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| <br><b>Reigate &amp; Banstead</b><br>BOROUGH COUNCIL<br>Banstead   Horley   Redhill   Reigate | <b>TO:</b>        | PLANNING COMMITTEE                     |
|  | <b>DATE:</b>      | 27 <sup>th</sup> April 2022            |
|  | <b>REPORT OF:</b> | HEAD OF PLANNING                       |
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| <b>AGENDA ITEM:</b>  | 6                 | <b>WARD:</b> <i>Redhill East</i>       |

|  |   |               |                                       |
|--|---|---------------|---------------------------------------|
| <b>APPLICATION NUMBER:</b>   | 21/02283/F  | <b>VALID:</b> | 25/03/2022                            |
| <b>APPLICANT:</b>  | Mr Dennehy  | <b>AGENT:</b> | Patton Architecture & Development Ltd |
| <b>LOCATION:</b>   | <b>101 LADBROKE ROAD REDHILL SURREY RH1 1JT</b>   |               |                                       |
| <b>DESCRIPTION:</b>  | <b>Erection of 10 apartments, including access, parking and amenity space, following the demolition of an existing building</b> |               |                                       |
| <b>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.</b> |   |               |                                       |

## SUMMARY

This application seeks planning approval for demolition of existing dwelling and erection of an apartment building comprising 10 flats including access, parking and amenity space.

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 accepted. The existing building is not listed and is not within a Conservation Area. There is therefore no objection to the loss of the existing building.

The site is located on the Western side of Ladbroke Road, Redhill. The site consists of a large detached two storey residential property with a generous garden. The majority of properties in the area are residential in nature with a mix of detached dwellings and flatted developments. There is a mix of architectural styles within the road and a varied scale of building within the road. To the south of the site and on the eastern side of Ladbroke Road there are a number of larger scale more modern flatted developments. To the north of the site the character is one of more detached properties of a traditional design and material. To the rear of the site are the properties within Lynwood Road, which are predominantly two storey semi-detached period dwellings. Their gardens are shorter than those on Ladbroke Road. These properties are set at a lower ground level. To the south-east of the site on the opposite side of the road is a locally listed building, Warwick House, 106 - 112 Ladbroke Road.

Overall, it is considered that whilst the proposed building would have a large depth and replace a much smaller building, when taking in to account the context of the surrounding area which includes larger flatted development of similar scale and design, it would not result in unacceptable harm to the character and scale of the site and surrounding area and is considered therefore that the proposals comply with the provisions of DMP Policy DES1

Whilst the proposal would result in a significant change in the relationship between the site and the neighbouring buildings, the proposal would not have an adverse impact upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1 and DES8.

The proposal would meet the Council's minimum parking standards and Surrey County Council as the highway authority have raised no objection to the proposal with regard to highway safety and capacity.

The scheme would be acceptable in all other regards.

## **RECOMMENDATION**

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

**Consultations:**

Highway Authority: No objection subject to conditions

Minerals and Waste Planning Authority: No objection subject to adequate waste storage facilities

Surrey County Council Lead Local Flood Authority (LLFA): Awaiting formal response but understood that the LLFA are now satisfied with the additional information. See below flooding and surface water drainage matters section for further details.

Surrey Police – Request that a condition be imposed for require Secured by Design accreditation for the development.

Reigate Society – building forward of building line and slight overdevelopment. Garage area to rear is too big. Needs more amenity space for all units.

Neighbourhood Services – Location and size of bin store now acceptable. Requests made regarding the finish of the doors and kerb.

**Representations:**

To date 12 responses have been received (10 objections, 2 representations) raising the following issues:

| <b>Issue</b>                             | <b>Response</b>   |
|--|---|
| Alternative location/ proposal preferred | Each case must be considered on its own merits                        |
| Crime fears                              | See paragraph 6.42  |
| Drainage/sewerage capacity               | See paragraph 6.30 to 6.31  |
| Flooding                                 | See paragraph 6.30 to 6.31  |
| Harm to conservation area                | Site is not within a conservation area                                |
| Harm to green belt/countryside           | Site is not within designated green belt and is within the urban area |
| Harm to wildlife habitat                 | See paragraph 6.32 to 6.37  |
| Health fears                             | See paragraph 6.17 to 6.24  |
| Hazard to highway safety                 | See paragraph 6.25 to 6.29  |
| Inadequate parking                       | See paragraph 6.25 to 6.29  |
| Inconvenience during construction        | See paragraph 6.17 to 6.24  |
| Increase in traffic and congestion       | See paragraph 6.25 to 6.29  |

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| Light pollution                           | See paragraph 6.17 to 6.24                            |
| Loss of buildings                         | See paragraph 6.1 to 6.2                              |
| Loss of private views                     | [Officer note: not a material planning consideration] |
| Loss of/harm to trees                     | See paragraph 6.32 to 6.37                            |
| No need for the development               | See paragraph 6.1 to 6.2                              |
| No electric charging points               | See paragraph 6.38 to 6.41                            |
| Noise and disturbance                     | See paragraph 6.17 to 6.24                            |
| Out of character with surrounding area    | See paragraph 6.4 to 6.11                             |
| Overbearing relationship                  | See paragraph 6.17 to 6.24                            |
| Overdevelopment                           | See paragraph 6.17 to 6.24                            |
| Overlooking and loss of privacy           | See paragraph 6.23 to 6.31                            |
| Overshadowing                             | See paragraph 6.23 to 6.31                            |
| Very limited communal space within scheme | See paragraph 6.12 to 6.16                            |

## **1.0 Site and Character Appraisal**

- 1.1 The application site is located on the Western side of Ladbroke Road, Redhill. The site consists of a large detached two storey residential property with a generous garden. The majority of properties in the area are residential in nature with a mix of detached dwellings and flatted developments. There is a mix of architectural styles within the road and a varied scale of building within the road. To the south of the site and on the eastern side of Ladbroke Road there are a number of larger scale more modern flatted developments. To the north of the site the character is one of more detached properties of a traditional design and material. To the rear of the site are the properties within Lynwood Road, which are predominantly two storey semi-detached period dwellings. Their gardens are shorter than those on Ladbroke Road. These properties are set at a lower ground level.
- 1.2 The site falls within the Urban area. To the south-east of the site on the opposite side of the road is a locally listed building, Warwick House, 106 - 112 Ladbroke Road.

