *No comments received*
- 4.8 **Environmental Health Officer (Noise)** – *A noise report has been submitted and substantial L max noise events identified, however these can be managed, but further detailed assessment is required to understand the impacts on the site and therefore a relevant condition is recommended.*
- 4.9 **Contaminated Land Officer** – *The information submitted in relation to contamination and a soil survey is considered acceptable but a suitable condition relating to asbestos is recommended.*
- 4.10 **Crime Reduction Prevention Advisor** - *No comments received*
- 4.11 **Thames Water** - *No comments received*
- 4.12 **SES Water** - *No comments received*
- 4.13 **Economic Development Unit** – *No comments received*

5 **Representations**

- 5.1 15 letters of representation have been received from 11 properties raising the following summarised concerns:
- Parking in Ranmore Road already limited
 - Increased volume of traffic
 - Public right of way will be kept open – *Officer Comment – The Public Right of Way will remain open at all times.*
 - Bats have been seen – *Officer Comment – An informative will be placed on any permission, regarding protected species.*
 - Access is not wide enough – *Officer Comment – The width of the access*

would be increased as part of the development, in order for two vehicles to pass safely.

- Access, vehicle density and highway safety concerns
- Support the Pilgrim Pub being redeveloped for housing
- Overdevelopment of site
- Design and Amenity Concerns
- No affordable units
- Noise issues
- Contrary to policies ENV22, ENV23
- Harmful to living conditions of neighbouring properties
- Overlooking concerns
- Use of the alleyway as main access unacceptable on properties' No.15 and No.17 Ranmore Road.
- Concerns during construction with regards to deliveries and construction vehicles/contractors – *Officer Comment – If minded to approve, the Highway Authority has requested a Construction Management Plan to be provided.*
- Protection of properties during building works – *Officer Comment – This is a civil matter between parties*
- Light pollution
- Parking insufficient
- Visibility concerns exiting the site
- Inaccurate Transport Survey
- Accidents would occur
- Concerns that the pre-application enquiry and the application have been submitted out of school term time.
- A two storey parking complex should be built behind Dorking Halls
- On site health and safety, including fire risk– *Officer Comment – This is covered by other legislation*
- Timber cladding not a suitable choice of materials
- Access should be along Station Road not Ranmore Road

5.2 Dorking & District Preservation Society have written in support of the application.

6 Main Planning Policies

6.1 Government Guidance

Section 4 -Promoting Sustainable Transport

Section 6 - Delivery a wide choice of quality homes

Section 7 - Requiring Good Design

Section 10 - Meeting the challenge of climate change, flooding and coastal change

6.2 Mole Valley Core Strategy

CS1 - Where development will be directed

CS2 - Housing Provision and Location

CS3 - Balancing Housing Provision

CS4 - The Provision of Affordable Housing

CS14 - Townscape, Urban Design and the Historic Environment

CS15 - Biodiversity and Geological Conservation

CS17 - Infrastructure, Services and Community Facilities

CS18 – Transport Options and Accessibility

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CS19 - Sustainable Construction, Renewable Energy and Energy Conservation
CS20 - Flood Risk Management

6.3 Mole Valley Local Plan

ENV22 – General Development Control Criteria
ENV23 - Respect for Setting
ENV24 – Density of Development and Space About Buildings
ENV25 – Landscape Design of New Developments
ENV53 - Trees in the Built Up Areas
ENV65 - Drainage
ENV69 – Contaminated Land
MOV2 - Movement implications of development
MOV5 - Parking standards

6.4 Other documents

Dorking, North Holmwood and Pixham Built Up Area Character Appraisal
Dorking Town Area Action Plan 2012

7 Main Planning Issues

7.1 The main issues for consideration are

- 7.2
- Principle of development
 - The loss of a Community Facility
 - Effect on the character and appearance of the area
 - Impact on the amenities of adjoining properties
 - Highway Safety and Parking
 - Waste Storage and Collections
 - Sustainable construction
 - Sustainable drainage
 - Trees within the built up area
 - Ecology
 - Affordable Housing
 - Community Infrastructure Levy

7.3 Principle of development

The National Planning Policy Framework (NPPF) expresses a presumption in favour of sustainable development. Paragraph 8 of the NPPF states that the planning system should play an active role in guiding development to sustainable locations.

