

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	28 October 2020
	REPORT OF:	HEAD OF PLANNING
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AGENDA ITEM:	6	WARD: <i>Redhill West And Wray Common</i>

APPLICATION NUMBER:	20/01224/F	VALID:	16/06/2020
APPLICANT:	Earlwood Homes	AGENT:	-
LOCATION:	12 AND LAND TO THE REAR OF 6 TO 16 CARLTON ROAD REDHILL SURREY RH1 2BX		
DESCRIPTION:	Demolition of 12 Carlton road, creation of an access road and new frontage dwelling and construction of 8 additional dwellings with associated parking and landscaping on land to the rear of 6 to 16 Carlton road. As amended on 13/07/2020, 17/07/2020, 20/07/2020, 05/08/2020, 11/09/2020 and on 08/10/2020.		
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SUMMARY

This is a full planning application for the replacement of 12 Carlton Road with a detached dwelling and the erection of 8 additional dwellings with associated parking and landscaping on land to the rear of 6 to 16 Carlton road.

The application site currently consists of a relatively substantial property on the north side of Carlton Road and set in a relatively substantial plot and the rear gardens of several neighbouring plots. The Council's Local Distinctiveness Guide characterises the area as 1930s - 1950s Suburbia. The street scene and locality is characterised by a predominance of detached properties set in spacious plots with long rear gardens. Many have been extended over time. Houses are of varying designs and styles with buildings set back from the highway which contributes to the spacious character. Plot sizes also vary significantly within the surrounding area, with examples of other back land developments.

Each of the new homes would be two storey in height, would have a private garden and two dedicated private parking spaces, including the proposed garages. Two additional visitor bays would be provided. Landscaping would be introduced along the access road and in the front gardens of the proposed dwellings.

It is considered that both the quantum and pattern of development proposed in this application is consistent with, and respectful of, the suburban character of the area and the many existing examples of backland development within the vicinity, first established at appeal. Whilst it would inevitably represent change, the proposals are not overdeveloped or overly dense compared to its surroundings.

The proposal would not have a significant adverse effect upon existing neighbouring properties.

The proposal would provide parking in line with the DMP parking standards and would, subject to conditions, be acceptable with regard to the impact on trees, ecology, drainage and sustainable construction.

The proposals would make efficient use of this previously developed site for new housing without harming the amenities of neighbouring properties and are considered acceptable.

RECOMMENDATION

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

Consultations:

Highway Authority: The Surrey County Council Highway Authority (CHA) has assessed the application on safety, capacity and policy grounds and has raised no objection subject to conditions. The CHA also revised their comments following further review and clarified that the proposal was in fact providing above the minimum parking space requirements.

Surrey Wildlife Trust (SWT): Advise that prior to determination the recommended bat and reptile surveys are carried out. The Council should ensure that site enhancement measurements demonstrate a net gain in biodiversity [Officer note: the required surveys have been undertaken and a biodiversity net gain report has been submitted to the Council. SWT we consulted on the 8 October – no response has been submitted to date]

Tree Officer: No objection subject to conditions.

Representations:

Letters were sent to neighbouring properties on 24 June 2020.

30 responses have been received raising the following comments:

Issue	Response
Alternative location/proposal preferred	See paragraph 6.1
Crime fears	See paragraph 6.50
Drainage/sewage capacity	See paragraph 6.45 to 6.48
Flooding	See paragraph 6.45 to 6.48
Harm to wildlife habitat	See paragraph 6.38 to 6.42
Harm to Green Belt/countryside	The site is within the designated urban area
Hazard to highway safety	See paragraph 6.29 to 6.35
Inadequate parking	See paragraph 6.29 to 6.35
Inadequate consultation has taken place	Officers are satisfied all the necessary statutory consultations have been undertaken
Inconvenience during construction	See paragraph 6.51
Increase in traffic and congestion	See paragraph 6.29 to 6.35
Loss of/harm to trees	See paragraph 6.36 to 6.37
Loss of private view	Not a material planning consideration

No need for the development	See paragraph 6.1
Noise and disturbance	See paragraph 6.27
Out of character with surrounding area	See paragraph 6.3 to 6.21
Overbearing relationship and loss of outlook	See paragraph 6.22 to 6.26
Overdevelopment	See paragraph 6.3 to 6.21
Overlooking and loss of privacy	See paragraph 6.22 to 6.26
Overshadowing	See paragraph 6.22 to 6.26
Poor design	See paragraph 6.3 to 6.21
Property devalue	Not a material planning consideration
Increased demand to utilities and services	See paragraph 6.49
Support – no amenity value to the land. We should be making the most of what is largely redundant land given the acute shortage of land	-