## **2.0 Added Value**

- 2.1 Improvements secured during the course of the application: reduction in depth and width of building, change to position of dwelling (set further back), change in layout to increase number of parking spaces, change location of bike and bin store, removal of care ports, additional Flood Risk and ecology information.

- 2.2 Further improvements could be secured: Conditions will be applied regarding levels, materials, landscaping, ecology, drainage, parking and highways, electric charging, water/energy efficiency and measures to protect the amenity of neighbouring and future occupants.

### 3.0 Relevant Planning and Enforcement History

- 3.1 None

### 4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of existing dwelling and ancillary buildings and erection of an apartment building comprising 10 flats with access, car parking and amenity space.
- 4.2 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.
- 4.3 Evidence of the applicant's design approach is set out below:

|             |  |
|-------------|--|
| Assessment  | Section 2.0 Site Appraisal and context analysis: The site comprises a detached dwelling which faces Ladbroke Road. The site is within the settlement of Redhill and outside of the conservation area, green belt, or flood plain. The site is relatively flat, surroundings are residential in nature. Site close to public transport and local amenities. Consideration given to neighbouring properties and some of the nearby flattened schemes |
| Involvement | No community consultation took place.  |
| Evaluation  | Limited evaluation provided as to why how the scheme as submitted has evolved.   |
| Design      | Section 4.0 sets out the use, amount, layout, access. Scale, and appearance.<br><br>Section 5.0 (conclusion) "This application has been prepared having regard to the specific characteristics of the site and the surrounding area which will blend in seemly within the local area.<br><br>The Proposal comprises a sustainable form of  |

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|  | development which will contribute towards the supply of suitably located housing and the quality of the built environment and the occupants of which, will assist in creating a vibrant local community supporting the use of local facilities and businesses.” |
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4.4 Further details of the development are as follows:

|                             |  |
|-----------------------------|--|
| Site area                   | 0.14ha   |
| Existing use                | Residential – 1 x 4 bedroom  |
| Proposed use                | Residential – 4 x 1 bedroom flat and 6 x 2 bedroom flat  |
| Existing parking spaces     | 2  |
| Proposed parking spaces     | 12 (10 no residential, 2no visitor)  |
| Parking standard            | 12 (10 no residential, 2no visitor)  |
| Number of affordable units  | 0  |
| Net increase in dwellings   | 9  |
| Existing site density       | 7 dph  |
| Proposed site density       | 71 dph   |
| Density in surrounding area | 20 dph (97-117 Ladbroke Road)<br>74 dph (Holmesdale Manor 89 Ladbroke Road)<br>59 dph (68-122 Ladbroke Road) |

**5.0 Policy Context**

5.1 Designation

Urban area  
Parking accessibility score – 13 (high)

5.2 Reigate and Banstead Core Strategy (CS)

CS1(Sustainable Development)  
CS2 (Valued Landscapes and Natural Environment)  
CS4 (Valued townscapes and the historic environment)  
CS5 (Valued People/Economic Development),  
CS10 (Sustainable Development),  
CS11 (Sustainable Construction),  
CS12 (Infrastructure Delivery),

CS14 (Housing Needs)  
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019 (DMP)

DES1 (Design of new development)  
DES4 (Housing mix)  
DES5 (Delivering high quality homes)  
DES8 (Construction Management)  
DES9 (Pollution and contamination land)  
TAP1 (Access, Parking and Servicing)  
CCF1 (Climate Change Mitigation)  
CCF2 (Flood Risk)  
INF3 (Electronic communication networks)  
NHE2 (Protecting and Enhancing Biodiversity)  
NHE3 (Protecting trees, woodland areas and natural habitats)  
NHE9 (Heritage Assets)

5.4 Other Material Considerations

National Planning Policy Framework  
2021 (NPPF)

National Planning Practice Guidance  
(NPPG)

Supplementary Planning  
Guidance/Documents

Surrey Design  
Local Character and Distinctiveness  
Design Guide SPD 2021  
Climate Change and Sustainable  
Construction SPD 2021  
Vehicle and Cycle Parking  
Guidance 2018  
Affordable Housing

Other

Human Rights Act 1998  
Community Infrastructure Levy  
Regulations 2010

6.0 **Assessment**

6.1 This application seeks planning approval for demolition of existing dwelling and erection of an apartment building comprising 10 flats including access, parking and amenity space.

6.2 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 accepted. Whilst distinctive and relatively attractive, the existing building is not listed and is not within a Conservation Area. There is therefore no objection to the loss of the existing building.

6.3 The main issues to consider are:

- Design appraisal
- Housing Mix and Standard of Accommodation
- Neighbour amenity
- Highway matters
- Flooding and surface water drainage matters
- Contamination
- Trees and Ecology
- Energy, Sustainability and Broadband
- Crime
- 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 The site comprises a detached two storey dwelling which has limited historic interest and is not locally or statutory listed and is set well back in to the site so that it is not a prominent feature of the area. The surrounding area is quite varied in terms of architecture and scale. As set out above to the north of the site on the western side of the road are mainly detached dwellings in generous plots, many of the properties are set back from the road with soft landscaping within their front gardens or along their front boundaries. Further to the south and east is a mix of larger scale and more modern flatted schemes and smaller residential plots with smaller frontages. These buildings have varied design with a mix of traditional and more modern design. To the west are period properties with smaller plots. The predominant materials are facing brickwork and plain tiled roofs. There are some examples of painted or rendered dwellings and slate tiled roofs. The proposed building has to be considered against this varied character.
- 6.6 The proposed building would be wider and significantly deeper than the existing. However the height of the proposed building would not be higher than the neighbouring properties to the north or south, as evidenced by the site section drawing. The building would retain spacing to both flank boundaries ensuring it does not appear overly cramped within its plot. The building would be set further forward than the existing dwelling however following discussions the building has been reduced in depth and set further

back from the road. The result is a set back of approximately 7 metres which is more than the neighbouring property to the south and not significantly in front of the neighbouring dwelling to the north. It is therefore considered that the proposed line of the building would sit comfortably between the neighbouring properties reflecting the staggered positions of the two properties. The frontage would have a hedge and then with the exception of the bin store an open grassed area ensuring that the proposal continues to reflect the soft landscaped and deeper frontages that characterise the properties to the north of the site. In terms of the depth of the building it is acknowledged that it does extent well beyond the rear elevations of the two immediate properties. However following amendments the building is now broken up more with the middle and rear sections reducing its depth and height. The depth of the building would therefore not be readily noticeable from the streetscene. The depth of the building would also be commensurable and indeed less than a number of the buildings within the immediate area including the flatted schemes opposite the site and the large flatted development called Holmesdale Manor. Given these factors it is considered that a flatted development of this scale and depth would not appear at odds with the character of the site and surrounding area.

