 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		17 th February 2020
	REPORT OF:		HEAD OF PLANNING
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AGENDA ITEM:	5	WARD:	South Park and Woodhatch

APPLICATION NUMBER:		20/02601/F	VALID:	23/11/2020
APPLICANT:	Mr and Mrs J Carvall		AGENT:	Grainger Planning Associates Ltd
LOCATION:	1A, NORTH ROAD, REIGATE, SURREY, RH2 8LY			
DESCRIPTION:	Demolition of the existing dwelling and outbuildings and the erection of a development of five flats in a two-storey building with roof accommodation together with the provision of refuse and recycling stores and five car parking spaces. As amended on 21/12/2020.			
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.				

SUMMARY

The site is located at the corner of North Road and Eastnor Road in Reigate. The site is occupied by a two storey dwelling and a number of outbuildings.

This is a full application for the demolition of existing dwelling on the site and the erection of a building which would comprise 5 apartments in a mix of 4 x 2 bed and 1 x 1 bed units, together with 5 car parking spaces.

The application follows on from two previous proposals on the site, one for 6 flats and a second for 5 flats which were both refused and dismissed on appeal. The current proposals have been amended to take account of the Inspector's comments on the most recent appeal.

The most recent appeal was dismissed primarily for its dormer windows, in combination with its width facing North Road and proximity to the neighbouring dwelling. The appeal adjudged that the amenities upon neighbouring properties was acceptable.

The size of the proposed block of flats has been reduced, in particular its width along the North Road elevation where a gap of approximately 4.6m between the flank wall of the neighbouring property at no. 1 North Road and the flank wall of the proposed building would be provided. In the previous proposals, the Inspector also

raised concerns with regards to the proposed dormer windows in the front facing roof slopes and considered that they added to the bulk of the building. In response the dormer windows have been removed from the current scheme and larger windows provided within the roof slope to provide a satisfactory form of accommodation within the flat within the roof space.

It is considered that the changes made in the current proposal have overcome the concerns raised by the Inspector, and that the proposed building would relate well to its surroundings and would have an acceptable impact on the character and appearance of the area.

The proposed flats would be provided with 5 unallocated parking spaces, including 2 suitable for a disabled driver. This would meet the appropriate standard for a site located in an area with medium accessibility. Although no visitor parking would be provided it is accepted that the availability of parking on streets in the surrounding area would provide sufficient space for occasional visitors without causing harm to the amenities of the area.

In the previous appeal the Inspector concluded that the proposal would not have a harmful effect on the living conditions of occupiers of neighbouring properties, either through loss of privacy or outlook and he found no conflict with DMP Policy DES1.

In the current proposal, the bulk of the proposed building has been reduced with a reduction in the size of the building on the North Road frontage with a larger gap to the boundary with 1 North Road. The number of windows proposed is the same as in the previous scheme. In this regard, the impact of the proposed development on neighbouring properties is considered acceptable.

The proposed flats would be provided with 5 unallocated parking spaces. This would meet the appropriate standard for a site located in an area with medium accessibility. Although no visitor parking would be provided it is accepted that the availability of parking on streets in the surrounding area would provide sufficient space for occasional visitors without causing harm to the amenities of the area.

Each proposed dwelling would accord with the appropriate space standards and would be have access to private or communal amenity space. Cycle parking would be secured by condition.

Subject to the conditions recommended, it is considered that an acceptable relationship to the character of the area and neighbouring properties would be achieved.

RECOMMENDATION

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

Consultations:

Highway Authority: No objection subject to conditions requiring the provision of pedestrian visibility splays to each side of the access, the provision of a construction transport management plan, the provision of cycle parking and the provision of electric vehicle charging points to two parking spaces.

Representations:

Letters were sent to neighbouring properties on 8th December 2020.

6 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraph 6.19 – 6.20
Noise & disturbance	See paragraph 6.24
Inconvenience during construction	See paragraph 6.24
Out of character with surrounding area	See paragraph 6.6 – 6.9
Increase in traffic and congestion	See paragraph 6.19 – 6.20
Overdevelopment	See paragraph 6.6 – 6.9
Hazard to highway safety	See paragraph 6.19 – 6.20
Overlooking and loss of privacy	See paragraph 6.14 – 6.17
Overshadowing	See paragraph 6.14 – 6.17
Overbearing relationship	See paragraph 6.14 – 6.17
Crime fears	See paragraph 6.23
Property devaluation	This is not a material planning consideration
No need for development	Each application must be assessed on its own merits
Loss of private view	This is not a material planning consideration

1.0 Site and Character Appraisal

- 1.1 The site comprises a detached 2 storey building with single storey outbuildings located on the corner of North Road and Eastnor Road. The property dates from approximately the 1860's and was formerly a ground floor shop with associated residential use. A hardstanding on the road Corner provides parking for 4 vehicles. The site is generally flat with a gradual rise in levels along Eastnor Road towards the north west and along North Road towards the north east.

- 1.2 It lies in a predominantly residential neighbourhood, originally of Victorian 2 storey terraced and semi-detached cottages and larger detached dwellings and latterly 1930's and 1960's development including three storey flat blocks. The Councils Local Distinctiveness Design Guide identifies the locality as a character area of Victorian/Edwardian development characterised by heavy on street/forecourt parking, infill within Victorian terraces and a dilution of the original character through replacement of windows and external material and subdivisions.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The opportunity did not arise because the applicant did not approach the Local Planning Authority before submitting the application.
- 2.2 Improvements secured during the course of the application: Revised plans have been received which show larger windows within the roof slope to improve the quality of the accommodation in the upper storey of the proposed building.
- 2.3 Further improvements could be secured through the use of conditions relating to materials, landscaping, parking, pedestrian visibility, electric vehicle charging points etc.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|-------------|---|---|
| 3.1 | 20/00364/F | Demolition of the existing dwelling and outbuildings and the erection of a development of five flats in a two-storey building with roof accommodation together with the provision of refuse and recycling stores and five car parking spaces. | Refused
16/04/2020
Appeal dismissed
12/11/2020 |
| 3.2 | 19/01938/F | Demolition of the existing property and the erection of a 2 ½ storey development which addresses both street frontages | Refused
02/12/2019
Appeal dismissed
26/08/2020 |
| 3.3 | 12/00092/CU | Change of use from part retail to wholly residential | Approved |
| 3.4 | 08/00572/F | Demolition of existing property and erection of 2 storey building with accommodation within roof space containing 4 x one bed and 2 x two bed apartments with six parking spaces and vehicular access of North Road | Refused
18/04/2008 |

3.5 The most recent application on the site under ref: 20/00364/F for the demolition of the existing dwelling and outbuildings and the erection of a development of five flats in a two-storey building with roof accommodation together with the provision of refuse and recycling stores and five car parking spaces was refused for the following reasons:

1. The proposed development by virtue of its bulk, mass and site coverage would constitute the over development of the site adversely affecting the character of the surrounding area, contrary to the provisions of Policy DES1 of the Reigate and Banstead Development Management Plan 2019, Policy CS10 of the Core Strategy and the provisions of the NPPF.
2. The proposal would have a harmful impact upon the amenities of nearby residents by virtue of being overbearing and resulting in overlooking contrary to Policy DES1 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF.