1.0 Site and Character Appraisal

- 1.1 The application site currently consists of a relatively substantial property on the north side of Carlton Road and set in a relatively substantial plot and the rear gardens of several neighbouring plots. The Council's Local Distinctiveness Guide characterises the area as 1930s - 1950s Suburbia. The street scene and locality is characterised by a predominance of detached properties set in spacious plots with long rear gardens. Many have been extended over time. Houses are of varying designs and styles with buildings set back from the highway which contributes to the spacious character. There is a high level of tree cover in the area, and to the rear of the site, which adds to the verdant character of the streetscape.
- 1.2 Plot sizes and widths vary, being considerably shallower immediately opposite the site and to the west where gardens have previously been developed to form Vandyke Close. Architectural eras and styles vary significantly. Roof forms include a mixture of hipped and gabled forms, eaves heights vary and there is a wide range of styles (traditional and more recent) and palette of materials including brick, render, tile hanging. Again, there are examples of more recently (80s-2000s) backland, cul-de-sac development in the immediate vicinity, including Vandyke Close and no.7 Carlton Road directly opposite the site.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: pre-application discussions were carried out in relation to a scheme with 9 dwellings to the rear of the site. Concern was raised with regard to the quantum and bulk of the proposed dwellings as well as the mix (no small units). The current proposal has been submitted broadly in line with the advice with fewer units, two 2-bed units and a reduction in the bulk and scale of the proposed dwellings.
- 2.2 Improvements secured during the course of the application: Officers requested and secured additional ecology and drainage information.
- 2.3 Further improvements to be secured through conditions or legal agreement: The following conditions are recommended to be attached to the permission:
- Materials and design measures
 - Tree Protection
 - Landscaping
 - Ecology
 - Drainage

3.0 Relevant Planning and Enforcement History

- 3.1 None relevant to specific site but the following applications/appeals at 16-18 Carlton Road and 58 Carlton Road :
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|-----|--------------|---|---------------------------------------|
| 3.2 | 08/02042/OUT | Demolition of No.16 Carlton Road and erection of 4 dwellings, formation of vehicular access and provision of associated parking on land at 16 - 18 Carlton Road, Redhill. (Drawing Nos: 08-049-P01, P02, P03) | Refused 8/12/2008
Appeal dismissed |
| 3.3 | 10/01133/OUT | Erection of 2 dwellings, formation of vehicular access and provision of associated parking on land at 16 - 18 Carlton Road, Redhill. (Drawing Nos: AAL-09-147: P01 - P03) | Refused 3/9/2010
Appeal dismissed. |
| 3.4 | 17/02986/F | Demolition of 58 Carlton Road and development of 6 residential dwellings with associated parking and landscaping to the rear of 54, 56, 58 and 60 Carlton Road, Redhill. | Refused 6/3/2018.
Appeal allowed. |
| 3.5 | 18/02653/F | Demolition of 58 Carlton Road and erection of a single 3 bedroom dwelling. Approved with conditions | Approved with conditions
7/3/2019. |

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|-----|--------------|--|---------------------------------------|
| 3.6 | 20/00301/S73 | Demolition of 58 Carlton Road and erection of a single 3 bedroom dwelling. Variation of conditions 1 and 5 of permission 18/02653/F. Amendment to approved plans - change to the layout, and landscaping. | Approved with conditions
8/4/2020 |
| 3.7 | 20/00300/S73 | Demolition of 58 Carlton Road and development of 6 residential dwellings with associated parking and landscaping to the rear of 54, 56, 58 and 60 Carlton Road, Redhill. Variations of conditions 2 and 5 of permission 17/02986/F. Amendment to approved plans - change to the layout, and landscaping. | Approved with conditions
1/9/2020. |

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of no.12 Carlton road and the erection of 9 new dwellings with associated access and parking.
- 4.2 A new access road would be created from Carlton Road, with a new replacement single detached dwelling positioned alongside it (Plot 9). In the rear part of the site, 8 further dwellings are proposed – comprising 6 detached and a semi-detached pair in a linear arrangement.
- 4.3 Each of the new homes would have a private garden and two dedicated private parking spaces, including garages. Two additional visitor bays would be provided. Landscaping would be introduced along the access road and in the front gardens of the proposed dwellings.
- 4.4 A design and access statement (D&A) 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.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	Section 2 of the submitted Planning, Design and Access Statement (PDAS) clearly sets out the context and history
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	of the site with a thorough analysis of the surrounding area
Involvement	No evidence is provided that community consultation took place but as set out above pre-application discussions have taken place
Evaluation	Paragraphs 3.22 to 3.37 show the evolution of the proposal from an initial consideration of the constraints of the site through to post pre-application development.
Design	Paragraph 3.38 “The final scheme layout, and elevational design, has been developed to take account of the constraints of the site, including neighbour relationships, whilst also responding the character of the area.”

4.6 Further details of the development are as follows:

Site area	0.41ha
Existing use	Residential (1 dwelling)
Proposed use	Residential (2 x 2bed and 7 x 4+bed dwellings)
Existing parking spaces	2
Proposed parking spaces	20
Parking standard	18
Number of affordable units	0
Net increase in dwellings	8
Proposed site density	22.5 dph (if you include host dwellings and proposal site together the resultant density is 15 dph)
Density of the surrounding area	14 dph (nos. 20-40 Carlton road to the west of site) 13 dph (nos. 1-23 Carlton road to the south of the site) 41 dph (nos. 17A South Mead to 26 South Mead and nos 1 to 17 Lower Mead to the north of the site) 18 dph (58 Carlton Road development)

5.0 Policy Context

5.1 Designation

Urban Area
CIL Zone 3

Parking standard scores - 8

5.2 Reigate and Banstead Core Strategy

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

DES1 (Design of New development)
DES2 (Residential garden land development)
DES4 (Housing Mix)
DES5 (Delivering High Quality Homes)
DES8 (Construction Management)
DES9 (Pollution and contaminated land)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
CCF2 (Flood Risk)
NHE3 (Protecting trees, woodland areas and natural habitats)
INF1 (Infrastructure)
INF2 (Community facilities)
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
Householder Extension & alterations