- 6.7 The access road to the side of the building would allow for some soft landscaping along the boundary. Whilst the access road to the side is not ideal this does allow for parking to the rear of the site, which then allows for the frontage to be soft landscaped. It is also of note that there are a number of examples of side access roads to the more recent flatted developments. All of which have no soft landscaping at all.
- 6.8 The general design of the building would be traditional with three front facing gables and bay windows to the two end gables. There would be two flat roofed dormers to the front and rear of the site. The front dormers, which are the more prominent, would be smaller and set well down from the roof ridge and front roof slope ensuring that they appear as subservient features. Such a design is considered acceptable and similar to other recent flatted schemes in the surrounding area. The materials detailed within the application are red brick and slate roof tiles. The predominant materials in the area are a multi-brick and plain roof tile. It is considered that these materials would be more appropriate rather than slate roof and red brick. Such materials would work the proposed design. A condition is therefore recommended to secure the finalise details to ensure that the materials are appropriate for the area.
- 6.9 The site is bound by existing close boarded fences to the site and rear elevations. No change is shown to the physical boundaries. Hedging is shown to all of the boundaries. No other gates or means of enclosure are shown. This is welcomed and would ensure that the frontage does not become overly enclosed or gated. Landscaping is discussed later in the report. The refuse store is out of necessity located close to the front entrance for refuse collections but it would eventually be well screened by the front boundary hedging. A condition is recommended to secure appropriate materials for the refuse store as well as the proposed cycle store to the rear of the site.

- 6.10 As such overall it is considered that whilst the proposed building would have a large depth and replace a much smaller building it would not, due to the factors set out above, result in unacceptable harm to the character and scale of the site and surrounding area and is considered therefore that the proposals comply with the provisions of DMP Policy DES1.
- 6.11 There is a locally listed building located to the south east of the site on the opposite side of the road at Warwick House, 106 - 112 Ladbrooke Road. The distance away from the building and the acceptable impact of the proposal on the character of the road and wider area ensures that there would not be a material impact on this non-designated heritage asset. No concern has been raised by the Council's Conservation officer from a heritage perspective.

#### Housing Mix and Standard of Accommodation

- 6.12 The submitted plans shows a total of 10 flats with a mix of 4 x 1 bed and 6 x 2 bed market dwellings.
- 6.13 Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, at least 20% of market housing should be provided as smaller (one and two bedroom) homes. In this case, the proposal provides 100% smaller units.
- 6.14 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.
- 6.15 Each flat would have a floor area which accords with the relevant standard in the Nationally Described Space Standards. All habitable rooms would have outlook either looking to the rear or front of the site ensuring adequate outlook for the occupants and the top floor units would also benefit from secondary side facing rooflights which would provide additional light. As such the units would provide good levels of sunlight and daylight to the main habitable rooms. The flats would not have private balconies but the flats would benefit from outdoor communal amenity space to the front and rear of the site. Whilst the amount of outdoor space is quite modest given that the flats are 1 and 2 bedroom units this level of outdoor amenity space is considered to be acceptable in this case. The site is also within walking distance of Redhill Park and other amenity services within Redhill Town Centre.

- 6.16 It is also noted that the access and rear ground floor parking area is likely to require some form of external lighting. In order to prevent unacceptable light levels to both the future occupants and neighbouring properties a condition is recommended to secure further details of any external lighting prior to installation.

Neighbour amenity

- 6.17 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.
- 6.18 To the east of the site are the residential properties on the opposite site of Ladbroke Road. The proposed building would be approximately 27 metres away from these properties. Due to the distance away from the proposed building it is considered that there would not be an adverse impact on the occupants of this building.
- 6.19 To the west of the site are the residential properties which front on to Lynwood Road. It is noted that these properties have relatively shallow rear gardens and are positioned at a lower ground level than the application site. However the rear most part of the building would be positioned approximately 27 metres from the rear boundary and approximately 37 metres away from the nearest rear elevation of the buildings along Lynwood Road. As such it is considered that there would not be an adverse impact on the occupants of this building with regard to overlooking, loss of privacy, overbearing impact or loss of light.
- 6.20 The property directly to the north of the site is a detached two storey dwelling. The proposed building would extend approximately 7.7 metres beyond the rear elevation of this dwelling. However the nearest element would be approximately 8.8 metres away from the side elevation of this dwelling and then the elements which extend beyond the rear elevation would be more than 10 metres from the side elevation. The height of the building would also be commensurate with the neighbouring dwelling. In terms of privacy there would be side facing rooflights but no side facing windows. The side facing windows would predominantly be secondary windows and a condition could be included to obscure the outlook and fix shut the windows. As such it is considered that there would not be an adverse impact on the occupants of this building with regard to overlooking, loss of privacy, overbearing impact or loss of light.
- 6.21 The property directly to the south of the site is understood to be split up in to a number of units which have their own garden areas to the rear. The proposed building would extend a total of approximately 10.5 metres beyond the main rear elevation of this dwelling. However the nearest element would be approximately 5.3 metres away from the side elevation of this dwelling and would only extend around 1.2 metres beyond the main rear elevation. Then

the elements which extend further beyond the rear elevation would be more than 7.4 metres from the side elevation (9.3m at the furthest point). The height of the building would also be commensurate with the neighbouring building and the nearest part of the building does extend at single storey level a further 6 metres, reducing the extent to which the proposed building would be located past the immediately neighbouring property. In terms of privacy there would be side facing rooflights but no side facing windows at first or second floor level. The side facing windows would predominantly be secondary windows and a condition could be included to obscure the outlook and fix shut the windows. As such it is considered that there would not be an unacceptable impact on the occupants of this building with regard to overlooking, loss of privacy, overbearing impact or loss of light.

