 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	27 March 2024
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	10	WARD: Horley East and Salfords

APPLICATION NUMBER:	24/00118/F	VALID:	26/01/2024
APPLICANT:	Mr John Absalom	AGENT:	Rob McGuinness
LOCATION:	40-46 BRIGHTON ROAD, SALFORDS		
DESCRIPTION:	Proposed roof extension to provide 2x one bedroom and 2x two bedroom flats with the removal of the existing garage and construction of a new storage building at the rear of the site.		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

This application is referred to Committee in accordance with the Constitution as the application site is for net 4 dwellings.

SUMMARY

The application is for a second-floor roof extension to provide 2x one bedroom and 2x two bedroom flats following the raising of the ridge of the main building. This would appear acceptable within the street scene and would not appear materially higher than the properties on either side. The style of the extension would largely be in keeping with the existing building with gables to the front and rear and a mansard roof between the gables. The flats would comply with nationally prescribed space standards and each would benefit from a recessed balcony.

The flats would have parking to the rear that is accessed from the access road from Brighton Road and each flat would have parking for one car which complies with TAP1 and Annexe 4 of the DMP. The development does not provide visitor parking but in view of the sustainable location and on-street controls and availability the proposal is considered acceptable. There is also a proposed secure storage area for bicycles.

In terms of neighbour amenity, the proposed flats would be built above the existing flats with the main windows looking over Brighton Road and the car park to the rear, minimising overlooking. The adjacent buildings to the north and south have blank flank elevations which would minimise the impact to those properties.

RECOMMENDATION(S)

Planning permission is GRANTED subject to conditions.

Consultations:

Highway Authority: No objections subject to conditions relating to the access and parking, a construction transport management plan and the provision of electrical charging points for cars.

Salfords and Sidlow Parish Council: agreed to have no objection subject to any comment from neighbours.

Representations:

Letters were sent to neighbouring properties on 30 January 2024. No responses have been received.

1.0 Site and Character Appraisal

- 1.1 The site currently consists of building constructed in the mid 20th century with four retail units at ground floor level with four flats above at first floor level. The building is traditionally designed with a pitched roof and two gables at either end to the front elevation.
- 1.2 To the rear of the property is parking and four garages towards the rear of the site. Access is to the south between the existing building and the neighbouring shops.
- 1.3 The surrounding area is typified by a mixture of residential to the west and a parade of shops with residential units above either side of the property within a small shopping parade which is accessed with its own slip road from the main A23 Brighton Road. The site is relatively flat, and no trees are likely to be impacted by the proposal.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: None, as no pre-application advice has been sought.
- 2.2 Further improvements could be secured: Materials, broadband condition, water condition, highways conditions, details of the cycle store, details of bin store

3.0 Relevant Planning and Enforcement History

- 3.1 15/00801/F - Demolition of existing garages and erection of one block of 3 flats and associated parking - withdrawn by applicant
- 3.2 15/01691/F - Demolition of existing garages and erection of 3x1 bed flats and associated parking - approved with conditions.
- 3.3 16/00581/F - Erection of four garages to replace the nine garages to be demolished under planning permission 15/01691/F – approved with conditions

4.0 Proposal and Design Approach

- 4.1 The proposal is to replace the existing roof construction with an increase to the eaves level to the end properties and a new mansard roof between to the middle section of the building to provide 2 x new two Bedroom and 2 x one Bedroom Flats.
- 4.2 Also proposed is the demolition of the existing four garages to the rear and the erection of a new bike store / storage area for the new flats.
- 4.3 The design of the second floor extension broadly reflects the existing property and replicates the gables to the front albeit with a mansard style roof to the front and rear with four flat roofed dormers to the rear.
- 4.4 Parking has been provided to the rear for each flat with one off road car parking space per proposed and existing flat.
- 4.5 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
- Assessment;
 - Involvement;
 - Evaluation; and
 - Design.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	The proposal continues the existing pattern of development with flats at both First and Second Floor levels already found along the west side of Brighton Road from No.26 to No.52. As can be seen from the street elevation provided, the size and scale of the proposal sits comfortably between the terraces to the south and the north and is compatible with the surrounding land use.
Involvement	No community consultation took place.
Evaluation	N/A
Design	The design of the new Flats in the larger roof space sits within the footprint of the existing building and should not have a significant impact on the amenity