3.6 The subsequent appeal was dismissed in November 2020. A copy of the appeal decision is appended to this report. With regards to the impact of the proposed development on character and appearance of the area, the Inspector stated as follows:

The proposed building has an individual design with projecting bays, whilst utilising traditional architectural features. This design approach broadly responds to the characteristics of the plot, providing interest to its two frontages, as well as additional surveillance to the street. In terms of the eaves and the maximum overall height, the proposal would fit in with the broad prevailing range of heights found within this group of buildings. It would also respect the established building line. The small forward projection of one bay towards North Road is appropriate as it is the last building in the row and provides a degree of visual interest to the corner.

3.7 The Inspector went onto consider further details of the proposed development and noted as follows:

However, the front dormer windows would comprise a feature that is not reflected on the row of adjacent buildings to each side of the plot. In this respect, the bulk of the proposal at roof level would detract from the established character of the surrounding roofscape. A further issue arises with the overall width of the North Road frontage, particularly above ground floor level. This would noticeably exceed that of other buildings that face this road. Furthermore, the residual gap to No.3 North Road would be narrower than the gap shown between No.3 and No.5. These factors would combine, to create a building with a cramped appearance.

3.8 The Inspector therefore found that as a result, the harm to the character and appearance of the area would be unacceptable.

- 3.9 With regards to the second issue, the Inspector found that, given the separation distances and degree of existing mutual overlooking, there would be no significant loss of privacy arising from this development and that the proposal would not have a harmful effect on the living conditions of occupiers of neighbouring properties, either through loss of privacy or outlook.
- 3.10 The current application has been submitted in order to address these issues. The changes made between the appeal scheme and the current proposal are discussed below.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the existing property and the erection of a 2 ½ storey development which addresses both street frontages. Along Eastnor Road the scheme would be set back from the flank boundary approximately the same distance as the single storey element of the existing property and with a front/rear depth along that boundary of approximately the same depth as the adjacent house. It would project slightly in front of the adjacent building line. Along this frontage the building would be 2½ storeys high with a projecting bay/hipped bay roof. The roof would not contain any dormer windows. Windows within the roof would follow the roof slope.
- 4.2 The ridge line and eaves would still be higher than the adjacent semi-detached houses in Eastnor Road but would be lower than the flatted development on the other side of North Road. The rear Eastnor Road elevation would incorporate a 2½ storey gable with 3 rear facing windows above ground floor which would be windows to two bedrooms. The wing facing /projecting towards 1 North Road would have no windows above ground floor level.
- 4.3 The North Road frontage would feature a two storey bay feature on the eastern end of the building. The rest of this elevation would have a ridge that is lower than the corner bay feature and with rooflights facing onto the street. It would feature one two storey bay towards the western end of the building and a single storey lean to addition with pitched roof.
- 4.4 The rear of this wing would incorporate 3 windows above ground floor and one rooflight and these would be to two kitchens and a bedroom although one kitchen window would face directly into the flank wall of the adjacent Eastnor Road house. The site would provide for two parking bays on the Eastnor Road frontage and three on the North Road frontage with the Eastnor Road frontage providing a small area of amenity space for one ground floor unit. The storage of bicycles is shown in the rear garden .
- 4.5 The main changes to the scheme compared to that submitted previously are:
- Removal of all dormer windows from the roof area. All windows in the roof would follow the line of the slope.
 - Reduction in the width of the building on the North Road frontage, especially above ground floor level. The gap between the two storey

flank wall of the proposed building and no 3, North Road is 4.64m , increased from 2.8m in the previous scheme.

- 4.6 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.

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

Assessment	The character of the surrounding area is assessed as part of the urban area, characterised by streets of high density terraced and semi-detached dwellings of two storeys, some with roof accommodation with instances of later infill development together with the significant flatted development occupying much of the street block sitting at the corner of Eastnor Road and North Road opposite the application site.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The other development options considered were larger buildings which were considered under previous applications and appeals
Design	The applicant's reasons for choosing the proposal from the available options were influenced by the decisions made on the previous applications and appeals. Details found unacceptable in previous cases have been either removed or amended.

- 4.8 Further details of the development are as follows:

Site area	0.046ha
Existing parking spaces	3
Proposed parking spaces	5
Parking standard	5
Net increase in dwellings	4

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS14 (Housing Needs)
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

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

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Guidance 2018

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application site is within the urban area, where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable.

6.2 There is no objection in principle to a potential redevelopment of the site and such a redevelopment would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. However, the principle of acceptability in this case rests

upon considering the impact of the proposal and resultant harm and the need to provide additional housing and its resultant benefit. The following report sets out the key considerations.

6.3 The main issues to consider are:

- Design appraisal
- Housing Mix and Standard of Accommodation
- Neighbour amenity
- Highway matters
- Energy, Sustainability and Broadband
- Community Infrastructure Levy

Design appraisal

- 6.4 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.5 As noted above, and in response to comments by the planning Inspector on the most recent appeal, the design of the proposed block has been amended to reduce the width of the elevation on North Road and to remove the dormer windows from the roof of the building.
- 6.6 In general terms the Inspector found that the proposed building would be of an individual design with projecting bays, whilst utilising traditional architectural features. He considered that this design approach broadly responds to the characteristics of the plot, providing interest to its two frontages, as well as additional surveillance to the street. In terms of the eaves and the maximum overall height, he considered that the proposal would fit in with the broad prevailing range of heights found within this group of buildings and that it would also respect the established building line. The small forward projection of one bay towards North Road is appropriate as it is the last building in the row and provides a degree of visual interest to the corner.
- 6.7 However, he found that the additional bulk at roof level caused by the proposed dormer windows would detract from the established character of the surrounding roofscape. The removal of the dormer windows in the current proposals result is a form of development which is more in keeping with the scale and character of the surrounding buildings.

- 6.8 The reduction in the width of the North Road frontage has also eased the relationship with no.1 North Road. Although a single storey element is retained on the side of the building, the gap between the flank wall of the proposed block and the flank wall of the neighbouring property would exceed 4.6m, compared with 2.8m in the previous scheme. The gap proposed is now the same as the gap between no.3 and no.5 North Road as noted in the appeal decision letter. In this regard, it is considered that the proposed development would not appear cramped on the site and would have an acceptable relationship with the adjoining property.
- 6.9 Overall, it is considered that the concerns raised by the Inspector on the previous appeal have been overcome and that the proposed building would relate well to its surroundings, would have an acceptable impact on the character and appearance of the area, and would accord with DMP Policy DES1.