The site lies within the built up area of Dorking where the principle of residential development is acceptable in accordance with Core Strategy policies CS1 and CS2, subject to the usual development control criteria.

In terms of CS3, this encourages the provision of 2 and 3 bedroomed units. The proposal includes:

1 x one bedroom apartment
5 x two bedroom apartments/maisonettes
4 x three bedroomed houses.

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This mix is considered acceptable in relation to policy CS3.

Therefore subject to compliance with other relevant policies, considered below, the principle of development of this site in the manner proposed is considered acceptable.

7.4 **The loss of Community Facility**

The Pilgrim Pub is not listed nationally or locally however it is considered to be an important feature of the history of the area. The Pilgrim itself has been closed since August 2016 and has since been boarded up.

Before the public house closed a petition was received at the Council requesting that, in the event of a planning application being received on this site, the Development Control Committee consider the petition (Appendix 1). This was agreed by the Executive Member. However residents were advised to register the building as an Asset of Community Value. To date, no such application has come forward.

The proposed scheme would result in the loss of a community facility. In accordance with policy CS17, the Council will resist the loss of key services and facilities (including community facilities), unless an appropriate alternative is provided or, evidence is presented that the facility is no longer required and suitable alternative uses have been considered.

Before its actual closure, the site was actively, marketed continuously. It is understood that the surroundings of the pub are not sufficiently attractive to make it a destination and was considered relatively small in size meaning that food sales would be limited. The location within walking distance of Dorking Town Centre put the Pilgrim in direct competition with the numerous similar establishments along South Street, West Street and the High Street. Unfortunately, this all combined to make its ongoing use as a pub unviable.

The marketing information submitted illustrates that there is suitable range of alternative facilities in close proximity to the site to serve the needs of the community. Therefore, in planning terms, the loss of this community facility is considered acceptable.

Furthermore, the surrounding area being part residential would not be out of keeping with the character of the area.

7.5 **Effect on the character and appearance of the area**

The site is located within the Curtis Road Character Area as defined in the Dorking, North Holmwood and Pixham built up area character appraisal area (BUACA). The BUACA describes the relevant key characteristics of the area as follows:

- Large amount of commercial floorspace, providing main employment area within the town
- Small frontage to main through route (Station Road), helps to screen majority of industrial use from general public view.
- Largest buildings are set well back, therefore relatively little impact on wider townscape, considering size of area.

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- Rather weak townscape along Station Road frontage north of Curtis Road, due to lack of highway-fronting development and ill-defined property boundaries.

Policy ENV23 states that development would normally be permitted where it respects the setting where it takes account for the scale, bulk, proportions and materials of the surrounding built environment. Policy ENV24 states that development would not be permitted where it would result in a cramped appearance having regard to the general space around buildings in the locality.

The site is bounded on the north and west sides by light industrial units and bounded by residential properties to the north-eastern and south-eastern side of the site. The changes in levels are approximately 4 to 4.5 metres from the front (southern) boundary to the rear (northern) boundary.

The proposal is for the restoration, extension and part reconstruction of the existing building and erection of four mews houses to the rear.

The main pub building would be restored along with a two-storey extension to the western side elevation. The proposed two-storey extension would be subservient in scale and design to the existing building. It would project approximately 4.3 metres from the western elevation and would be approximately 6.2 metres deep. The ridge height would be set down by approximately 1.3 metres from the main building. The main building and extension would comprise three x two-bedroom units and one x one-bedroom unit.

The gap between the pub and the new houses would be occupied by amenity space. The gap at the closest point between buildings would be two metres; however, this quickly widens to provide much greater separation. The windows within the northern elevation of the flats/maisonettes would be secondary windows to rooms. Consequently, it is considered that the proposal would not result in a cramped appearance having regard to the general spacing around buildings, as adequate distances to the boundaries would be provided.

The existing outbuilding to the eastern elevation would be reconstructed on the footprint of the existing outbuilding and has been designed to replicate the form of the existing buildings. The ridge height of these units would slightly increase by 0.5 metres when compared with the existing. This part of the proposal would comprise two x two-bedroomed maisonettes.