Other

Human Rights Act 1998
Community Infrastructure
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. Policy DES2 which relates to residential garden land development recognises in its support text that “if well designed, residential garden development represents a type of development that can help make the most efficient use of land in the borough, continuing to be an important source of housing supply”. There are, however, a number of issues that any future application would have to address, including design and character, highways issues including car parking, neighbour amenity, impact on trees and ecology, drainage and sustainable construction.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Impact on ecology
- Sustainable Construction
- Drainage Matters
- Community Infrastructure Levy
- Other matters

Design appraisal

- 6.3 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.
- 6.4 DMP Policy DES2 which relates to development of residential garden land seeks to ensure that backland developments are of high-quality. The policy requires, amongst other things, that garden land developments should be designed to respect the scale, form and external materials of existing buildings in the locality and a height, mass and bulk to be in keeping with the existing street scene. DES2 requires that developments do not create an undue disruption in the street scene and that developments should ensure that a good standard of amenity is retained for existing and future occupants. The policy also encourages the retention of mature trees and hedges.
- 6.5 The Local Distinctiveness Design Guide (LDDG) identifies different character areas within the borough of Reigate & Banstead. The area within which the application site is located within an area which is identified as being characterised by a mixture of 1930s-1950s suburbia. The LDDG identifies key characteristics as “regular road layouts with grass verges” and a “uniform building lines with 2-8m front gardens and varied plot depths”.

- 6.6 Whilst the LDDG notes that areas such as this have been subject to backland development, it does not mark such these out as being harmful nor do the design considerations suggest that they need to be restricted. Indeed, these observations were noted by the Inspector in the recent appeal for a backland scheme at 54-60 Carlton Road (17/02986/F).
- 6.7 Case Study 3 within the LDDG provides specific guidance in relation to infill developments such as proposed in this application. It sets out that development should seek to retain a continuous street frontage, maintain space between existing buildings and access roads to provide space for landscaping, reflect the height and form of existing dwellings and retain mature trees wherever possible.
- 6.8 In terms of quantity the addition of 8 additional dwellings would result in a density of approximately 22.5 dwellings per hectare (dph). As set out above this is slightly higher than the densities of the surrounding areas to the south and west of the site but not significantly and it would be commensurate with the density of the recent back land development at 58 Carlton Road (18dph). Further when you include the donor properties the resultant density if completed would in fact be 15 dph which is commensurate with the neighbouring densities. The proposed density of 22.5 would also be significantly lower than the development at South Mead and Lower Mead to the north (41 dph). The higher density of 22.5 also reflects that the application is providing 2 small 2 bedroom units (to comply with housing mix requirements) instead of 1 larger unit.
- 6.9 The density of the development is therefore considered to be an appropriate density taking account of the character of the surrounding area, including schemes recently consented in the area. The associated site coverage and layout fits is also considered to sit comfortably within amongst the grain and density of the area and is comparable to surrounding developments, including the various backland schemes both older (Vandyke Close/Lower Mead) and more recent (no.7 Carlton Road/54-60 Carlton Road).
- 6.10 The proposed replacement dwelling is smaller than the donor property no.12 to allow for the proposed access road. The new access road which would have adequate space for soft landscaping along its entire length. The width of the channel for the access road would be broadly comparable with that which was considered acceptable by the Inspector in the recent Brookworth scheme (17/02986/F) as well as on the backland development at 7 Carlton Road opposite. The width, design and extent of landscaping would therefore be in keeping with, and characteristic of, those which already exist within the locality.
- 6.11 The width of the donor plot is such that there is sufficient space to enable a replacement frontage dwelling to be included alongside the access road (Plot 1). This plot would have a width of approximately 9m, with the house being approximately 8.2m, which is comparable to that approved on the scheme at 54-60 Carlton Road (18/02653/F). Given the variety of dwellings (in terms of

size, width, form, and design) within the immediately surrounding street scene of Carlton Road the proposed frontage unit would not appear uncharacteristically narrow within this part of Carlton Road, and would fit comfortably within the street scene without appearing disruptive or cramped. Consequently, the proposals comply with the requirements of DES2 1(g).

- 6.12 The dwellings to the rear would be laid out in a linear arrangement along the shared access road, reflecting the pattern, grain and orientation of buildings along Carlton Road. This layout is reflective of the character of the area and of other back land schemes in the vicinity, as acknowledged by the Inspector in the appeal scheme at 54-60 Carlton Road where he noted that “there is already significant development of a very similar pattern...on the opposite side of Carlton Road” which is characterised by houses “sited in a linear arrangement facing the rear gardens of the frontage properties”. Such a form of development is proposed in the application
- 6.13 Plot widths at the rear of the site would be approximately 9.5m for the semi-detached houses and around 12-13m for the detached units. Whilst the proposed plot widths are slightly narrower than the donor frontage plots on Carlton Road, this is typical of other backland schemes in the locality and there are examples of plots of a similar width in the immediate vicinity (e.g. the semis at Langham Villas and no.3A opposite have plot widths of c.11m, and no.3 has a plot with of 13.5m). Plot widths would be substantially greater than those on South Mead/Lower Mead to the rear. The separations distances between the two storey side elevations of the proposed dwellings would be at least 4.3 which is significant and would ensure that the proposed dwellings maintain the spacious feel of this part of Carlton Road.
- 6.14 As set out in the applicant’s Planning and Design and Access Statement “The ratio of plot widths to the rear compared to the frontage is characteristic of the pattern and grain of other previous backland development along Carlton Road, albeit less intensive. For example:
- Vandyke Close – 19 frontage plots to 26 rear plots – ratio of 1.37
 - 54-60 Carlton Road – 4 frontage plots to 6 rear plots – ratio 1.5
 - Proposed scheme – 6 frontage plots to 8 rear plots – ratio 1.33
- 6.15 It is therefore considered that both the quantum and pattern of development proposed in this application is consistent with, and respectful of, the suburban character of the area and the many existing examples of backland development within the vicinity. Whilst it would inevitably represent change, the proposals are not overdeveloped or overly dense compared to its surroundings.
- 6.16 In terms of appearance, the elevational treatments proposed for the new dwellings would reflect the predominantly traditional style which is characteristic of the area. Four different house types are proposed to ensure a visually interesting and appealing street scene whilst ensuring that the development has an overall cohesive feel. Articulation to the front elevations is introduced through a mixture of gable projections and bay windows. Materials would include brick, hung tiles and plain tile roofs, reflective of the