Housing Mix and Standard of Accommodation

- 6.10 Policy DES4 requires that on sites of up to 20 homes, at least 20% of the market housing should be provided as smaller (1 and 2) bed homes. The proposed development achieves the required mix.
- 6.11 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. New accommodation must meet the relevant nationally prescribed internal space standard for each individual unit unless the council considers that an exception should be made. Sufficient space must be included for storage, clothes drying and the provision of waste and recycling bins in the home. Adequate outdoor amenity space including balconies and terraces and /or communal outdoor space should be provided, and each flat should be provided with an acceptable outlook and where possible receive direct sunlight.
- 6.12 The submitted plans demonstrate that each flat in the proposed building would meet the relevant space standard, and that habitable rooms within each flat, including larger windows within the roof slope to improve the quality of the accommodation in the roof space of the building. Private amenity space would be provided for the ground floor flats whilst the upper floor flats would have access to a small communal garden at the rear of the building. As a result, it is considered that the proposals would accord with the requirements of DMP Policy DES5.

Neighbour amenity

- 6.13 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.

- 6.14 As noted above, concerns have been raised by local residents with regards to overlooking, a loss of privacy and an overbearing impact. The nearest residents to the site are located immediately adjoining to the south, at 2, Eastnor Road and to the west, at 1, North Road. In considering this matter, the Inspector on the previous scheme noted that the proposed building would replace an existing building on the site. He found that the additional bulk associated with the new building would largely be located on the North Road facing elevation and that it would be set a sufficient distance away from the site boundaries from the neighbouring gardens to avoid any significant overbearing impact or sense of enclosure to these residential properties.
- 6.15 He also considered that the properties and gardens to the rear of the site along both North Road and Eastnor Road already experience a degree of mutual overlooking, as noted by the planning Inspector on the first appeal (ref: 19/01938/F). He found that in this proposal there would be additional windows to the rear of the building, above ground floor level. However, it was noted that there would only be one clear glazed window facing No.2 Eastnor Road on the upper floors of the building. Overall, the Inspector considered that, given the separation distances and degree of existing mutual overlooking, there would be no significant loss of privacy arising from this development.
- 6.16 The Inspector concluded by stating that the proposal would not have a harmful effect on the living conditions of occupiers of neighbouring properties, either through loss of privacy or outlook and he found no conflict with DMP Policy DES1.
- 6.17 In the current proposal, the bulk of the proposed building has been reduced with a reduction in the size of the building on the North Road frontage with a larger gap to the boundary with 1 North Road. The number of windows proposed is the same as in the previous scheme. In this regard, the impact of the proposed development on neighbouring properties is considered acceptable and would not conflict with DMP Policy DES1.

Highway matters

- 6.18 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.19 The site is identified as having a medium level of accessibility to local facilities. It is within walking distance of the town centre, although beyond ideal walking distances to the station, but is on a bus route.
- 6.20 The scheme provides 5 off street parking spaces: a standard that would be required to meet the District Council standards. No objections are raised in this respect, although it is noted that the letters from local residents draw attention to the difficult on street parking in the local area. However, there are

no restrictions on parking in the surrounding roads, and any additional requirements could be met on-street.

Energy, Sustainability and Broadband

- 6.21 In accordance with adopted policy, conditions are imposed to seek the installation of carbon reduction measures within the dwellings hereby permitted to secure energy savings through the use of renewable technologies where appropriate and the provision of fast broadband services for future residents to ensure that the dwellings are future proofed.

Community Infrastructure Levy (CIL)

- 6.22 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, road, public transport, and community facilities which are needed to support new development. This development would be CIL liable and the exact amount would be determined and collected after the grant of planning permission.

Other Issues

- 6.23 Objections have been received due to the loss of private views, but this is not a material planning consideration. Concern has been raised from neighbouring properties regarding fear of crime, flooding and drainage/sewage. The proposal would result in the redevelopment of rear gardens, new boundary treatment is proposed, and the development is not considered to cause crime issues. The site is not located within a flood zone and sewage capacity would be assessed at building control stage. The proposal is considered to have a satisfactory impact with regards flooding and drainage/sewerage capacity. It is noted a condition could be applied to a grant of permission to ensure that sustainable drainage is present on the site and an appropriate surface water drainage scheme implemented.
- 6.24 Noise and disturbance resulting from the development when completed would be acceptable and accord with normal residential environments whilst any resulting from construction would be temporary and could be mitigated by condition. The development proposes the use of the existing access and the additional movements generated by one net dwelling are not considered likely to cause undue noise and disturbance.
- 6.25 Objection was raised on the grounds of inconvenience during the construction period. Whilst it is acknowledged there may be a degree of disruption during the construction phase, the proposal would not warrant refusal on this basis and statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal. A construction method statement would be secured by planning condition.

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 in accordance with the following approved plans:

Plan Type	Reference	Version	Date
Existing combined plan	P1	B	24/11/2020
Proposed combined plan	P2	F	24/11/2020
Proposed combined plan	P3	H	21/12/2020

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

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

4. No development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

5. No development above slab level shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications

(including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with Reigate and Banstead Development Management Plan 2019 policies DES1 and NHE3.

6. No development shall commence until a scheme for the disposal of foul and surface water drainage from the site has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented as approved prior to the occupation of the dwelling hereby permitted.

Reason: To ensure that the site is satisfactorily drained with regard to Development Management Plan policy CCF2 and National Planning Policy Framework 2019.

7. Before any of the operations hereby approved are started on site, a pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access points. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in accordance with Policy TAP1 of the Reigate and Banstead Local Plan and Development Management Plan 2019 and the NPPF 2019.

8. 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, from North Road
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation

- (g) vehicle routing
- (h) construction hours
- (i) measures to prevent the deposit of materials on the highway
- (j) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused.

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 in accordance with Policy TAP1 of the Reigate and Banstead Local Plan and Development Management Plan 2019 and the NPPF 2019.

9. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
- a. The secure, level and covered parking of five bicycles within the development site,
 - b. whereabouts of local public transport / walking / cycling and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 “Promoting Sustainable Transport” in the National Planning Policy Framework 2019, Section 9 Promoting Sustainable Transport and Policy TAP1 of the Reigate and Banstead Local Plan and Development Management Plan 2019.

10. The development hereby approved shall not be occupied unless and until at least 2 of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In recognition of Section 9 “Promoting Sustainable Transport” in the National Planning Policy Framework 2019, Section 9 Promoting Sustainable Transport and Policy TAP1 of the Reigate and Banstead Local Plan and Development Management Plan 2019.

11. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

12. The first floor window in the southern side elevation of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level and shall be maintained as such at all times.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the policy DES1 of the Reigate and Banstead Development Management Plan 2019.

13. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:
- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
 - b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

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

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

14. 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.

INFORMATIVES

1. 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.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. 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. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance
4. 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 bowzers 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.

5. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site

manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

6. 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.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
7. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.
8. 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.
9. 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.
10. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
11. 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). 5. A pedestrian inter-visibility splay of 2m by 2m

shall be provided on each side of the access points, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

12. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
13. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types. Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment: <https://www.theiet.org/resources/standards/cop-electric.cfm>.
14. Section 59 of the Highways Act permits the Highway Authority to charge 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.