The four mews houses have been designed to take account of the topography of the site, with finished floor levels increasing with the change in gradient of the site from south to north. Consequently, the eaves and ridge heights increase gradually with the lowest house 0.5 metre higher than the main pub building, the same increase continues along the other three houses. These increases are considered to result in buildings that would be comparable in scale and mass to neighbouring buildings.

The four mews houses would be each three bedrooms over two storeys and have been positioned to ensure that the future residents would benefit from good separation from site boundaries and good orientation with reasonable sized amenity space. It is considered necessary to remove Permitted Development Rights for extensions in this case.

The scheme has been designed to remain sympathetic to the existing building and

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local vernacular. The choices of materials, fixtures and details have also been carefully chosen to reflect this.

It is considered that the proposed scheme would enhance the visual appearance of the immediate area whilst retaining the character of the area. The proposal is considered acceptable in relation to local policies and the advice contained within the NPPF.

7.6 **Impact on the amenities of adjoining properties**

No.15 & No.17 Ranmore Road

No.15 & No.17 Ranmore Road are situated alongside the access road; both properties are two storey terraced dwellings.

No.15 is accessed via the front door facing Ranmore Road, it was noted from the site visit that this property has benefited from modest extensions. The flank wall of the property runs along the access, continuing into a brick wall with fencing approximately 1.8 in height.

No.17 Ranmore Road is accessed via a door located on the side elevation. It was noted from the site visit that a brick wall runs alongside the access. This brick wall continues into a wall with fencing approximately 2 to 2.5 metres in height.

The proposed mews houses would not be highly visible from either No.15 or No.17 Ranmore Road. The proposed reconstruction of part of the building would be built on the same footprint as the existing and although the ridge would be slightly increased by 0.5 metres it is considered that the proposed changes, including fenestration changes, would not have a detrimental impact on either properties in terms of outlook or privacy.

Due to the rise in ground levels from south to north across the site, the proposed first floor windows in the reconstructed part of the building (known as the Coach House) would be sited at a level which would not have a detrimental impact on either No.15 or No. 17 Ranmore Road in terms of overlooking or visual impact.

Concerns have been raised over the access and the impact of its use upon the amenities of neighbouring properties. It was noted from the site visit that the existing access and parking area is currently used by local residents, parents of the school and some commercial traders. Although, the access is being widened as part of the scheme it is considered that overall vehicle movements would decrease, as the area would no longer be able to be used by other drivers. It is therefore considered that the scheme would not have an adverse impact upon neighbours compared to the existing situation in this respect.

Taking into account the impact of the proposal on the amenities of neighbouring properties it is considered that the proposal would not have a significant detrimental impact on the reasonable outlook, privacy or amenities of either No.15 or No.17 Ranmore Road and would respect Policy ENV22.

No.19 Ranmore Road

No. 19 Ranmore Road is a commercial property with access to the rear, ie from the within the application site. It was noted from the site visit that a side window faces the application site; this window serves a meeting room of the commercial

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property. Although, there would be oblique views of the proposed development. It is considered that neither No.19 nor the future occupants would be affected in terms of privacy, outlook or privacy.

Other neighbouring properties

Although, other surrounding properties within Ranmore Road and Station Road would have oblique views of the proposal, a distance in excess of 27 metres is considered sufficient not to cause a detrimental impact in terms of overlooking and privacy to existing residents.

Future Occupants

The scheme has been designed to ensure that the future occupiers of the site have sufficient private amenity space, apart from the two of the flats which would have no private amenity space. There would be some shared amenity space at the two front/side parts of the existing building which could be used by the occupants of these two units, thereby, providing some on site provision. With adequate planting this could be provided with a degree of privacy from the adjacent access to the industrial estate. There are of course many examples of flats within the town centre with no private amenity space and in this location therefore this is not considered unacceptable.

The orientation of the buildings including the positioning of the windows would mean that each individual property would not be overlooked. However, it is acknowledged that some of the rear facing windows proposed to the flats within the existing pub would face, at relatively close proximity, the flank wall of the nearest mews house. Whilst there would be no overlooking between the flats and the mews house, the mews house would be quite visually prominent in the outlook from some of these windows. Of these rear facing windows only the window to two bedrooms would be the only windows to those two rooms – the others being secondary windows with the main outlook of the room being directed away from the rear elevation and thus the adjacent mews property.