4.6 Further details of the development are as follows:

Site area	765.5sqm
Proposed parking spaces	4 (for the 4 new flats)
Parking standard	4
Net increase in dwellings	4

5.0 Policy Context

5.1 Designation

Urban Area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS15 (Affordable Housing)

5.2 Reigate & Banstead Development Management Plan 2019

Natural Environment	NHE3
Design, Character, and amenity	DES1, DES5, DES8
Transport, Access, and parking	TAP1
Climate Change resilience	CCF1
Infrastructure to support growth	INF3

5.3 Other Material Considerations

National Planning Policy Framework	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Householder Extensions and Alterations
Other	Human Rights Act 1998

6.0 Assessment

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such development is acceptable in land use terms.

6.2 The main issues to consider are:

- Impact on local character

- Neighbour amenity
- Highway and parking matters
- CIL
- Affordable housing
- Sustainability and Climate Change
- Other matters

Impact on local character

- 6.3 The application is for the erection of a roof extension to the existing building to allow the construction of 2 x two bedroom flats and 2 x one bedrooms flats at second floor level. To facilitate this, the existing ridge height would be increased by 600mm in height; in addition, the front gables would be made larger with a mansard roof in between the two gables. Four flat roofed dormers are proposed to the front with two smaller sets of dormers to each side elevation. The flats are proposed to be served with recessed balconies, two to the front and one to each side.
- 6.4 It is considered that the design of the proposed development is acceptable. Whilst mansard roofs are not common in this part of Salfords, the mansard would be positioned between two gables at either end of the building which would minimise the impact on the building. The use of dormers and recessed balconies is considered acceptable for this scheme as it is noted that the blocks to the north and south of this property have box dormers to the front and rear. It is noted that the existing building is not of significant architectural merit and the changes are not considered harmful to the character of the building.
- 6.5 The development will not cause undue disruption to the character and appearance of the existing street frontage which consists of three blocks of shops with flats above. Currently the existing building is the only two storey building and the other blocks have two storeys of flats above the shops. Whilst there would be a change in height, it would not be significantly taller than the flats to the north and would be lower than the block to the south.
- 6.6 In terms of the proposed materials, the applicant has suggested that the materials should match the existing building which is brick with a tiled roof. This is considered acceptable, and a condition will be added to ensure that the materials match the existing building.
- 6.7 The four residential units exceed the minimum sizes as stated within the nationally prescribed space standards and complies with policy DES5. All four units would have recessed balcony areas which would give them small, but usable amenity areas.
- 6.8 The proposal also includes a cycle storage building to the rear of the property, following the demolition of the existing garages. It is considered pertinent to add a condition requiring full details of the bike store, along with bin storage in order that these are in keeping with the character of the area. Much of the hard landscaping to the rear would be retained for parking, as per the current arrangement.

- 6.9 It is considered therefore that the quantum of development and the design of the buildings are appropriate on this site and the proposal complies with policy DES1 and in this regard.