- 6.22 The access to the properties is to the south of the building and the cycle store and parking area would be to the rear of the site. This will result in a different relationship to the current arrangement and has the potential to cause some impact due to car movements and activity to the rear of the site. However given that the proposal is only for 10 1 or 2 bedroom flats it is not considered that this would give rise to an unacceptable level of noise and disturbance or pollution in this urban context. Landscaping is proposed along the side and rear boundaries and as set out above a condition is recommended to secure further details of external lighting. Given the limited number of windows and their domestic nature there would be no unacceptable levels of light pollution.
- 6.23 The site is located within close proximity of a number of residential properties. To reduce the impact on neighbouring residents were the application to be approved a condition is recommended to secure the submission of a Construction Management Statement which addresses matters such as working hours and potential disruption from noise and pollution.
- 6.24 In conclusion, whilst the proposal would result in a significant change in the relationship between the site and the neighbouring buildings, the proposal would not have an unacceptable impact upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1 and DES8.

#### Highway matters

- 6.25 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
- 6.26 In terms of the access Surrey County Council County Highways Authority (CHA) has raised no objection to the proposed access following the submission of amended plans which show the required visibility is achievable at the access. They have also raised no concern with regard to highway capacity. Therefore, the proposal is considered acceptable with regard to highway safety and capacity. The CHA has recommended conditions to

secure a Construction Transport Management Plan prior to commencement to ensure highway safety during the construction phase as well as conditions to ensure that the existing access is removed and the parking is laid out as per the submitted plans.

- 6.27 In terms of parking Policy TAP1 of the DMP states that all types of development should include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm.
- 6.28 The proposed development includes 12 parking spaces, 1 for each flat and 2 visitor spaces. This meets the minimum requirements set out for a proposal of this size. On this basis, no objections are raised with regards to the provision of parking on the site. The scheme would also provide secure cycle parking for 10 bikes in line with the minimum requirements. Conditions are recommended to secure the provision of the agreed car and cycle parking provision.
- 6.29 In terms of refuse a bin store is proposed that has adequate space to provide the required mix of bins for 10 and its location at the front of the site would be accessible to the crews. Neighbourhood services are happy with the proposals subject to some further requirements, which can be secured by condition. A condition is recommended to secure the installation of the refuse area prior to occupation.

#### Flooding and Surface Water Drainage matters

- 6.30 The site according is located within Flood Zone 1 and is therefore at the least risk of fluvial flooding and does not require a site specific flood risk assessment or any further mitigation measures.
- 6.31 With regard to surface water drainage following initial comments from Surrey County Council as the Lead Local Flood Authority (LLFA) an updated surface water drainage strategy has been submitted which included amongst other things i) Confirmation of permeable paving throughout and ii) Flow restricted to 0.55l/s. Whilst a formal response has not been provided at the time of finalising this report it is understood from correspondence between the applicant and the LLFA that they are now satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to the imposition of conditions requiring the submission of a detailed drainage scheme and a verification report.

#### Trees and Ecology

- 6.32 It is noted from a number of representations that during the early stages of the application process the existing trees within the site were cleared. This is regrettable however none of the trees were protected at the time and therefore the applicant was able to carry out these works without consent.

The key is therefore ensuring that the scheme adequately replaces the lost trees and vegetation and does not impact on the nearby off-site trees. In terms of the off site trees due to the distance of the development away from these trees it is unlikely that the proposed development would impact on these trees however a condition is recommended to secure tree protection details prior to commencement to ensure that the proposed construction would not impact on these trees.

- 6.33 In terms of the proposed replacement planting following initial concerns raised the Tree Officer the applicant submitted an amended landscaping scheme. The Tree Officer provided the following comments: "It is good to see the boundary planting scheme, which now looks to have better space to provide a more sustainable feature for long term retention. The rear boundary tree planting is all a single species though. Single species planting always carries the risk of failure of the whole line in the future and greater resilience will always come with variety in a planting scheme. The selected species, *Robinia pseudoacacia* 'Umbraculifera' is a very formal small tree with a top worked crown that is usually maintained as, and will have the form and appearance of, a clump of green at the top of the stem. This may work for this site as it should avoid too much conflict with the parking area and provide a belt of green screen between properties, particularly with the boundary hedge as understorey. It will, however, look very formal and this species is more commonly used in an ornamental planting scheme rather than to provide a naturalistic boundary. There is too much laurel in the boundary planting. Whilst this is commonplace it will again look formal and offer little to improve the biodiversity of the site. More variety should be required in the landscape planting to include a broader range of native species. Mixed native species hedgerow plants should replace much of the laurel for the benefit of the appearance and biodiversity of the site. The applicant should note the advice provided in the 'Bat Scoping Report' from the Ecology Co-op at point 4.4 'Biodiversity Enhancement Opportunities', copied below for reference: 'It is recommended that native trees are planted as part of the soft landscaping, which will create greater habitat for a variety of birds and invertebrates. Only specimens sourced...from UK stock should be planted. The following species are recommended: wild cherry *Prunus avium*, wayfaring tree *Viburnum lantana*, hawthorn *Crataegus monogyna*, elder *Sambucus nigra*, field maple *Acer campestre* for this location."
- 6.34 Therefore subject to a condition which secures an updated landscaping plan to reflect the requirements of the Tree Officer it is considered that the proposal would provide a good level of soft landscaping.
- 6.35 In terms of ecology it is noted that a number of trees have been removed from the site prior to determination of the application which is unfortunate. But as noted above the trees could be removed without permission and the replacement trees will eventually provide a similar level of tree coverage. As set out above the species proposed for the planting, in particular the hedging and rear trees could be improved upon to better encourage biodiversity with the use of native species and a larger variety of tree species.

- 6.36 Due to the demolition of the existing buildings on the site a Bat Scoping report has been undertaken. The assessment found that the main building and garage had low and negligible bat roost suitability and no evidence of bats was found during the site visit. As such no further surveys were recommended and a precautionary approach is recommended. The report also advises that any proposed external lighting should be ecologically sensitive to avoid impact on foraging and commuting bats.
- 6.37 The report did find that there was potential for the proposed development to impact upon foxes which may be present in the identified fox earth in the western section of the rear garden and the potential for badgers to make use of the fox earths in future, prior to the commencement of construction. The report therefore recommends that a further site check takes place of the identified fox earth to gather data and ascertain its use and ensure no harm comes of foxes or badgers which may be present during development. The report also makes a number of recommendations in relation to biodiversity enhancements such as bat boxes and native planting. Subject to conditions to secure the recommended mitigation measures and enhancement measures the proposal is considered to be acceptable with regarding to ecology impacts and biodiversity.