In the case of the ground floor bedroom doors to Unit 2 these would actually be set at a lower ground level than the proposed mews house and would face onto a courtyard enclosed by a retaining wall rather than the house which would lie beyond the retaining wall. At first floor level the second bedroom window to Unit 6 would have a similar outlook. Whilst it is acknowledged that the position of the mews units to these two windows is far from ideal, it is not considered that in view of the separation distance, the fact that the windows would lie close to the front end of the mews house and therefore would at least in part look past the mews house, the changes in land levels and the fact that the mews unit would lie to the north of these windows, that this would be so unacceptable as to justify a refusal of permission.

It is considered that overall the scheme provides a satisfactory environment in respect of privacy and outlook for all of the units.

Finally, the rear elevations of the mews houses would be sited at least 14 metres from the site boundary and would not have any undue impact on the light industrial units to the west of the site and nor indeed would those industrial units be close enough to adversely affect the proposed residential units.

In summary, it is accepted that there would be some disruption during

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construction works to surrounding residents which is inevitable. However it is considered that the proposed scheme has been designed to have little or no effect on the amenities currently enjoyed by neighbouring properties. The proposal is considered to respect policy ENV22 of the Local Plan.

7.7 Highway Safety and Parking

Vehicular Access Arrangements

The site is currently served by a vehicular access to and from Ranmore Road, as well as a secondary access via Station Road, the latter of which is a private road leading to the adjacent industrial estate.

It is proposed that the development would be served solely by the existing access drive from Ranmore Road. The point of access would remain unaltered, although the width of the access road would be increased from 3 metres to 5.2 metres in order to facilitate two-way movements. This would be achieved by removing the existing grass verges either side of the access drive. The access would also be resurfaced as part of the proposal. The existing public footpath which operates along the access (and through the main part of the site) would be retained.

The Highway Authority have assessed the application and noted that the visibility at the junction of the access road and Ranmore Road can at times be restricted by cars parked either side of it. It is understood this is the normal situation, as houses on Ranmore Road do not have off-street parking. Although, this would result in obscured visibility when measured 2.4m back from the edge of carriageway, the Highway Authority considers that the parked vehicles force any oncoming traffic into the centre of the road, allowing vehicles exiting the site to edge into the carriageway. This is not therefore considered to cause any highways safety issues.

Concerns have been raised that the proposed transport survey and pre application advice were sought outside of peak times, in particular in school holidays.

Due to the location of the site just over 100m away from St Martin's C of E School, the most sensitive times for traffic generation on Ranmore Road are considered to be in school drop-off and pick-up times. The number of trips in the morning peak hour would be likely to increase as a result of the development, which could coincide with school drop-off times. However, the Highway Authority is of the view that this increase is fairly modest and not a cause for concern.

Parking Provision

The block plan provided shows 15 parking spaces. Surrey County Council's Vehicular and Cycle Parking Guidance recommends that for a site in or on the edge of the town centre 1 space per dwelling should be provided plus visitor bays if space permits. The provision of 15 spaces to serve 10 units is therefore considered adequate.

Cycle and Pedestrian Access

Footpath 69 currently runs from the Ranmore Road to Station Road through the site. Pedestrians would share the vehicular access to and from Ranmore Road. It is considered that there would be suitable width for vehicles and pedestrians to pass on the widened access road. A rumble strip has been proposed at the

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entrance to the access road to warn drivers of the shared surface arrangement.

Cycle parking has been included within the submitted application, which is considered acceptable in accordance with Surrey County Council's Vehicular and Cycle Parking Guidance (2012).

Summary

It is accepted that neighbouring residents have raised concerns regarding parking, access and highway safety. However, the Highway Authority remains of the view that the proposal would not have a material negative impact on the safety of local highway network and raises no objection to the scheme, but recommends conditions.

7.8 **Waste Storage and Collections**

A refuse and recycling store would be provided within the car park. The mews houses would need to ensure that their waste is brought to the car parking area on collection days. This scheme is considered acceptable and no objection has been raised by the Waste and Recycling Officer.