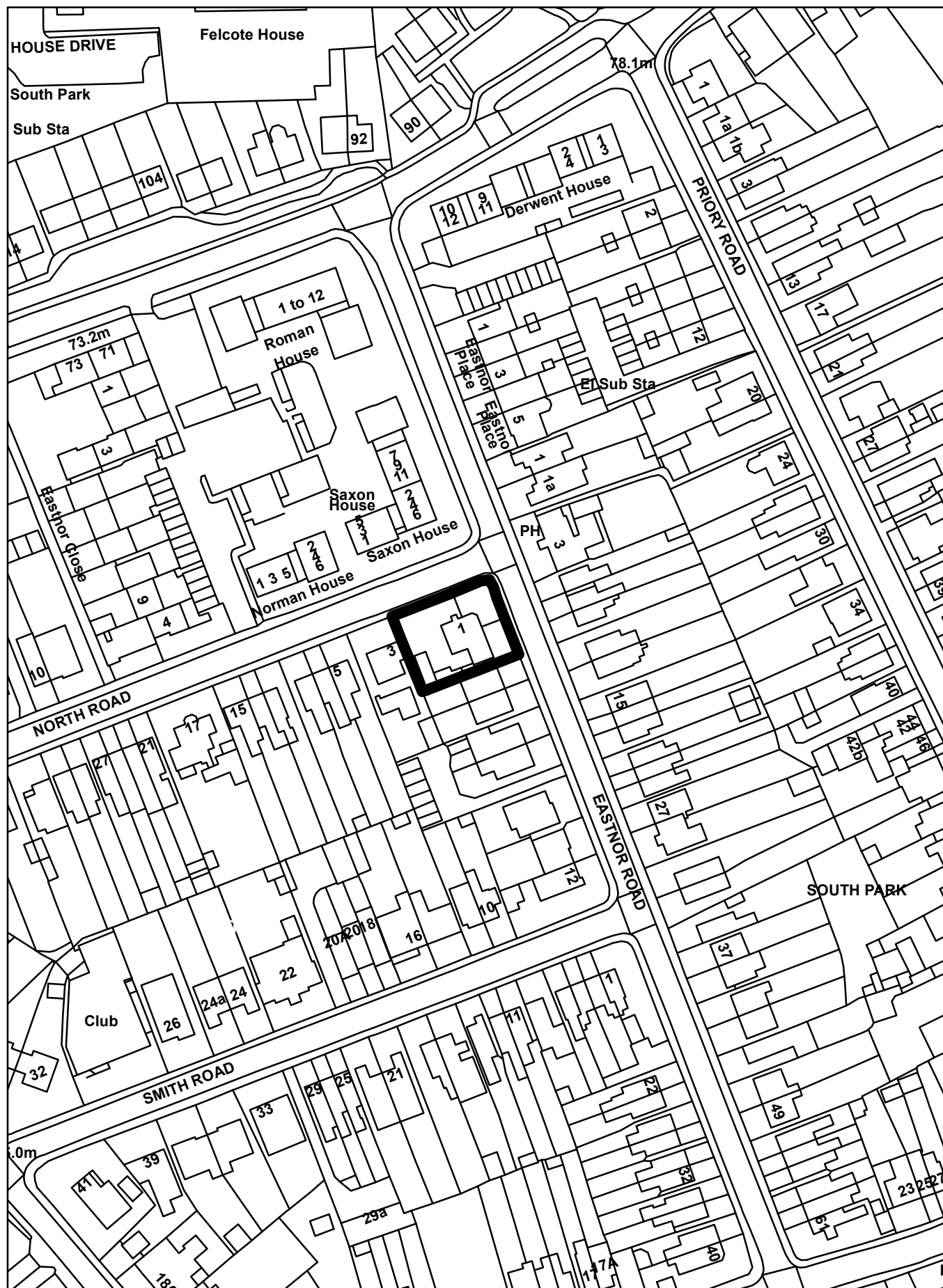
REASON FOR PERMISSION

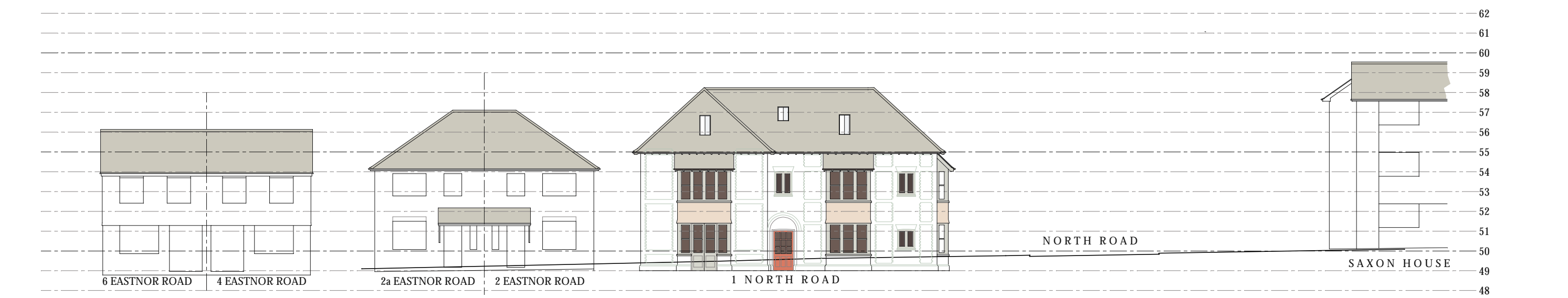
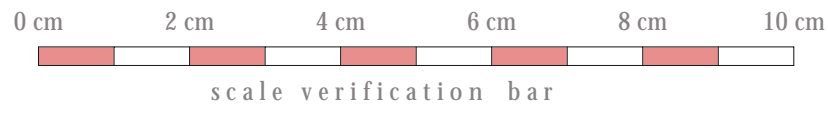
The development hereby permitted has been assessed against development plan policies CS1, CS10, CS11, CS14, CS17, DES1, DES4, DES5, DES8, TAP1, CCF1 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