character of the area and Surrey vernacular more broadly. The proposed houses have been designed with traditional hipped roofs which is consistent with many of the houses in the area and also helps to reduce the bulk and prominence of the dwellings within the site. A condition is recommended to secure further details of the proposed external materials and boundary treatments.

- 6.17 As such overall it is considered that whilst the proposed back land development would change the character and pattern of development in this location it would not result in unacceptable harm to the character and scale of the site and surrounding area and would comply with the provisions of DMP Policy DES1 and DES2.
- 6.18 DMP 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 requires, on sites of up to 20 homes, at least 20% of market housing to be provided as smaller (one and two bedroom) homes. In this case, the proposal provides 22% smaller units.
- 6.19 DMP Policy DES5 relates to the delivery of high quality homes and requires, *inter alia*, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.
- 6.20 Each dwelling would have a floor area which is in excess of the relevant standard in the Nationally Described Space Standards. The proposed habitable rooms would all have outlook to the front or rear of their plots with the majority of the units benefitting from dual aspect living/dining/kitchen areas. As such the units would provide good levels of outlook and sunlight and daylight to the main habitable rooms. The dwellings would all benefit from rear gardens which are in excess of 10 metres in depth. The donor properties would all retain good garden depths of 18-22m long.
- 6.21 Overall, it is considered that the proposed development would be of appropriate scale and design and would not be unduly detrimental to the street scene of Carlton Road or the character of the wider locality and would provide an acceptable level of amenity for future occupants. It therefore complies with policies DES1, DES2, DES4 and DES5 in this respect.

Neighbour amenity

- 6.22 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.

- 6.23 To the east of the site is the grounds of the Holy Trinity Church Centre and the landscaped area of Linters Court. As such there would be no material impact to the occupants to the east of the site.
- 6.24 To the south and west of the site are the donor properties 6 to 16 Carlton Road and the adjoining neighbouring properties 4 and 18 Carlton Road. The introduction of dwellings to the rear of these properties would clearly result in a significant change for these properties. However, the separation distances to the properties to the south and west would remain significant with the closest separation distance between the front elevation of the proposed dwellings and the rear elevations of the properties to the south being approximately 27 metres. Such a distance is considered acceptable in this urban context, especially when you take in to account that the donor dwellings and adjacent properties actually sit at a higher land level. The only side facing windows on unit 1 and 8 would be windows to serve bathrooms and therefore these can be conditioned to be obscure glazed to prevent direct overlooking to the adjacent dwellings. It is therefore considered that the separation distances and the lower ground level of the proposed dwellings would ensure that there is not an unacceptable impact on the occupants of these dwellings in terms of loss of light, overbearing impact and loss of privacy.
- 6.25 To the north the proposed plots 1 to 8 would back on to the properties within South Mead and Lower Mead. The layout provides for window to window separation distances of at least 21m between the proposed units and the existing properties to the rear on South Mead, rising to more than 25m in some instances. A site section plan has been submitted which shows that the proposed dwellings would sit at marginally higher ground level but due to their two storey heights and hipped roof designs the dwellings would be no higher than the dwellings to the north with matching eave heights. These separation distances combined with the proposed ground levels and two storey heights of the proposed dwelling would therefore ensure that no harmful overlooking or would occur or give rise to unacceptable overbearing or overshadowing effects on neighbouring properties.
- 6.26 The only exception to the back to back relationship with the properties to the north would be that of the 17 Lower Mead which the proposed plot 8 would be adjacent to. In this case the rear of plot 8 would be located approximately 13 metres from the side elevation of no.17. Whilst the separation distance is less than the other properties in South Mead or Lower Mead due to the side to rear relationship it is considered that 13 metres is acceptable in this urban context and would not result in an unacceptable level of overbearing impact, overlooking or loss of light.
- 6.27 The proposed vehicular access from Carlton Road would pass the proposed replacement dwelling (unit 9) and then extend across the back of the site in a T shape. This would introduce additional car movements and activity to the

rear of the host dwellings and the adjacent properties along Carlton Road. Whilst this would result in a change to the current arrangement given that the proposal is only for 8 dwellings, the distance away from the neighbouring dwellings and donor dwellings and the ability to include soft landscaping and good quality boundary fencing along the access road, it is not considered that this would give rise to an unacceptable level of noise and disturbance in this urban context.

- 6.28 In conclusion, the proposal would not have a significant adverse effect upon existing neighbouring properties and would accord with the provisions of DMP Policy DES1.