7.9 **Sustainable construction**

The proposal falls within the remit of Policy CS19 of the Mole Valley Core Strategy. The proposed development would therefore need to meet the requirements of this policy. As no details have been provided, compliance with these aspects of policy CS19 could be satisfactorily controlled through the imposition of relevant planning conditions

7.10 **Sustainable Drainage**

Policy CS20 of the Mole Valley Core Strategy requires the consideration of Flood Risk Management and Sustainable Drainage Systems for all new development.

Information has been submitted as part of the application which is considered generally acceptable. However, the Council's drainage consultant recommends that, as part of the detailed design process, a shallow solution (possibly involving porous surfacing and other SuDS) is investigated to remove the need for a surface water pump system. A condition would be placed on the permission to ensure that final details are provided.

7.11 **Trees within the built up area**

The most important trees include and group of Sycamore and Cypress on the eastern side frontage (when facing the existing building) and a single heavily pollard Maple to the west of the site. These trees are considered to make a significant contribution to the character and appearance of the industrialised locality and their retention is considered important.

Other less notable trees to the rear of the site include a group of low trees comprising a Cherry and other scrub. There are other taller mixed Cypress, Yew and Elder along the northern boundary which screens industrial units behind.

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The scheme proposes (as annotated on the block plan) to retain the group of Sycamore, Cypress and Maple and remove the low trees in the centre of the site. The Councils tree officer raises no objection to the above but recommends conditions.

A landscaping condition is recommended to ensure that the scheme is landscaped in a manner that would provide a pleasant environment for future residents and the surrounding area.

7.12 **Ecology**

A preliminary Ecological Appraisal and Bat Scoping Assessment has been submitted with the application. The LPA is required to take into account the species protection provisions of the Habitats Directive, as implemented by the conservation regulations 1994 (Natural Habitats Etc.). These regulations contain three "derogation tests" which must be applied by Natural England ("NE") when deciding whether to grant a licence to a person carrying out an activity which would harm a European Protected Species. For development activities this licence is normally obtained after planning permission has been obtained.

The three tests are that:

- the activity to be licensed must be for imperative reasons of overriding public interest or for public health and safety;
- there must be no satisfactory alternative; and
- favourable conservation status of the species must be maintained.

Notwithstanding the licensing regime, the LPA must also address its mind to these three tests when deciding whether to grant planning permission for a development which could harm an EPS.

The submitted ecological appraisal states that the ecological value of the site is low. The main building was recorded as having moderate bat roosting potential and although no bats were found it could be used in the near future. It is recommended that any tiles are removed through a 'soft-strip'; this is where the tiles are removed carefully by hand. Under Bat Conservation Trust guidelines work can be carried out without a European Protected Species (EPS) licence.

During the bat emergence surveys an active swift nest was identified under the soffit boarding of the second floor dormer window. This nest must not be disturbed until after the nesting season has finished with any works undertaken between September and February.

The proposed development would see the loss of some rough amenity grass, small sections of scrub, some semi-mature trees, hard-standing, the outbuilding and some demolition, rebuilding and modification to the existing pub. Opportunities exist to offset the impacts of developing the site, through the creation and enhancement of new and existing habitats for example, bat roosting and bird nesting potential can be created through the installation of permanent roosting/nesting features.

The ecological survey submitted suggests various mitigation measures which are considered acceptable in line with national and local policies. A condition is suggested for any permission to ensure these recommendations are carried out in

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accordance with Part 4 of the report.

7.13 **Affordable Housing**

The proposed scheme is for 10 units, this is below the threshold in which Local Planning Authorities can require the provision for affordable housing or a financial contribution towards it. Therefore, there is no requirement for affordable housing in this case.

7.14 **Community Infrastructure Levy**

The scheme would be CIL liable

7.15 **Conclusion**

The site is located in a sustainable location within the town centre close to shops and public transport links. The conversion, extension and partial reconstruction of The Pilgrim Public House to create six apartments/maisonettes and the erection of four mews houses to the rear of the site would add to housing stock in Dorking.

The proposal has been designed to have minimal impact on the surrounding area including neighbouring properties and is considered acceptable in relation to local policies and the advice contained with the NPPF. Permission is therefore recommended.