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

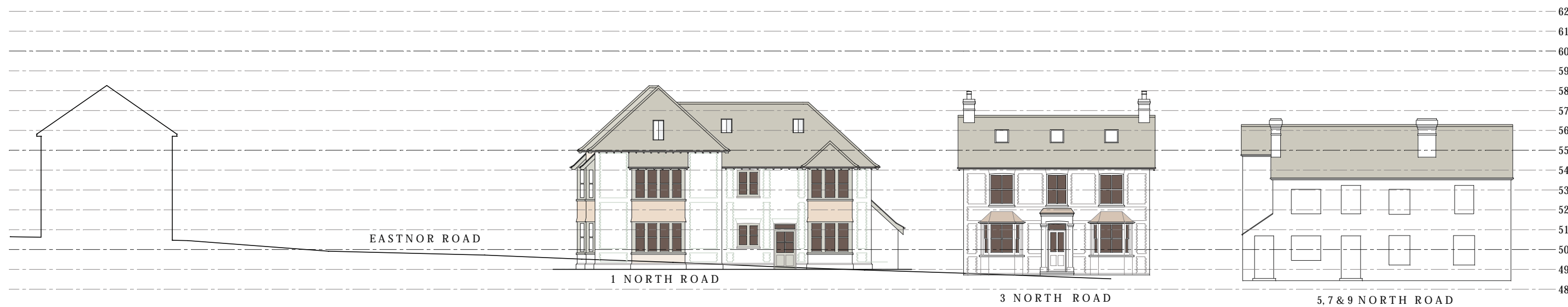
20/02601/F - 1A North Road, Reigate



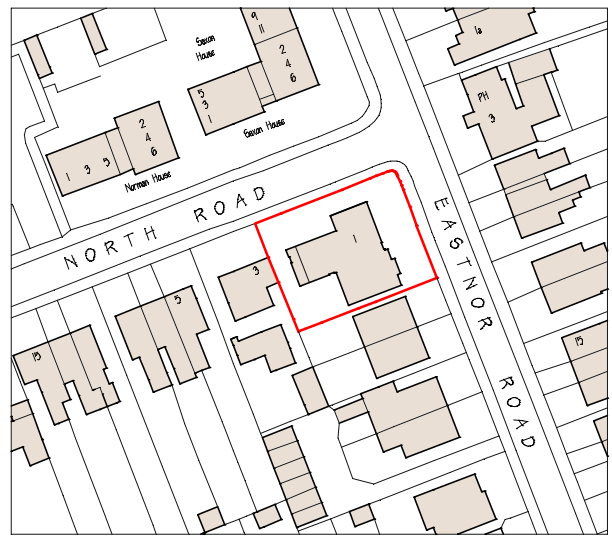


EASTNOR ROAD STREET SCENE

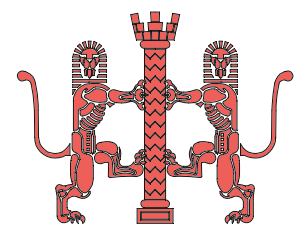
SCALE 1:200



NORTH ROAD STREET SCENE



LOCATION PLAN
SCALE 1:1250



GRAHAM RIX RIBA
CHARTERED ARCHITECT
13 Furze Lane, Purley
Surrey CR8 3EJ

tel: 020 8660 2571

web site: www.grahamrix.co.uk
email: graham@grahamrix.co.uk

Proposed Development
at
1 NORTH ROAD
REIGATE RH2 8LY

for Carvall Homes Ltd

PROPOSED
SITE PLAN

scale 1:200

11/09/2019

Rev F 16/11/2020 Revised scheme
Rev E 21/12/2019 Revised parking
Rev D 20/12/2019 Reduced proposal
Rev C 30/11/2019 Additional parking, vis splays and cycle racks
Rev B 25/09/2019
Rev A 11/09/2019 Height reduced.

1NR

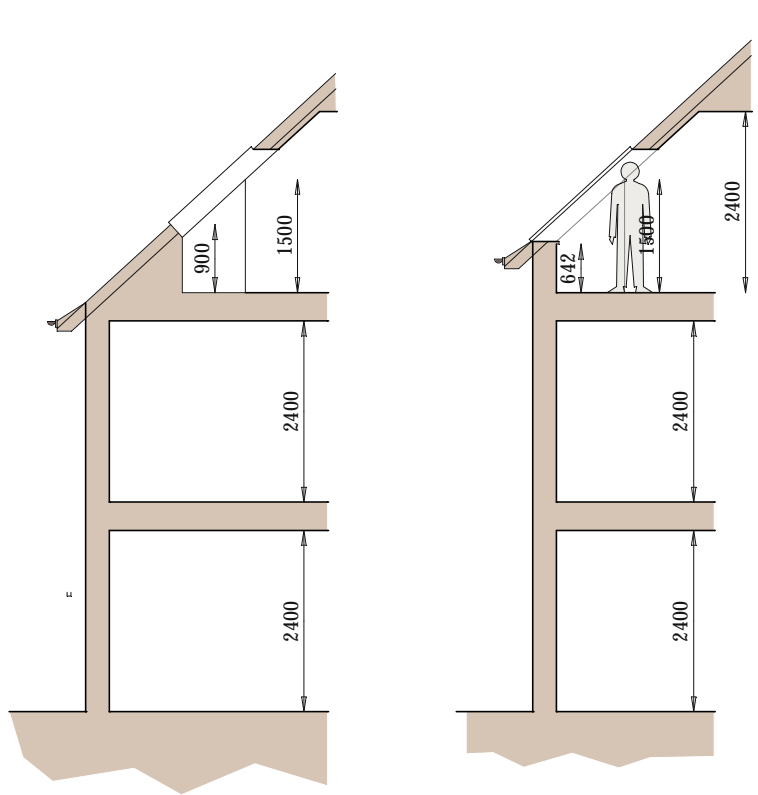
P2 (F)