Highway matters

- 6.29 The proposed development has been reviewed by the County Highway Authority (CHA), with regard to highway safety, capacity and policy matters, who raise no objections subject to the imposition of a number of conditions.
- 6.30 With respect to the proposed access the CHA advises that “Given that the footpath and verge along the frontage of the site exceeds the width of 2.4m, the required visibility of 2.4m by 43m (in both directions) can be achieved entirely within the public highway. As such, the County Highway Authority are satisfied that an access in this location to serve 8 dwellings would be acceptable. The proposed access should also include pedestrian sight lines, as per the proposed condition numbered one [in the CHA response]”.
- 6.31 With regard to larger vehicles being able to manoeuvre within the site Drawing 2006002-TK01 shows the swept path analysis which demonstrates that a full size refuse freighter can turn comfortably and safely within the site using that hammerhead. In order to reduce drag distances for the refuse crews the applicant has confirmed that they would be able to create small presentation points for the dwellings which are furthest away from the turning head – plots 1 and 8. A condition is recommended to secure further details prior to occupation.
- 6.32 The site is located in an area which is assessed as having a medium accessibility rating. In such areas, the Council’s adopted parking standards require the provision of 1 space for each of the 2 bedroom dwellings and 2 spaces each per 4+ bedroom dwelling, plus 2 visitor parking spaces. Thus, a total of 18 spaces would be required. In this case, a total of 20 spaces are proposed with the 2 bedroom units also including 2 parking spaces. The garages have been designed to meet the size requirements in the DMP, so that they can be considered as part of the parking provision.
- 6.33 The CHA has advised, with respect to parking, that Carlton Road is subject to on-street parking restrictions which would prevent unsafe parking taking place on the highway in the unlikely event there being demand to park on the highway, given the quantum of garage and parking spaces proposed. In addition, there are a number of parking bays located along Carlton Road which could be used for visitors in the unlikely event that an overspill of

parking did occur. The CHA has confirmed that “With respect to on street parking bays, the proposed development would require the parking bay to be amended.” No objection has been raised to this aspect and a condition is recommended to secure the modifications prior to occupation.

- 6.34 Electric vehicle charging points could be secured by planning condition. The applicant has indicated that they would be able to provide secure cycle storage for two bikes at each property which is in line with the requirements set out in the DMP. Again, this could be secured by condition.
- 6.35 Accordingly, it is considered that the proposals are acceptable from a highway point of view and accord with the provisions of DMP Policy TAP1.

Impact on Trees

- 6.36 The Council’s Tree Officer made the following comments with regard to the submission:

“As requested I have undertaken a detailed review of the proposed development and the potential impact on trees and vegetation both on and off site from the proposed development. The arboricultural information supplied is in the form of an Arboricultural Method Statement, tree survey and Tree Protection Plan. The arboricultural information has been compiled by an Arboricultural practice who work on a frequent basis within the Borough.

The tree survey has been undertaken adopting the criteria and methodology set out in section 1 and table 4 of British Standard 5837:2012 Trees in relation to design, demolition and construction. Initial review of the AMS revealed that at section 3 of the AMS whilst a table for the pruning of trees to facilitate development was provided no table relating to tree removal was provided. I have contacted the arboricultural practice who have worked quickly to provide the required table detailing tree losses.

Sufficient qualified information has now been submitted in order to reach a balanced and informed decision on the proposed development and the impact on trees within and adjacent to the application site.

In order to facilitate the proposed development three category B trees will require some pruning within the site numbered 26, 40 and 41 . One off site tree numbered 65 will also require pruning. None of the proposed works is excessive and if correctly implemented would no result in any adverse effect on the future health and vigour of the trees.

There are several trees directly lost to the proposed development, these trees are detailed within the table requested by the Council’s Tree Officer. Whilst the number of trees lost is high, they are mainly of a domestic nature and offer internal landscape value only. The trees are categorised with the lower categories of C and U. The U categories require attention whether development proceeds or not. The survey also identifies a number of trees which are in poor health or have structural defects, none of the higher category trees are lost to this development.

There are several incursions into Root Protection Areas which will require supervision by the retained arboricultural consultant and in some cases specialist construction methods will be required and have been specified within the AMS but will most likely require design and detailing post decision

which is often the case with drainage and underground services. In order to ensure that retained trees are safeguarded it will be necessary to have more detailed information in respect of this and other matters post decision such as frequency of monitoring visits and more detail of the key supervision stages. Tree protection measures including ground protection shall conform to those specified within British Standard 5837:2012 and the only acceptable Tree Protection barriers will be installed to Figure 2 specification with any ground protection measures being installed to section 6.2.3.3 specifications. These details will be provided by way of a 'finalised' AMS and TPP.

The loss of trees from within this application site should have been dealt with by a landscape submission, which it has not. This matter will be dealt with by precedent landscape condition and will involve the incorporation of a minimum size of Advanced Nursery Stock of native or indigenous species which reflect the character and appearance of this locality, acceptable cultivars of natives or indigenous species would be acceptable. The Council would also require the incorporation of native hedging into any submitted scheme which could be 'formally' managed at the desired height.

There will also be an additional condition attached requiring the replacement of existing trees within a five-year period from completion of development should they suffer development damage through lack of non-compliance with any approved tree protection measures."

- 6.37 Based on the above advice and subject to the recommended conditions it is considered that the proposal would be acceptable in relation to the impact on the existing trees.