8 **Recommendation**

Permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents (Drainage Strategy, Ecological Report, Transport Survey), Location and Block Plan and plan numbers P102 Rev A, P210 / Basement, P201 / Ground Floor, P203 / Roof, P213 / Roof, P212 / First and Second Floor, P202 / First Floor, P211 / Ground Floor, P303 / Side Elevation, P313 / Side Elevation, P311 / Side Elevation, P312 / Rear Elevation, P301 / Front Elevation, P310 / South Elevation, P202 / Rear Elevation, P304 / North Elevation and P320 / Proposed Streetscene contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. Before any above ground works commence, details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy

4. Before any above ground works commence, details of the hard surfacing to be used within the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall indicate either porous materials or the provision of a direct run-off from the hard surface to a permeable or porous area. All hard surfacing shall be carried out in accordance with the approved details, completed prior to the first occupation of the development hereby permitted and thereafter, permanently retained as such.

Reason: To preserve the visual amenity of the area and prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy

5. Prior to the commencement of the development hereby permitted, surface water drainage details shall be submitted for the approval in writing by the Local Planning Authority. Such details shall include an assessment of the potential for the disposal of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework.

The assessment shall provide information of the design storm period and intensity (typically a 1 in 100 year storm of 30 minutes duration with an allowance for climate change), the method employed to delay and control the surface water discharged from the site and the means to prevent pollution of the receiving groundwater and/or surface water. Where applicable, the details shall include infiltration tests, calculations and controlled discharge rates. If the development is to discharge water into the ground in any form, then a full BRE Digest 365 infiltration test (or falling head test for deep bore soakaways) will have to be submitted to the Local Planning Authority prior to commencement of any works on site. The suitability of infiltration methods should be verified (i.e. possible contaminated ground).

The approved drainage scheme shall be implemented prior to the first occupation of the development.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and, in the interests of sustainable development, in accordance with the advice contained in the National Planning Policy Framework, policy CS20 of the Mole Valley Core Strategy and policy BKIN2 of the Bookham Neighbourhood Development Plan.

6. No development shall take place until details of the existing ground levels of the site, the proposed finished levels of the ground, the ground floor slab level of each building, and the finished levels of any access road and driveway showing their relationship with the existing levels of the immediately adjoining land and buildings, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and to protect the amenities and privacy of adjoining properties in accordance with Mole Valley Local Plan policy ENV22

7. Prior to any above ground works commencing, details to reduce the carbon emissions of the predicted energy use of the development hereby permitted by at least 10% through the

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on-site installation and implementation of decentralised and renewable or low-carbon energy sources shall be submitted and approved by the Local Planning Authority and be implemented prior to the first occupation of the development.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and to optimise renewable energy and its conservation, in accordance with policy CS19 of the Mole Valley Core Strategy.

8. Details of refuse and recycling storage facilities, along with the cycle store as shown on the approved block plan shall be provided as part of the development, in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

Reason: In the interests of the amenities of the area, in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

9. Prior to the commencement an additional scheme of noise monitoring and mitigation shall be submitted to and approved by the local planning authority to further assess the environmental noise levels impacting proposed residential units, and the back gardens and other relevant amenity areas. The scheme of noise monitoring and sound insulation shall take due account of the existing NSL report dated 9th May 2017 and particular attention shall be paid to identification and assessment of elevated Lmax levels in the area. The scheme of assessment and measurement shall be of at least 5 days duration and shall include suitable observational reporting from manned monitoring. The standard to be achieved shall conform to the standard identified by BS 8233 2014, Sound Insulation and Noise Reduction for Buildings Guidance, shall be submitted to and approved in writing by the Local Planning Authority. The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and to protect the occupants of the proposed development from noise disturbance in accordance with Mole Valley Local Plan policy ENV56.

10. Before any above groundworks take place details of a landscaping scheme shall be submitted to and approved by the Local Planning Authority including planting of trees, shrubs, herbaceous plants and areas to be grassed. The landscaping shall be carried out in the first planting season after commencement of the development unless agreed otherwise in writing by the Local Planning Authority, and shall be maintained for a period of 5 years. Such maintenance shall include the replacement of any trees and shrubs that die.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS15 of the Mole Valley Core Strategy.

11. The development hereby approved shall not be first occupied unless and until the proposed modified access road to Ranmore Road has been constructed in accordance with the approved plans. Thereafter the access road shall be kept permanently clear of any obstruction.