#### Energy, Sustainability and Broadband

- 6.38 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to 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.
- 6.39 The submission includes an Energy Statement. This sets out a general approach to the scheme but does not refer specifically to the policy requirements of CCF1.
- 6.40 In the event that planning permission is to be granted, a condition could be imposed to seek updated information to ensure the scheme complies with the required standards and its implementation prior to the first occupation of development. Car charging points are also recommended to be secured by planning condition to provide appropriate facilities for electric cars. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.41 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP.

#### Crime

- 6.42 Policy DES1 requires that: "Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles recommended by Secured by Design."

- 6.43 Surrey Police has advised that the rear car parking has potential to be vulnerable to crime. They recommend a condition in relation to Secure by Design to secure further details.

#### Community Infrastructure Levy (CIL)

- 6.44 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 any planning permission.

### CONDITIONS

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

| <b>Plan Type</b> | <b>Reference</b> | <b>Version</b> | <b>Date Received</b> |
|------------------|------------------|----------------|----------------------|
| Location Plan    | PAD/283/01       | B              | 25.03.2022           |
| Site Layout Plan | PAD/283/02       | E              | 25.03.2022           |
| Floor Plan       | PAD/283/03       | B              | 21.02.2022           |
| Elevation Plan   | PAD/283/04       | B              | 21.02.2022           |
| Proposed Plans   | PAD/283/05       | B              | 21.02.2022           |
| Proposed Plans   | PAD/283/09       | A              | 18.03.2022           |
| Survey Plan      | 2104048-01       |                | 06.09.2021           |
| Floor Plan       | 2104048-02       |                | 06.09.2021           |
| Floor Plan       | 2104048-03       |                | 06.09.2021           |
| Elevation Plan   | 2104048-04       |                | 06.09.2021           |

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.

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. 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 commence until a Construction Management Statement, to include details of:
- Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
  - Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
  - Means of communication and liaison with neighbouring residents and businesses.
  - Hours of work.

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

Reason: The condition above is required in order that the development is managed in a safe and considerate manner to help mitigate potential impact on the amenity and safety of neighbours and to accord with policy DES8 of the Reigate and Banstead Development Management Plan 2019.

5. No development shall commence including groundworks until a detailed Tree Protection Plan (TPP) shall be submitted to and approved in writing by the local planning authority. The TPP shall contain details of the specification and location of tree protection (barriers and/or ground protection) and any construction activity that may take place within the protected root areas of trees/hedges shown, where retained on the TPP. The tree protection measures shall be installed prior to any development works and will remain in place for the duration of all construction works. The tree protection barriers/ground protection shall only be removed on the completion of all construction activity, including hard landscaping. All works shall be carried out in strict accordance with these details when approved.

Reason: To ensure good arboricultural 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 NHE3, DES1 and DES3 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

6. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 + 40% (allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 0.55 l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- d) Details of drainage management responsibilities and maintenance regimes or the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

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

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuD and the implemented drainage design does not increase flood risk on or off site in accordance with policy CCF2 of the Reigate and Banstead Borough Council Development Management Plan 2019.

8. Notwithstanding the details submitted with the application no development shall take place above slab level until written details of the materials to be used in the construction of the external surfaces of the flatted building, including fenestration and roof, and details of the external materials for the bin and cycle store, 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 that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

9. 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
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (k) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: in 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 and Policy TAP1 Parking, access, and Servicing and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

10. The bin store shown on the approved plans, unless otherwise agreed in writing, shall be erected and made ready for use (i.e. bins installed) prior to the first occupation of the development. The bin store shall also include the following:
- One of 1100L refuse bins shown shall be a 1100L paper bin
  - Left hand side door should be a bolted door, for crews to use
  - Right hand side door should be pedestrian access (for security reasons recommend this should have digital lock fitted using the council standard code)
  - Ensure that there is a dropped kerb outside the bin store to the driveway, that leads to the highway

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.

11. Notwithstanding the submitted plan numbered PAD/283/02 Rev E no part of the development shall be first occupied unless and until the proposed belmouth vehicular access to Ladbroke Road has been constructed with tactile paving at the pedestrian crossing points and thereafter the visibility zones shall be kept permanently clear of any obstruction between 0.6 metres and 2.0 metres high above the ground.

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 2021 and Policy TAP1 Parking, access , and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

12. The development hereby approved shall not be first occupied unless and until existing access/es from the site to Ladbroke Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

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 2021 and Policy TAP1 Parking, access , and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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 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 2019 and Policy TAP1 Access, Parking, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

14. The development hereby approved shall not be first occupied unless and until the cycle store has been erected and fitted in accordance with the approved plans for at least 10 bicycles to be stored. Thereafter the cycle store shall be retained and maintained for its designated purpose.

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

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

Reason: In order that the development promotes more sustainable forms of transport, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

16. The development shall be carried out in accordance with the mitigation measures set out within the Bat Scoping Report (dated 31/01/2022 ref. P4760).

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

17. Notwithstanding the landscaping shown on the plans hereby approved no development above slab level shall commence on site until a scheme for the landscaping and replacement tree planting of the site has been submitted and approved in writing by the local planning authority. Landscaping schemes shall include details of hard landscaping, 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 programme. The planting plan must include a strong mix of local native species alongside other suitable species as required and take in to consideration the recommendations of the submitted Bat Scoping Report dated 31/01/2022.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or use of the approved development or in accordance with a programme agreed in writing with the local planning authority

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction.

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, and 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 policies NHE3 and DES1 of the Reigate and Banstead Borough Development Management Plan 2019, British Standards including BS8545:2014 and British Standard 5837:2012.

18. No development above ground level shall commence until a scheme to provide biodiversity enhancement measures have been submitted to and approved in writing by the local planning authority (LPA). This should follow the recommendations of submitted Bat Scoping Report dated 31/1/2022 and be designed alongside the soft landscaping proposals for the site. The biodiversity enhancement measures approved shall be carried out and maintained in strict accordance with these details or as otherwise agreed in writing by the LPA, and before occupation of this development.

Reason: To provide enhancements to the biodiversity of the site in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

19. No external lighting shall be installed on the building hereby approved or within the site until an external lighting scheme, which shall include indication of the location, height, direction, angle and cowling of lights, and the strength of illumination and timings/method of illumination, accompanied by a light coverage diagram, has been submitted to and agreed in writing by the local planning authority.

The external lighting shall be implemented in accordance with the approved scheme and be retained thereafter and maintained in accordance with the manufacturer's instructions.