Impact on Ecology

- 6.38 A preliminary ecological appraisal (PEA) was submitted with the application. This identified a need for further bat and reptile survey work to be undertaken. Surrey Wildlife Trust (SWT) advised that these surveys needed to be undertaken prior to determination of the application to be able to fully assess the impact.
- 6.39 The further surveys were carried out during the application process. The surveys confirm overall levels of bat activity are relatively low and activity was predominantly amongst common, urban adapted bat species. The report makes a number of recommendations regarding construction and post-construction phase mitigation and enhancements which could be secured through a condition. The reptile surveys identified no reptiles at all across the numerous refugia deployed on site and the various return visits. The report recommends precautionary measures for construction and enhancement which again could be secured by condition.
- 6.40 It is therefore considered that the application has now covered all of the species survey requirements identified in the original PEA and suggested by SWT. The results confirm that there are no overriding species issues to prevent or delay development and necessary mitigation or enhancement can be secured by condition.

- 6.41 In terms of the submitted Biodiversity Net Gain Assessment due to detailed landscaping proposals not being available at this stage, the assessment indicates that a net gain wouldn't be achieved. However, as set out in the report, there are a number of recommendations regarding landscaping to support a net gain in biodiversity which can be picked up as part of the landscaping proposals. The applicant has suggested that a re-assessment is submitted at that point along with a strategy should a net gain still not be achieved. Officers consider this to be a sensible approach and this can be secured by a suitably worded condition.
- 6.42 Based on the advice from SWT and the submission of the required additional surveys it is considered that the proposal would not result in unacceptable harm to protected species and habitat. Conditions are recommended to secure the recommended mitigation measures and biodiversity measures.

Sustainable Construction

- 6.43 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. The applicant has acknowledged these requirements and advises that the proposal would be compliant. Therefore, in the event that planning permission is to be granted, a condition could be imposed to seek such information and its implementation prior to the first occupation of development. In this regard, there would be no conflict with DMP Policy CCF1.
- 6.44 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services.

Drainage matters

- 6.45 The site is not located within a flood zone and sewage capacity would be assessed at building control stage. No concern has been raised by the water operators in terms of sewerage or water infrastructure capacity. However, in response to concerns raised the applicant has provided a strategic drainage report to address the issue.
- 6.46 The submitted report demonstrates that there are a number of potential options/strategies for dealing with surface water run off post development which would be investigated in detail and worked up into a final surface water design prior to commencement of works on site. The strategies range from on-site infiltration (subject to testing of soakage rates) to discharge to public SW sewer (either by gravity or pumped and in both cases at restricted discharge rates to be agreed with the LLFA and Thames Water).
- 6.47 In all cases, the solutions would be designed to deal with surface water arising from the relevant rainfall events (1 in 30 yr and 1 in 100yr + CC) to

ensure there would be no risk of increased flooding elsewhere, including to neighbouring properties.

- 6.48 It is therefore considered that the applicant has demonstrated that an appropriate drainage scheme can be achieved at the site to prevent an increased risk of surface water flooding. A condition is recommended to secure a detailed drainage strategy prior to the commencement of the development.

Community Infrastructure Levy (CIL)

- 6.49 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, although the exact amount would be determined and collected after the grant of planning permission.

Other Matters

- 6.50 The development is not considered to cause crime issues. Whilst the site is now more open to the rear of the site the proposed units back gardens would still back on to the properties to the north of the site and due to the orientation and internal layout of the buildings the proposed units will provide natural surveillance to the access road and parking areas.
- 6.51 Objection has been 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 or a condition to control such matters due to the scale of the development. Statutory nuisance legislation exists to control any significant disturbance caused during the construction of the proposal.

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
Location Plan	2013-PL-01		16.06.2020
Site Layout Plan	2013-PL-19		16.06.2020

Proposed Plans	2013-PL-16		16.06.2020
Proposed Plans	2013-PL-15	A	16.10.2020
Elevation Plan	2013-PL-06		16.06.2020
Proposed Plans	2013-PL-07		16.06.2020
Proposed Plans	2013-PL-10		16.06.2020
Elevation Plan	2013-PL-14	A	16.10.2020
Elevation Plan	2013-PL-17		16.06.2020
Elevation Plan	2013-PL-12		16.06.2020
Proposed Plans	2013-PL-09		16.06.2020
Proposed Plans	2013-PL-13		16.06.2020
Elevation Plan	2013-PL-08		16.06.2020
Elevation Plan	2013-PL-11		16.06.2020
Street Scene	2013-PL-20		16.06.2020
Proposed Plans	2013-PL-22		16.06.2020
Site Layout Plan	2006002-TK01		16.06.2020
Site Layout Plan	2013-PL-18		16.06.2020
Existing Plans	2013-PL-23		16.06.2020
Section Plan	20012-PL-24		20.07.2020

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 the 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 above slab level shall take place 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 that a satisfactory external appearance is achieved of the development with regard to Development Management Plan 2019 policy DES1.

5. a. No development shall commence until a strategy for the disposal of surface water is submitted to and approved in writing by the Local Planning Authority. The strategy should be based on the findings of the Strategic Report submitted by GH Bullard & Associated dated 1/9/2020 and include details of future maintenance. The development should be constructed in accordance with the agreed strategy.

b. Prior to the first occupation of the development a verification report, prepared by a suitably qualified and competent person, demonstrating that the drainage has been built in accordance with the agreed drainage strategy shall be submitted to and agreed in writing by the Local Planning Authority.

The drainage system shall therefore be retained and maintained in accordance with the agreed details.