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Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

12. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered storage of bicycles within the development site have been provided in accordance with the approved plans. 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 recognition of Section 4 “Promoting Sustainable Transport “ in the National Planning Policy Framework 2012, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policy MOV15 of the Mole Valley Local Plan.

13. 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, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

14. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) HGV deliveries
- (e) vehicle routing
- (f) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.15 am and 3.00 and 4.00pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Ranmore Road, Ashcombe Road or Chalkpit Lane during these times
- (g) on-site turning for construction vehicles

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

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

15. There shall be no obstructions on the public right of way, including vehicles, plant, or storage of materials, at any time. Safe access shall be maintained along the footpath through the site at all times, during and after 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, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

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16. In this condition 'retained trees' means an existing tree which is to be retained in accordance with the approved plans and schedule; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and schedule, without the approval, in writing, of the Local Planning Authority. Any pruning approved shall be carried out in accordance with the current British Standard 3998 (Tree Work - Recommendations).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such a size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure the retention of trees which enhance the existing character of the locality in accordance with Mole Valley Local Plan policies ENV25 and ENV53, and Core Strategy policies CS14 and CS15.

17. The parking spaces shown on the approved plan shall be made available for use prior to the first occupation of the development hereby permitted and thereafter retained for that purpose.

Reason: To ensure that adequate facilities are provided for the parking of vehicles clear of the highway in the interests of the free flow of traffic and condition of safety on the highway in accordance with Mole Valley Local Plan policy MOV5.

18. No floodlights or other forms of external lighting shall be installed on the site.

Reason: To protect the amenities of the locality, including the amenities of neighbouring residential properties, in accordance with Mole Valley Local Plan policy ENV57 and policy CS14 of the Mole Valley Core Strategy.

19. The recommendations set out within the applicant's ecological survey dated 13th July 2017 and submitted in support of the application shall be carried out in full before the development is occupied.

Reason: To safeguard the ecological interest of the site in accordance with Mole Valley Local Plan policy ENV15 in accordance with policy CS15 of the Mole Valley Core Strategy and the National Planning Policy Framework.

20. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions within Schedule 2, Part 1, Classes A, B, or C to any dwelling hereby permitted shall be erected.

Reason To control any subsequent enlargements in the interests of the visual and residential amenities of the locality, in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

Informatives

1. The applicant is advised that under the Wildlife and Countryside Act 1981 it is an offence to kill or injure bats, to disturb them when roosting, to destroy roosts or to block

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entrances to roosts. It is strongly recommended that an investigation is undertaken prior to any demolition or refurbishment works being carried out, to ensure that no bats are present in the existing buildings. If evidence of the presence of bats is found, advice should be sought immediately from Natural England on steps which can be taken to avoid contravention of the above Act.

Any investigations should be carried out by a licenced bat worker. For information about such licence holders in the local area visit www.cieem.net

2. In the interests of sustainability and the reduction of waste your attention is drawn to the desirability of recycling building materials wherever possible. The demolition or dismantling of structures on the site should be considered as part of the development process to maximise the reuse or recycling of materials rather than disposal as waste.

For further information about re-use and recycling of building materials, the applicant is advised to ring the Surrey County Council Contact Centre on 03456 009009.

3. The development is likely to offer some opportunities to restore or enhance biodiversity; such measures are in line with the NPPF, will assist the Local Planning Authority in meeting their duty under the Natural Environment and Rural Communities (NERC) Act 2006 and also help offset any localised harm to biodiversity caused by the development process.

4. The applicant is advised that the approval of details and/or samples required by conditions is subject to a fee, details of which may be viewed on the Council's website under the planning pages.

The fee may cover more than one condition where the details are submitted at the same time. Where subsequent submissions are made, a further fee will be payable per individual submission. The fee should be paid at the time of submission of the formal request.

PLEASE NOTE that this approval process may take up to 6-8 weeks from the date of the request. Applicants are therefore advised to submit requests in a timely manner.

5. 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.

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

7. 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.)

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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 applicant is requested to exercise care in the pre-demolition and refurbishment process to ensure the safe removal and disposal of any asbestos material that is found to exist in accordance with HSG264 survey guide. Further information can be obtained from the Health and Safety Executive at www.hse.gov.uk or on 01883 732400.