Reason: To protect the visual amenity of the area, neighbouring residential amenities and to ensure that any potential impact to protected species is adequately mitigated with regard to Reigate and Banstead Core Strategy 2014 Policy CS10 and policy DES9 and NHE2 of the Reigate and Banstead Development Management Plan 2019.

20. The development shall not be occupied until a scheme demonstrating compliance with the principles of 'Secured by Design' has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed before the occupation of the development hereby permitted and shall be permanently maintained as such thereafter.

Reason: To ensure that the development provides a secure environment for future residents in accordance with Policy DES1 of the Reigate & Banstead Development Management Plan 2019.

21. 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.

22. All units 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.

23. The rooflights on the north and south side elevations shall be glazed with obscured glass and shall be non-opening, and shall be maintained as such at all times.

Reason: To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Development Management Plan 2019 policy DES1.

## 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.org.uk](http://www.firesprinklers.org.uk).
2. 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](#).
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. 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](mailto: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](https://www.reigate-banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3).
4. 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](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)

5. 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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
6. 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.
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. 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.

10. You are advised that the Council will expect the following measures to be included as part of the Construction Management Statement required by condition:
- (a) Work 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](http://www.ccscheme.org.uk/index.php/site-registration).

11. 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.
12. The applicant is reminded that the submitted Bat Scoping Report recommends a number of mitigation measures, and their implementation during construction is secured by condition. This includes the presence of a license bat specialist during soft stripping prior to demolition and a further site

check of the identified fox earth to gather data and ascertain its use and ensure no harm comes of foxes or badgers which may be present during development.

13. With regard to the external materials. The predominant materials in the area are a multi-brick and plain roof tile. It is considered that these materials would be more appropriate rather than slate roof and red brick. It is therefore expected that a multi-brick and plain tile will be submitted to meet the requirements of condition 8.

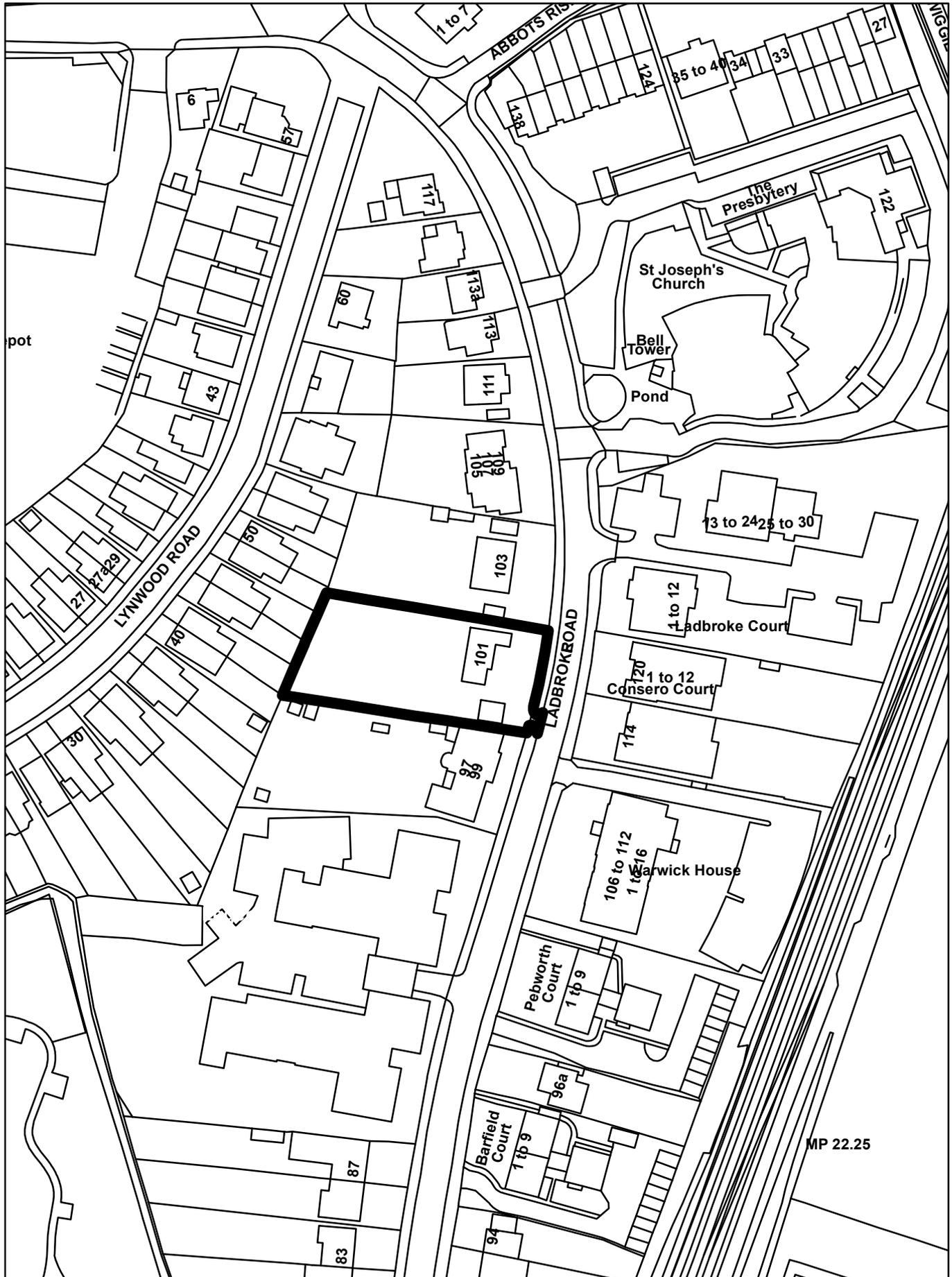
## **REASON FOR PERMISSION**

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS5, CS CS10, CS11, CS12, CS14, CS17 and DES1, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, INF3, NHE2, NHE3, NHE9 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.