NORTH ROAD ELEVATION



SOUTHERN FLANK ELEVATION



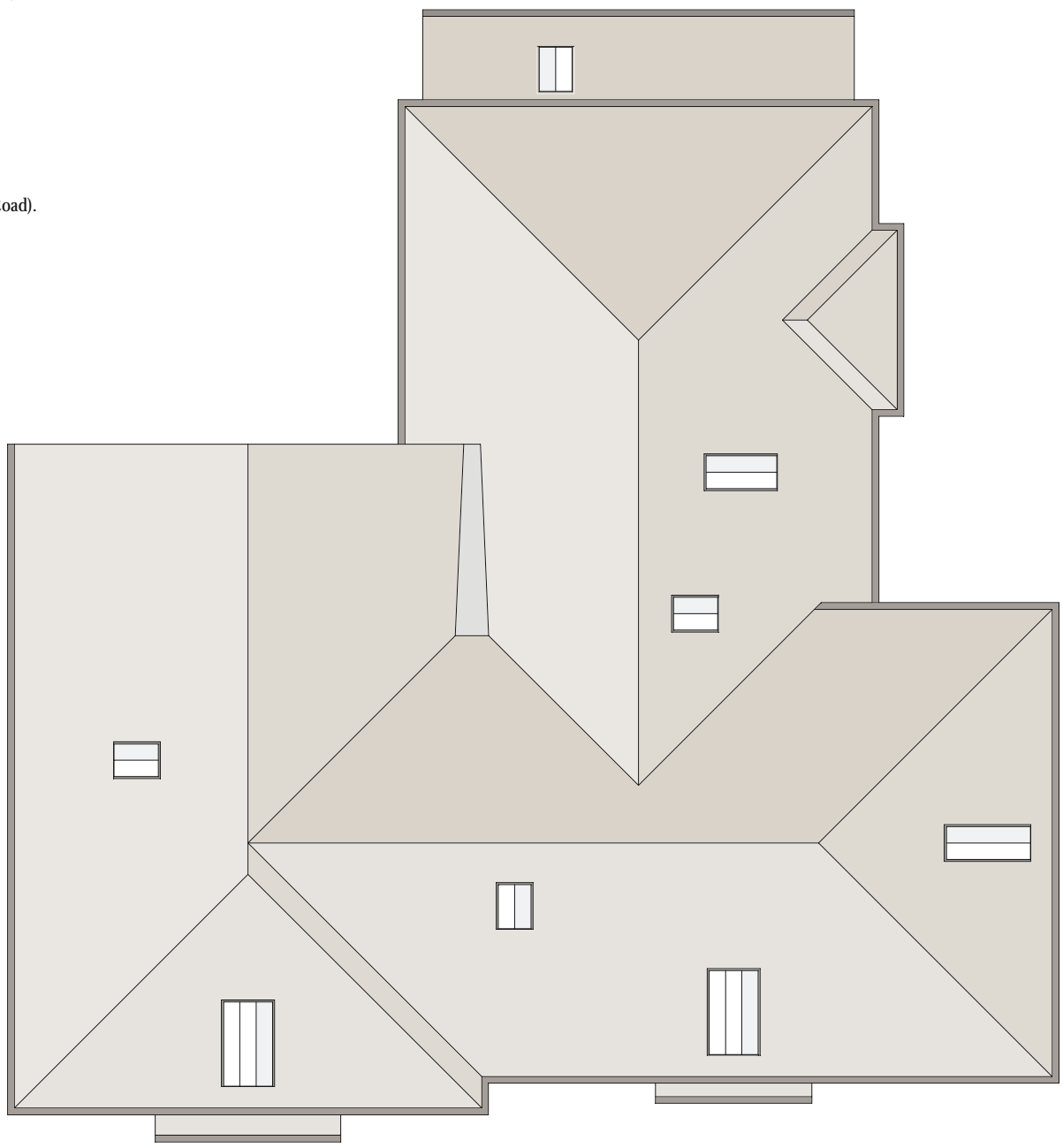
SECTION WHERE IS EAVES IS LOWER SECTION WHERE IS EAVES IS HIGHER



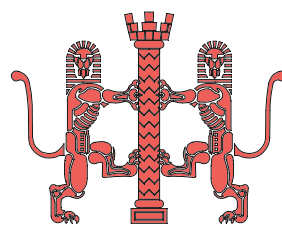
EASTNOR ROAD ELEVATION
scale 1:100



WESTERN FLANK ELEVATION



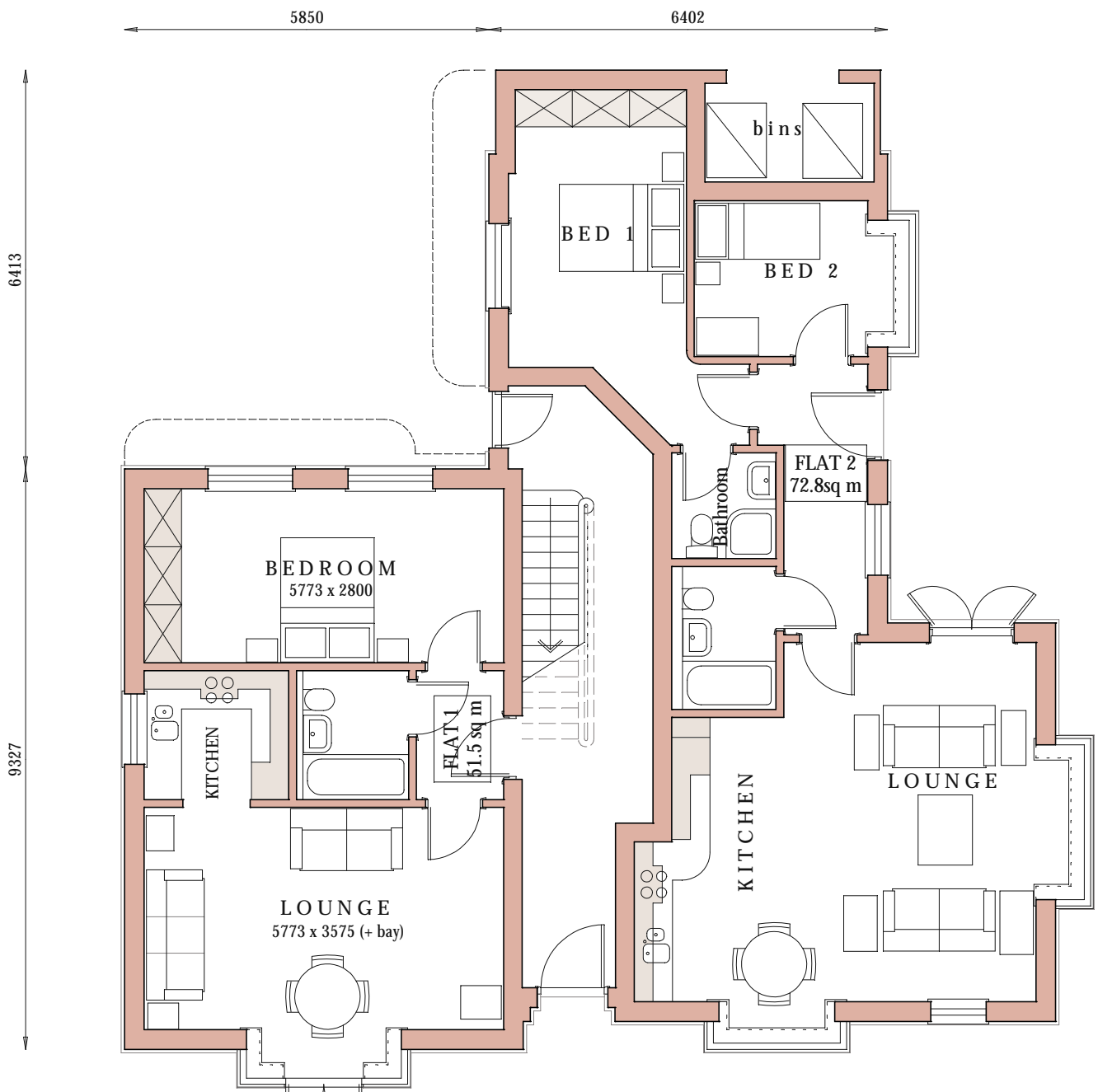
ROOF PLAN
scale 1:100



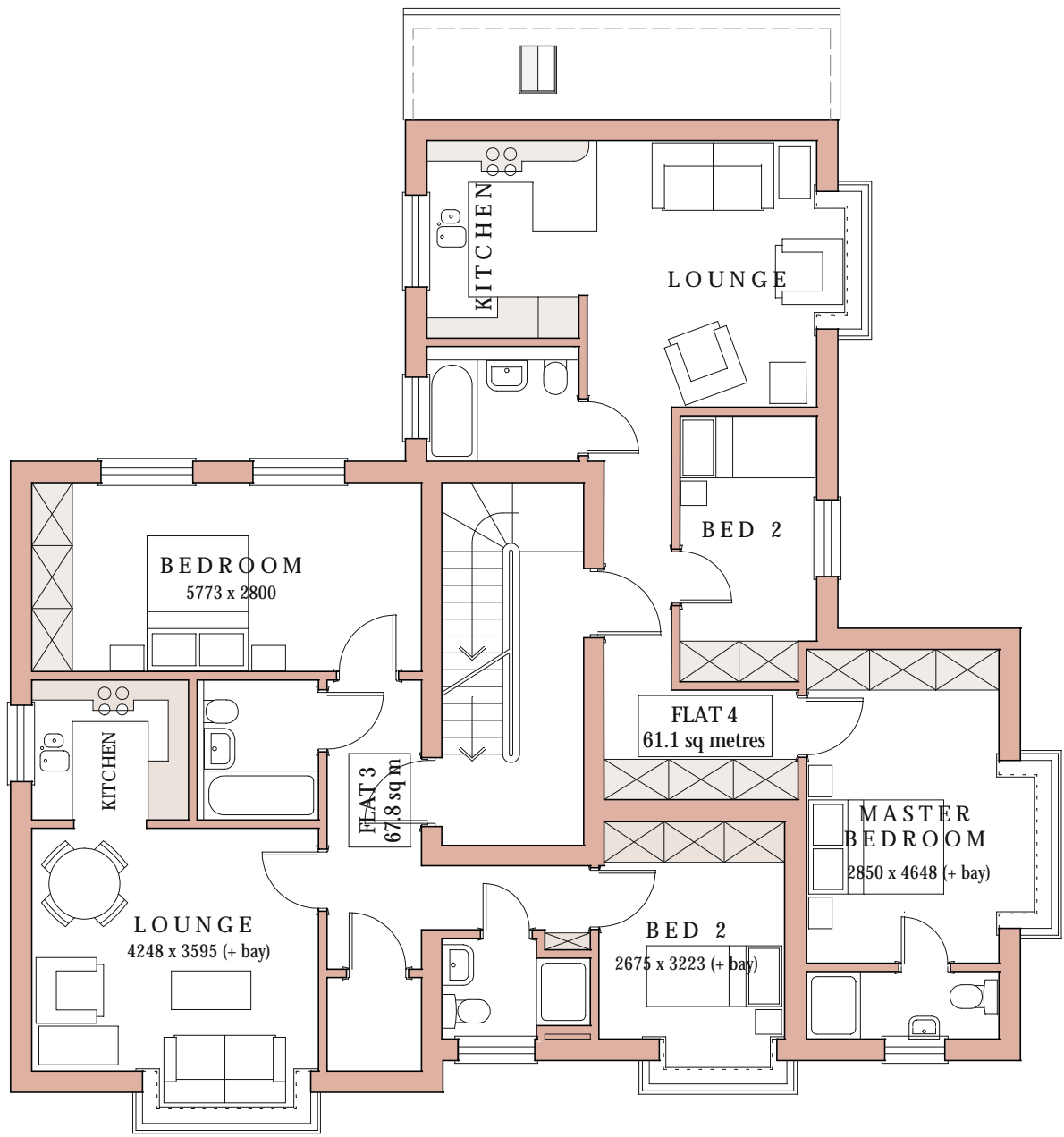
GRAHAM RIX RIBA
CHARTERED ARCHITECT