Neighbour amenity

- 6.10 The proposal would increase the bulk and height of the property as well as introduce new flats within the second storey. A site visit has been undertaken in order to assess the impact of the new dwellings on neighbouring properties. It is considered that the height of the building, whilst it would increase, would not materially harm the flats to the north and south as these buildings have no side facing windows and are of a similar depth to the current building (the width of which is not proposed to be changed.)
- 6.11 A number of dormers are proposed to the western (rear) elevation along with new windows within the gables to the rear at second floor level. These would overlook the car parking area to the rear and over the top of 5-7 Surrey Mews, a recent development to the west which is 1.5 storey in height. Surrey Mews is around 17m from the rear wall of the building and due to the height of the new windows, it is not considered that there would be any material additional overlooking as these windows would be above that property.
- 6.12 The windows to the front of the property would overlook the access road and the main A23. The properties on the opposite side of the road are around 50m away, so the overlooking of those properties would be minimal. In addition, whilst there are recessed balconies proposed, these are of a relatively small scale and it is not considered that there would be significant noise or disturbance from them.
- 6.13 Consequently, it is considered that the proposal would not cause significant or material harm to the amenity of neighbouring properties and therefore, the proposal complies in this regard with policy DES1.

Highway and Parking Matters

- 6.14 The County Highways Authority has assessed the proposed development on safety, capacity and policy grounds and have recommended that conditions should be imposed on the permission relating to the new access, parking and turning, the provision of a construction transport management plan (CTMP) and the provision of electrical charging points for cars.
- 6.15 DMP policy TAP1 states that new residential development should: "Include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4). The applicant has stated that each dwelling would include one car parking space (this would include the existing flats) within the development, and this is considered compliant with policy.

- 6.16 The existing access would be used to utilise the car parking spaces and this is considered acceptable. No objection has been raised from SCC Highways in relation to the turning or the position of the car parking spaces within the parking area.
- 6.17 It is noted that a secure cycle storage building is proposed and this shall be secured by condition.
- 6.18 It is noted that there are no visitor spaces proposed by the development; however, there is an acceptable amount of parking within the access road adjacent to the shops which does allow for unrestricted parking overnight and on a Sunday and 30minutes parking in the day. This is considered acceptable to use and would not materially harm the amenity of neighbouring properties or the surrounding area.

CIL

- 6.19 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission.

Affordable Housing

- 6.20 Development Management Plan DES6 states that on developments providing 11 or more homes, 30% of the homes on site should provide affordable housing. This supersedes the Core Strategy policy CS15 in its entirety.
- 6.21 In view of this, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less.

Sustainability and Climate Change

- 6.22 Policy CCF1 of the Councils Development Management Plan 2019 seeks to ensure that all new development contributes to reducing carbon emissions. New development will be encouraged to incorporate passive and active energy efficiency measure and climate change resilience measures and renewable energy technologies. In order that the proposed development contributes to achieving these aims, in the event that planning permission is granted, a condition requiring demonstration that it will meet the national water efficiency standard of 110litres/person/day will be attached.

Other Matters

- 6.23 Electronic communication networks: Policy INF3 criteria 1 states that "The Council will require all new development to be connected with high speed and reliable broadband". A condition has been added to the permission to this effect.

CONDITIONS

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

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

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

Plan Type	Reference	Version	Date Received
Proposed Plans	P2023_14/11	A	26.01.2024
Location Plan	UNNUMBERED		19.01.2024
Existing Plans	P2023_14/12		19.01.2024
Site Layout Plan	P2023_14/10	A	19.01.2024

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

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

3. The external surfaces of the extension shall match those used in the construction of the exterior of the existing building.

Reason: To ensure that the development hereby permitted is only constructed using the appropriate external facing materials or suitable alternatives in the interest of the visual amenities of the area with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. 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 and cycles to be parked. Thereafter the parking and turning areas shall be permanently retained and maintained for their designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors

- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) measures to prevent the deposit of materials on the highway
- (h) on-site turning for construction vehicles

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

Reason: in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019, Reigate and Banstead Core Strategy 2014 Policy CS17 and Reigate and Banstead Development Management Plan 2019 policies TAP1 and DES8.

6. The development hereby approved shall not be occupied unless and until at least one of the available parking spaces is 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) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter retained and maintained for their designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to preserve the character of the Conservation Area, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 and policy TAP1 of the Development Management Plan.

7. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles and the provision of a charging point with timer for e-bikes by said facilities have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development promotes more sustainable forms of transport, and to preserve the character of the Conservation Area, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 and policy TAP1 of the Development Management Plan.

8. Prior to the first occupation of the development full details (and plans where appropriate) of the waste management storage and collection points, (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

Each dwelling shall be provided with the above facilities in accordance with the approved details prior to occupation of the relevant dwellings.

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

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

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

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

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

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

INFORMATIVES

1. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
- (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;

- (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.
- Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

2. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
3. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigate-banstead.gov.uk/info/20277/street_naming_and_numbering
4. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. All developer enquires on recycling and refuse bin ordering, collections and discussing waste matters is via our department email address RC@reigate-banstead.gov.uk . Please also note our website area for developers https://www.reigate-banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3.
5. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.

Further information can be found on the Council website at : [Climate Change Information](#).

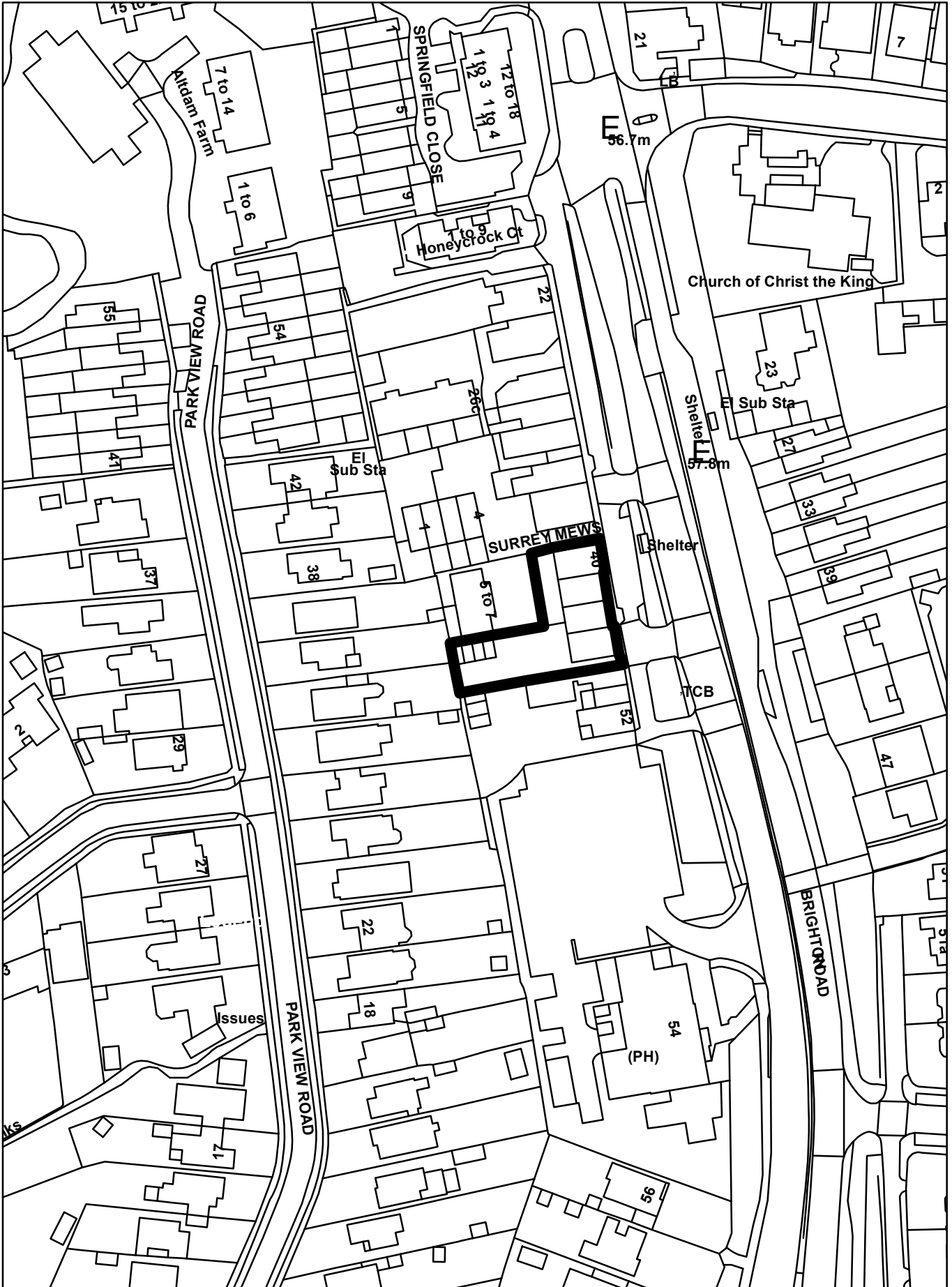
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