# 21/02283/F - 101 Ladbroke Road, Redhill

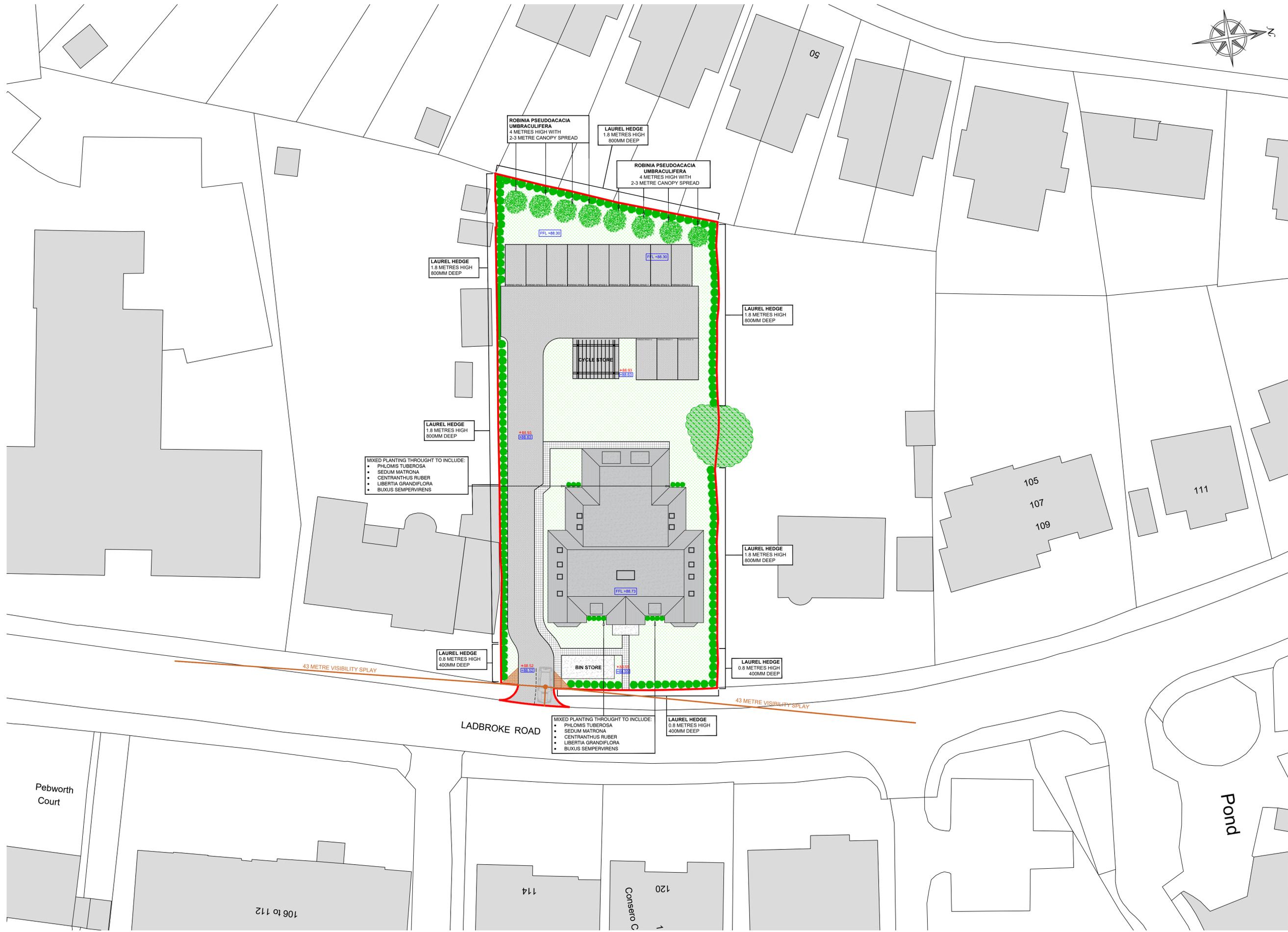


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| REVISION NOTES |            |                           |
|----------------|------------|---------------------------|
| Rev            | Date       | Info                      |
| A              | 20/10/2021 | PLANNING OFFICER COMMENTS |
| B              | 12/01/2022 | PLANNING OFFICER COMMENTS |
| C              | 14/02/2022 | PLANNING OFFICER COMMENTS |
| D              | 18/03/2022 | REFUSE OFFICER COMMENTS   |
| E              | 25/03/2022 | HIGHWAYS OFFICER COMMENTS |

| KEY           |                                 |
|---------------|---------------------------------|
| [Red outline] | EXISTING BUILDING TO BE REMOVED |
| [Red line]    | EXISTING LEVELS                 |
| [Blue line]   | PROPOSED LEVELS                 |
| [Blue box]    | FINISHED FLOOR LEVEL            |



- MIXED PLANTING THROUGH TO INCLUDE:
- PHLOMIS TUBEROSA
  - SEDUM MATRONA
  - CENTRANTHUS RUBER
  - LIBERTIA GRANDIFLORA
  - BUXUS SEMPERVIRENS

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- PHLOMIS TUBEROSA
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  - CENTRANTHUS RUBER
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  - BUXUS SEMPERVIRENS

SCALE 1 : 200  
 SCALE 1 : 1

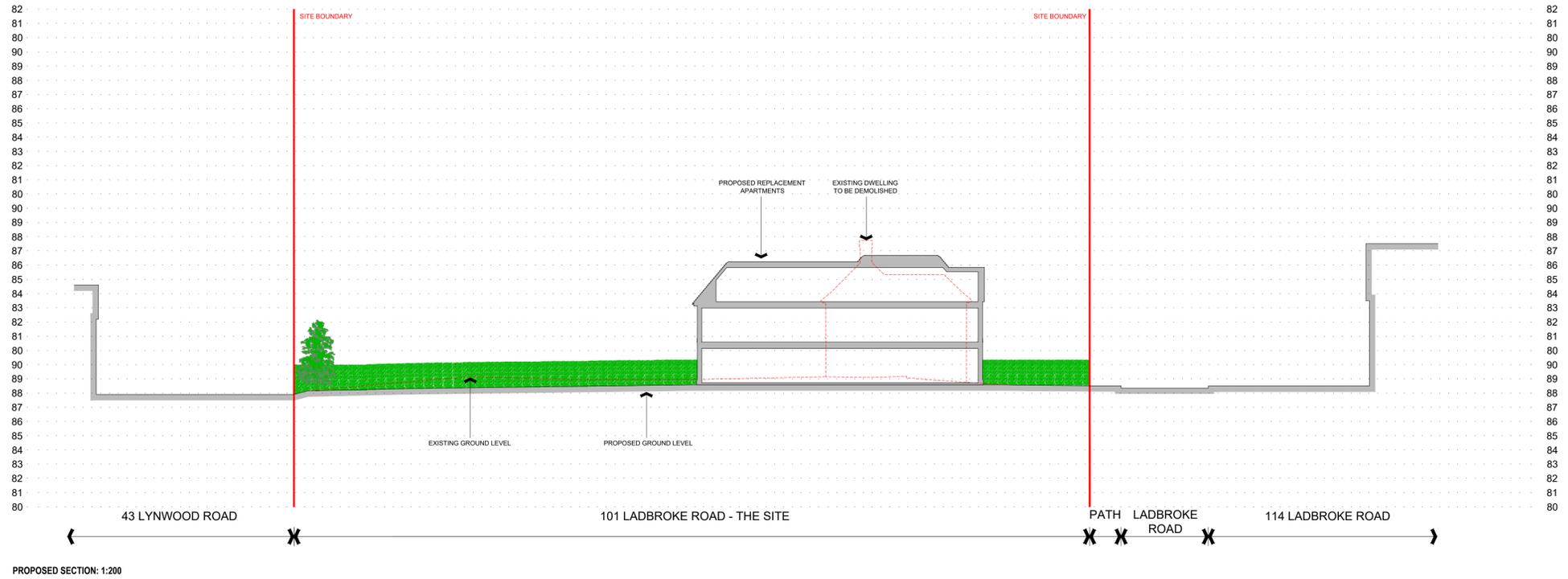
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Stage: PLANNING APPLICATION  
 Project: 101 LADBROKE ROAD, REDHILL, RH1 1JT