13 Furze Lane, Purley
Surrey CR8 3EJ

tel: 020 8660 2571

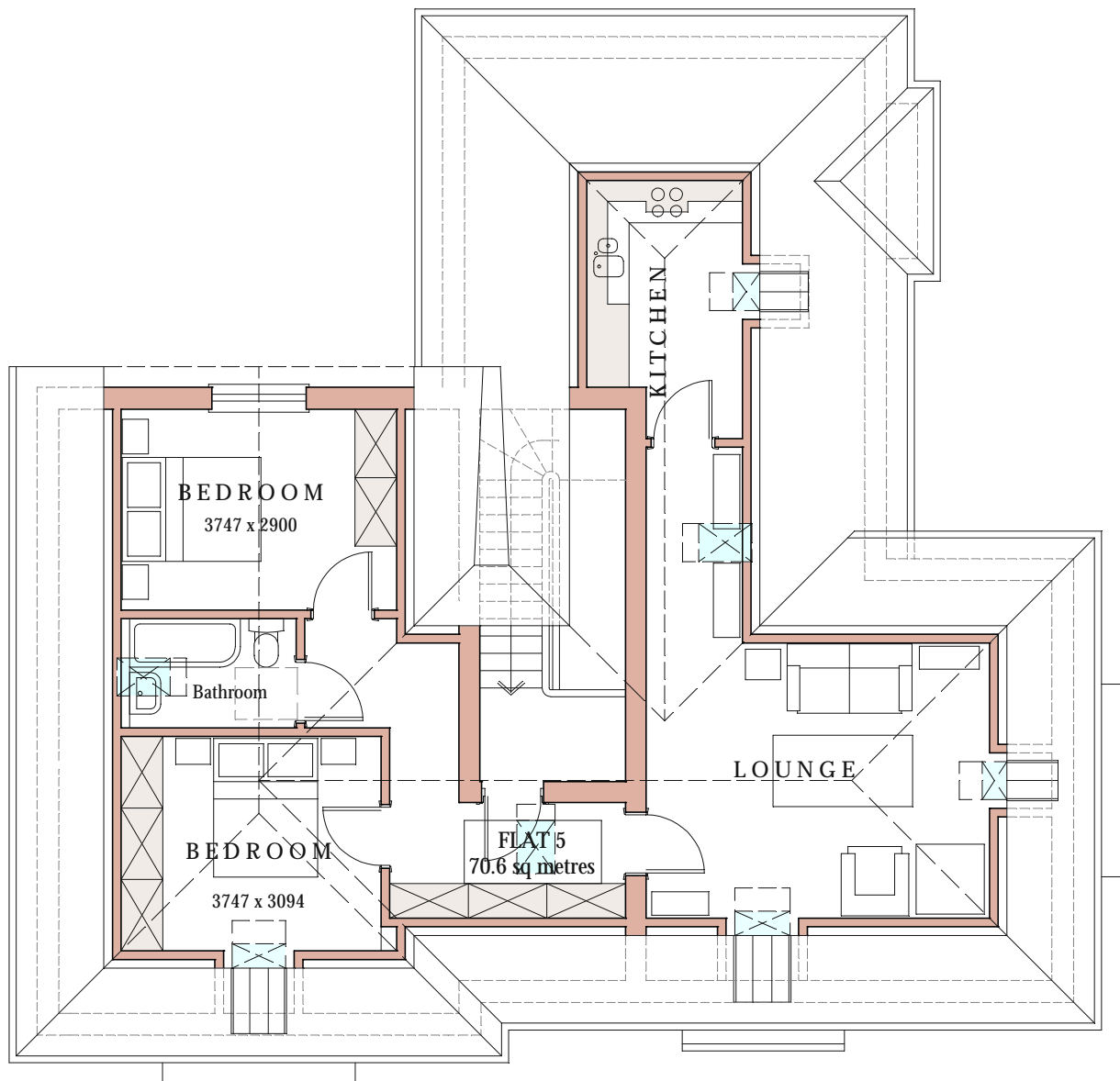
web site: www.grahamrix.co.uk
email: graham@grahamrix.co.uk



GROUND FLOOR PLAN
scale 1:100



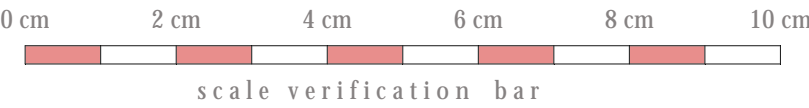
FIRST FLOOR PLAN



SECOND FLOOR PLAN

Dwarf walls positioned here to allow at least 1500mm headroom.
Room sizes are where there is at least 1500mm headroom.