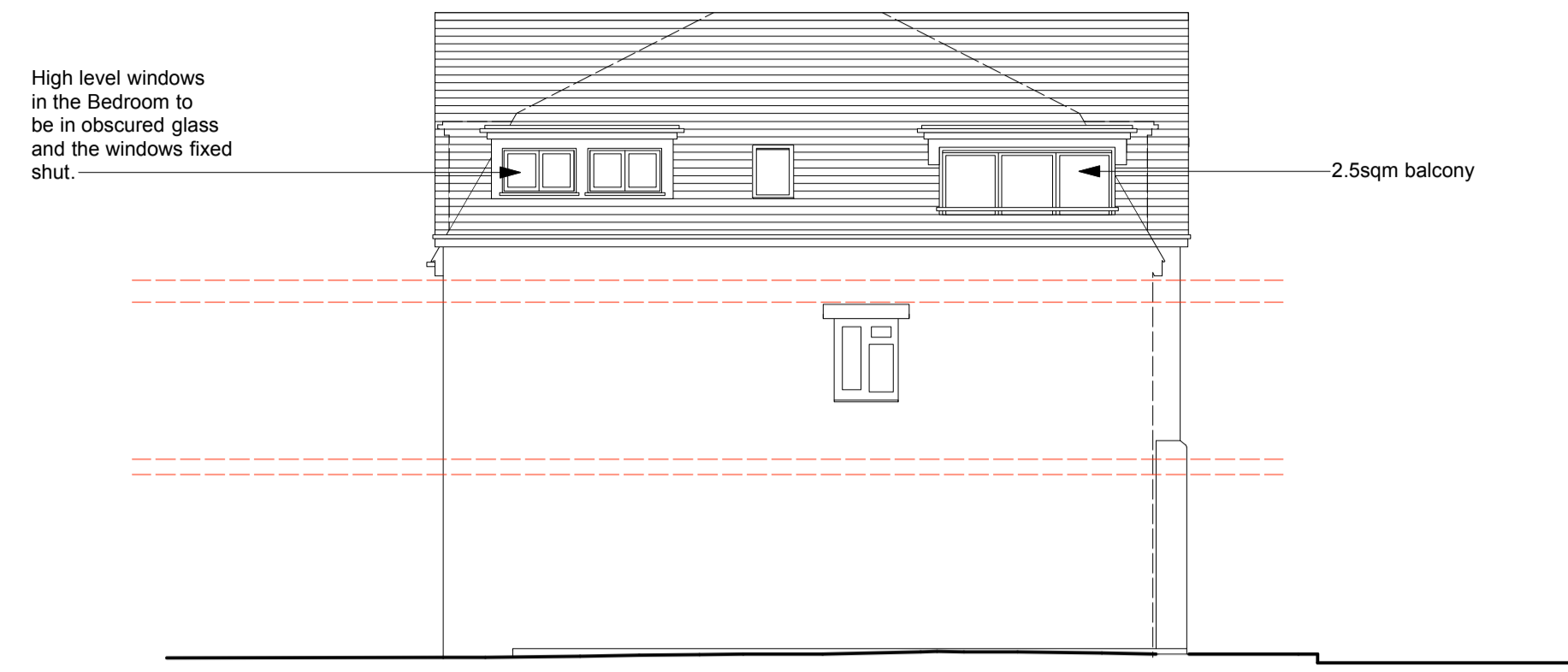
REASON FOR PERMISSION

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

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