|                        |                                   |                |
|------------------------|-----------------------------------|----------------|
| Drawn: TPS             | Scale: 1:200@A1                   | Date: AUG 2021 |
| Drawing No: PAD/283/02 | Drawing Title: PROPOSED SITE PLAN | Rev: E         |

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| REVISION NOTES |            |                           |
|----------------|------------|---------------------------|
| Rev            | Date       | Info                      |
| A              | 20/10/2021 | PLANNING OFFICER COMMENTS |
| B              | 12/01/2022 | PLANNING OFFICER COMMENTS |



99 LADBROKE ROAD  
PROPOSED STREET SCENE: 1:100

101 LADBROKE ROAD  
PROPOSED FRONT ELEVATION

103 LADBROKE ROAD



99 LADBROKE ROAD  
EXISTING STREET SCENE: 1:100

101 LADBROKE ROAD  
EXISTING FRONT ELEVATION

103 LADBROKE ROAD

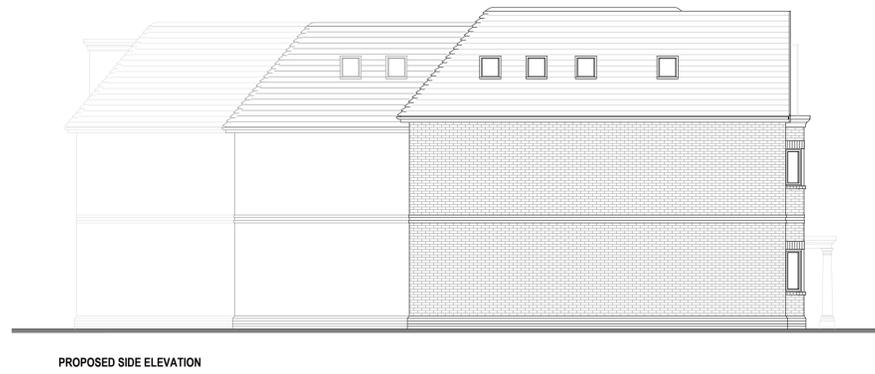
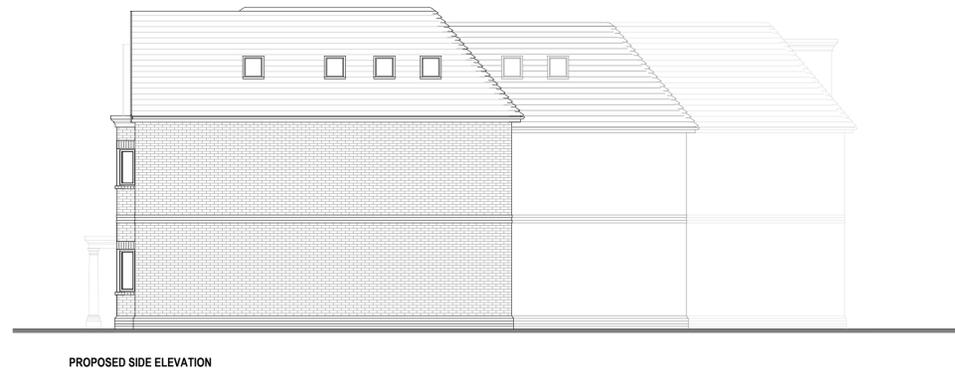
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Stage: PLANNING APPLICATION  
Project: 101 LADBROKE ROAD, REDHILL, RH1 1JT

|                        |   |                |
|------------------------|---|----------------|
| Drawn: TPS             | Scale: 1:100@A1   | Date: AUG 2021 |
| Drawing No: PAD/283/05 | Drawing Title: PROPOSED AND EXISTING STREET SCENE & SECTION | Rev: B         |



| REVISION NOTES |            |                           |
|----------------|------------|---------------------------|
| Rev            | Date       | Info                      |
| A              | 20/10/2021 | PLANNING OFFICER COMMENTS |
| B              | 12/01/2022 | PLANNING OFFICER COMMENTS |



SCALE 1 : 100  
 SCALE 1 : 1

|   |                     |          |
|---|---------------------|----------|
|   |                     |          |
| Patton Architecture + Development<br>Office 2, Chibbe Manor,<br>50 Chibbe Manor Estate,<br>Liphook,<br>GU30 7AY<br>Tel: 01428 581981<br>Mob: 07786 112967<br>E-mail: info@pattonarchitecture.co.uk<br>Web: www.pattonarchitecture.co.uk |                     |          |
| Stage:<br>PLANNING APPLICATION  |                     |          |
| Project:<br>101 LADBROKE ROAD, REDHILL, RH1 1JT   |                     |          |
| Drawn   | Scale               | Date     |
| TPS   | 1:100@A1            | AUG 2021 |
| Drawing No  | Drawing Title       | Rev      |
| PAD/283/04  | PROPOSED ELEVATIONS | B        |