TOTAL INTERNAL AREA 382.4 square metres (inc bin store)



Proposed Development
at
1 NORTH ROAD
REIGATE RH2 8LY

for Carvall Homes Ltd

PLANS AND
ELEVATIONS

scale 1:200 1:100

11/09/2019

Rev H 21/12/2020 revision to skylights
Rev G 17/12/2020 Lowered skylight eills
Rev F 18/11/2020 Revised scheme
Rev E 20/12/2019 Reduced scheme
Rev D 25/09/2019 Further revisions
Rev C 25/09/2019 Rev to Flat 1 & 2
Rev B 14/09/2019 Final removed
Rev A 11/09/2019 Height reduced

1NR

P3 (H)



Appeal Decision

Site visit made on 15 October 2020

by N Holdsworth MRTPI

an Inspector appointed by the Secretary of State

Decision date: 12 November 2020

Appeal Ref: APP/L3625/W/20/3252437

1 North Road, Reigate, RH2 8LY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr & Mrs Carvall against the decision of Reigate & Banstead Borough Council.
 - The application Ref 20/00364/F, dated 20 February 2020, was refused by notice dated 16 April 2020.
 - The development proposed is demolition of the existing dwelling and outbuildings and the erection of a development of five flats in a two-storey building with roof accommodation together with the provision of refuse and recycling stores and five car parking spaces.
-

Decision

1. The appeal is dismissed.

Preliminary Matter

2. An appeal decision was issued in relation to a larger scheme¹ on the same site in August 2020. This is a material consideration which I have taken into account in my decision.

Main Issues

3. The effect of the proposal on
 - the character and appearance of the area; and
 - the living conditions of existing neighbouring residents, with particular regard to whether or not there would be an unacceptable loss of privacy or outlook.

Reasons

Character and Appearance

4. This is a corner plot on the junction of Eastnor Road and North Road. The buildings along the road to each side of the plot are of a similar scale: residential 2 storey housing with pitched roofs. They are each of individual design and are not identical to one another, but there is a broad consistency in overall height, and a consistent building line. This is reinforced by a largely unaltered roofline with a noticeable absence of dormer windows facing the road. The gaps between these buildings also help to create a spacious

¹ APP/L3625/W/20/3244776

character. Consequently, this group of buildings can be readily distinguished from the larger, modern blocks of flats on the opposite corner.

5. The proposed building has an individual design with projecting bays, whilst utilising traditional architectural features. This design approach broadly responds to the characteristics of the plot, providing interest to its two frontages, as well as additional surveillance to the street. In terms of the eaves and the maximum overall height, the proposal would fit in with the broad prevailing range of heights found within this group of buildings. It would also respect the established building line. The small forward projection of one bay towards North Road is appropriate as it is the last building in the row and provides a degree of visual interest to the corner.
6. However, the front dormer windows would comprise a feature that is not reflected on the row of adjacent buildings to each side of the plot. In this respect, the bulk of the proposal at roof level would detract from the established character of the surrounding roofscape. A further issue arises with the overall width of the North Road frontage, particularly above ground floor level. This would noticeably exceed that of other buildings that face this road. Furthermore, the residual gap to No.3 North Road would be narrower than the gap shown between No.3 and No.5. These factors would combine, to create a building with a cramped appearance.
7. As such, whilst the design approach is not without merit, the overall scale of the proposed building means that it would relate poorly to the established character of its surroundings. Because this issue relates to the size and design of the building, it cannot be overcome through the use of planning conditions. Overall, the harm to the character and appearance of the area would be unacceptable and the proposal therefore conflicts with Policies DES1 of the Reigate and Banstead Development Management Plan (2019) and CS10 of the Reigate and Banstead Core Strategy (2014) which, amongst other things, seek to ensure that new development is of a high standard of design and has a positive relationship with its surroundings.

Living Conditions

8. The proposed building would replace an existing building on the site. The additional bulk associated with the new building would largely be located on the North Road facing elevation. It would be set a sufficient distance away from the site boundaries from the neighbouring gardens to avoid any significant overbearing impact or sense of enclosure to these residential properties.
9. The properties and gardens to the rear of the site along both North Road and Eastnor Road already experience a degree of mutual overlooking, as noted by the previous planning Inspector. In this proposal there would be additional windows to the rear of the building, above ground floor level. However, the appellant advises that there would only be one clear glazed window facing No.2 Eastnor Road² on the upper floors of the building. Overall, given the separation distances and degree of existing mutual overlooking, there would be no significant loss of privacy arising from this development.
10. In conclusion, the proposal would not have a harmful effect on the living conditions of occupiers of neighbouring properties, either through loss of

² Paragraph 5.16 of the appeal statement.

privacy or outlook. There is no conflict with Policy DES1 of the Reigate and Banstead Development Management Plan 2019 which requires that new development should not adversely impact upon the amenity of occupants of existing nearby buildings.

Other Considerations and Conclusion

11. I have considered this case on its merits, but my conclusions on both main issues are consistent with the previous appeal decision on the site. The reduction in bulk and design changes compared with the earlier scheme is not sufficient to overcome the harm identified by the Council, reflected in the first main issue and previously supported at appeal.
12. The Council make reference in the officer report to the limited size of the amenity space provided for future occupants of the development, and its proximity to the road. Whilst the spaces are small, they are sufficient to provide a degree of functional external space, which could be used by future residents to sit out. This is not a significant flaw in the scheme that would justify withholding planning permission. Neither this, nor the other issues raised by interested parties in their objections to the proposal, add to the harm identified in the first main issue.
13. The proposal would provide an increase in the amount of residential accommodation on the site, providing good living conditions for future occupants. It would also make efficient use of land for housing, within an existing settlement, in an accessible location for services and facilities. In this respect, there is support for the proposal in other local planning policies³, as well as the National Planning Policy Framework (the Framework). As a small site, it could be delivered quickly, with associated economic benefits. These considerations weigh in favour of the proposed development. However, the proposal would relate poorly to its surroundings due primarily to its size. It would therefore conflict with the objective, set out in the Framework, of achieving well-designed places.
14. Consequently, the considerations that weigh in favour of the proposal do not, even cumulatively, outweigh the harm identified in the first main issue. The proposal conflicts with the development plan, when it is considered as a whole, and there are no other considerations that outweigh this conflict. As such, whilst the proposal would be acceptable in terms of its effect on the living conditions of existing residents, there would be unacceptable harm to the character and appearance of the area. For this reason, the appeal should be dismissed.

Neil Holdsworth

INSPECTOR

³ As identified by the appellant in the appeal statement.