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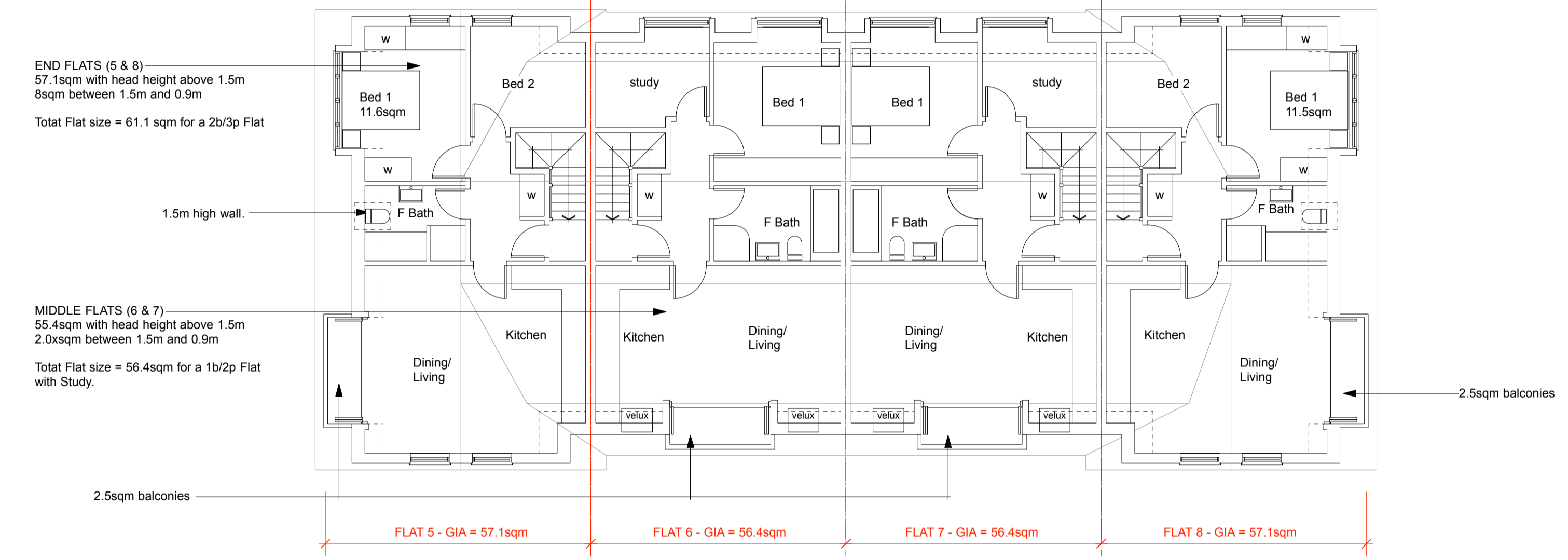
SIDE (SOUTH) ELEVATION AS PROPOSED