Reason: In order to protect water and environmental quality and mitigate against the risk of surface water flooding with regard to policy INF1 and CCF2 of the Reigate and Banstead Development Management Plan 2019.

6. No development shall commence including any demolition or groundworks preparation until a detailed, scaled 'finalised' Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of any service routings and drainage runs and specialist construction activity. The AMS shall also include a pre commencement meeting ,supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. 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 British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies NHE3 and DES1 of the Reigate and Banstead Borough Development Management Plan 2019.

7. No development above slab level shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of existing landscape features 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.

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.

8. If existing trees shown for retention are damaged or die as a result of reported noncompliance with the imposed Tree Protection Condition within a five-year period of the completion of development, they shall be replaced with the same species in the same location in agreement with the LPA replacement tree planting sizes shall be Advanced Nursery Stock sizes.

No development shall commence on site until a scheme replacement tree planting (in addition to the requirements of the imposed landscape condition) of the site has been submitted and approved in writing by the local planning authority. The scheme shall include details of tree location, schedules of tree species and size with proposed numbers.

All trees shall comply with the requirements of British Standard 4043:1989 Transplanting root-balled trees. All pre planting site preparation, planting and post-planting maintenance work shall be carried out in accordance with the requirements of British Standard 4428 (1989) Code of Practice for general landscape operations (excluding hard surfaces) and British Standard 8545 Trees: from nursery to independence in the landscape-Recommendations.

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

Reason: To ensure good arboricultural and landscape practice and maintain long term and continued tree presence in this locality in accordance with NHE3 and DES1 of Reigate and Banstead Development Management Plan 2019.

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) measures to prevent the deposit of materials on the highway
 - (e) on-site turning for construction vehicles
 - (f) detailed drawings of any hoarding that must be located behind vehicle sight lines
- 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 Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17.

10. Notwithstanding the submitted plans numbered 2006002 TK01, and 20013 PL 18 Rev B no part of the development shall be first occupied unless and until the proposed vehicular access to Carlton Road has been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The access shall be constructed as a bellmouth access with dropped kerbs and tactile paving (on both sides of the access), and a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to Carlton Road, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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.

11. No part of the development shall be occupied unless and until the parking bay fronting the proposed access has been modified in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

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

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

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.

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 space has been laid out within the site, in accordance with details and plans to be submitted to and approved in writing, for cycles to be parked in a covered and secure location for each dwelling. Thereafter the cycle parking area 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. Prior to the first occupation of the development full details (and plans where appropriate) of the waste management storage and collection points, (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

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

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

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

16. 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. and thereafter retained and maintained for their 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.

17. 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.

18. 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.

19. 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.

20. The development shall be carried out in strict accordance with the mitigation measures set out within the following ecology reports:
- Preliminary Ecological Appraisal and Preliminary Roost Assessment Report (Darwin Ecology, May 2020)
 - Phase 2 Bat and Reptile Survey Report (Darwin Ecology, October 2020)

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.

21. No development shall commence until a report containing a final biodiversity net gain assessment for the development has been submitted to, and approved in writing by, the Local Planning Authority.

The final assessment shall be carried out in accordance with the methodology contained within the Biodiversity Net Gain Report by Darwin Ecology dated October 2020 and shall take account of any detailed landscaping and planting proposals for the site. Should the assessment indicate that a net gain is not achievable within the boundaries of the site, the report shall set out a mechanism to secure the required additional units.

Evidence that the additional units have been secured shall then be submitted to the Council for approval prior to occupation of the 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.

22. The first floor windows in the east and west (side) elevation of unit 9, the east (side) elevation of unit 8 and the west (side) elevation of unit 1 of the development hereby permitted shall be glazed with obscured glass and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed, 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.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 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.

5. 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
6. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start

date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/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/floodingadvice.

7. 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.
8. 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).
9. 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.
10. 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.
11. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
12. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
13. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above landscaping and replacement planting conditions. Replacement planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape trees into the

scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS5, CS10, CS11, CS12, CS14, CS17, DES1, DES2, DES4, DES5, DES8, DES9, TAP1, CCF1, CCF2, NHE3, INF1, INF2, INF3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

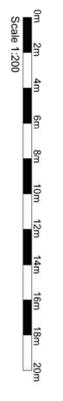
The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in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

20/01224/F - 12 And Land To The Rear Of 6 To 16,
Carlton Road, Redhill





1 / Site Plan with GF plan



REVISION	DATE	COMMENTS
B	12.08.20	Site adjustments to landscaping
A	10.08.20	Site adjustments

DS SQUARED architects
 ■ NORTH STATION | MATTHEW HOUSE | 2 SPRING WILLOW ROAD | EDDENWHEE | HA4 7TB
 ■ SOUTH STATION | MATTHEW STUDIOS | 11 PETERBOROUGH ROAD | LONDON | SW6 3BU
 ■ design@squared.co.uk ■ www.squared.co.uk ■ 020 8792 9600

TITLE
 Residential development at 5-16 Carlton Road Redhill RH1 2BX
 DETAIL
 Colour Site Plan with GF plan
 DATE
 May 2020
 SCALE
 1:200
 PAPER SIZE
 A1
 AUTHOR / CHECKER
 KL
 DRAWING No.
 20013 - PL - 18
 REVISION
 B
 STATUS
 Planning
 CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY A FEW DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY.