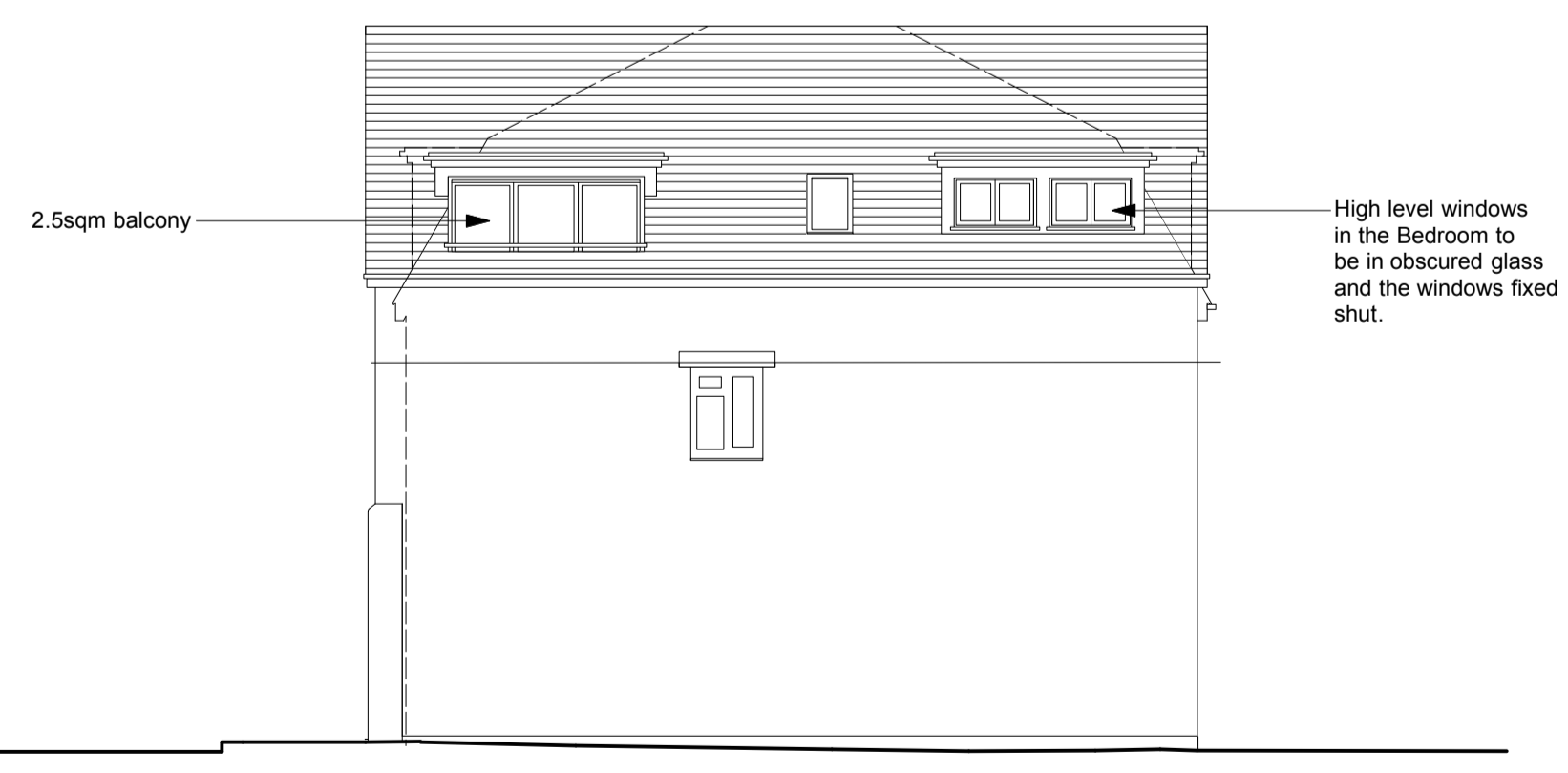
STREET SCENE/ FRONT ELEVATION AS PROPOSED



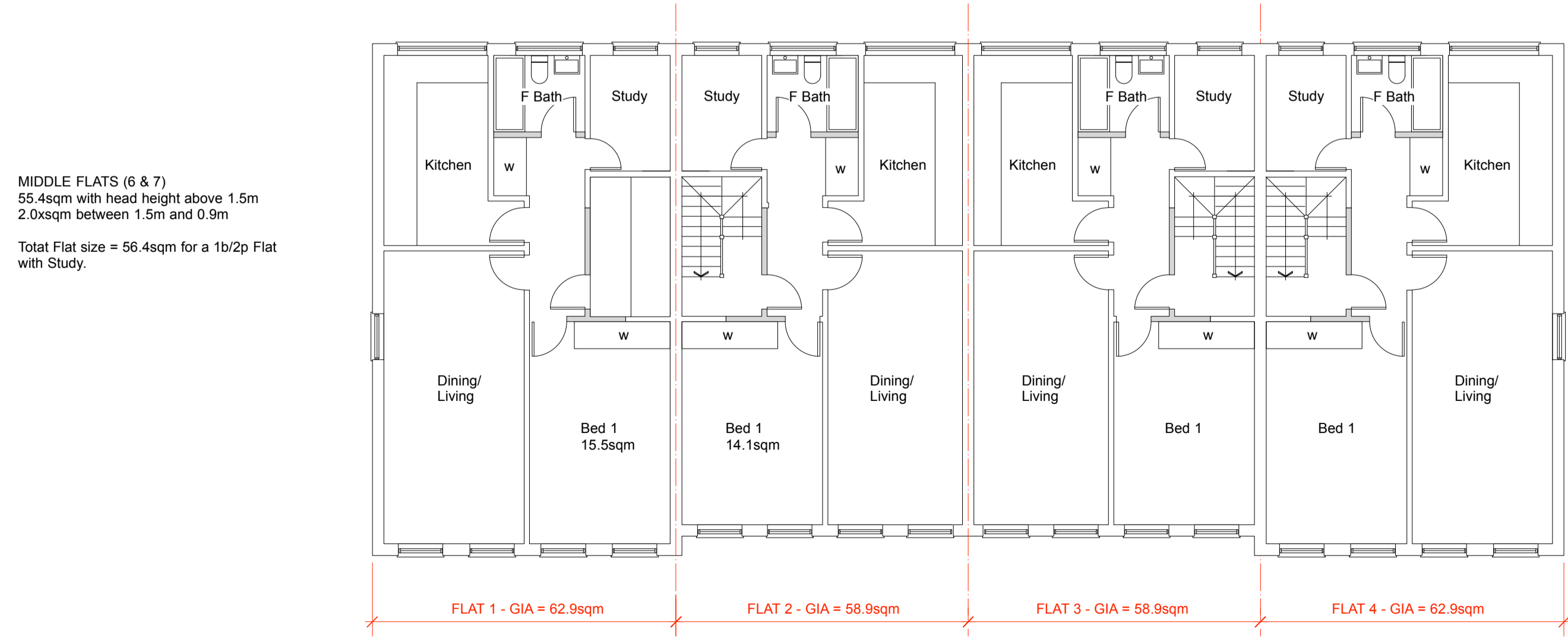
REAR ELEVATION AS PROPOSED



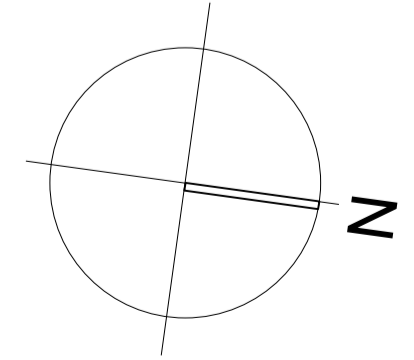
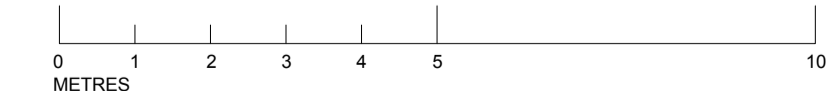
PROPOSED SECOND FLOOR PLAN



SIDE (NORTH) ELEVATION AS PROPOSED



PROPOSED FIRST FLOOR PLAN



REV A - Title to the second floor as proposed corrected.