1 / Site Plan with Roof plan



REVISION	DATE	COMMENTS	AUTHOR / CHECKER
B	12.06.20	Site adjustments landscape	
A	10.06.20	Site adjustments	

■ NORTH STUDIO | MATTHEW HOUSE | 2 SPRING WILLOW ROAD | EDOUARD | HA4 7TB
 ■ SOUTH STUDIO | MATTHEW STUDIOS | 11 PETERBOROUGH ROAD | LONDON | SW6 3BU
 ■ design@dsquared.co.uk ■ www.dsquared.co.uk ■ 020 8792 9600



TITLE
Residential development at 5-16 Carlton Road Redhill RH1 2BX

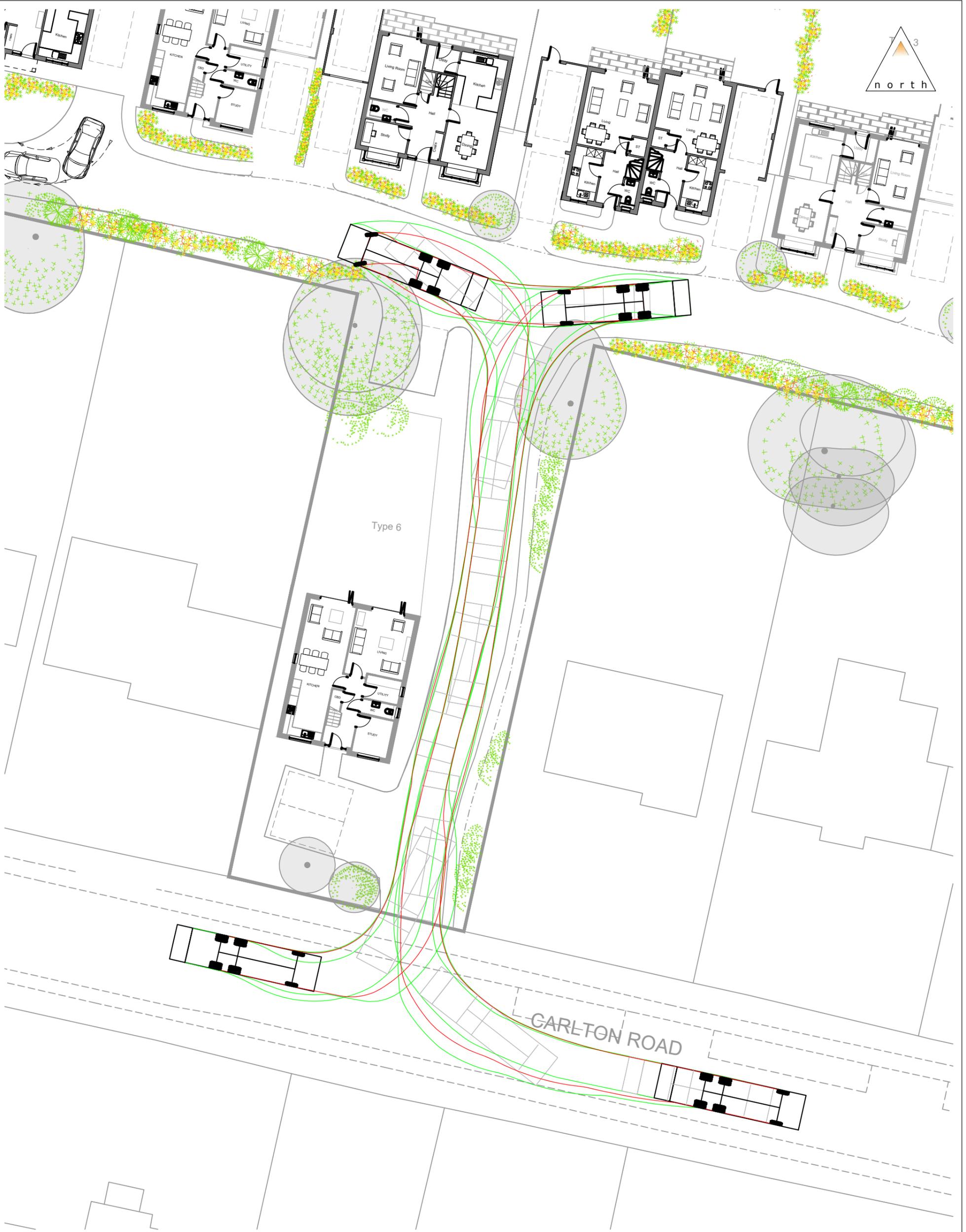
DETAIL
Colour Site Plan with Roof Plan

DATE
May 2020

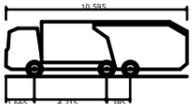
DRAWING No.
20013 - PL - 19

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY A FEW DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY.

PAPER SIZE: A1
 SCALE: 1:200
 REVISION: B
 STATUS: Planning



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Phoenix 2-23W (with Elite 2 6x4 chassis)
 Overall Length 10.595m
 Overall Width 2.530m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.250m



84 North Street
 Guildford
 Surrey
 GU1 4AU
 T: 01483 531 300

Cargo Works
 1-2 Hatfields
 London
 SE1 9PG
 T: 020 8065 5208

www.motion.co.uk

Project:
 Carlton Road, Redhill

Title:
 Swept Path Analysis
 Refuse Vehicle

Scale: 1:250 (@ A3)

Notes:

Drawing:
 2006002-TK01

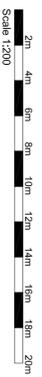
Revision:
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1 / Street Elevation



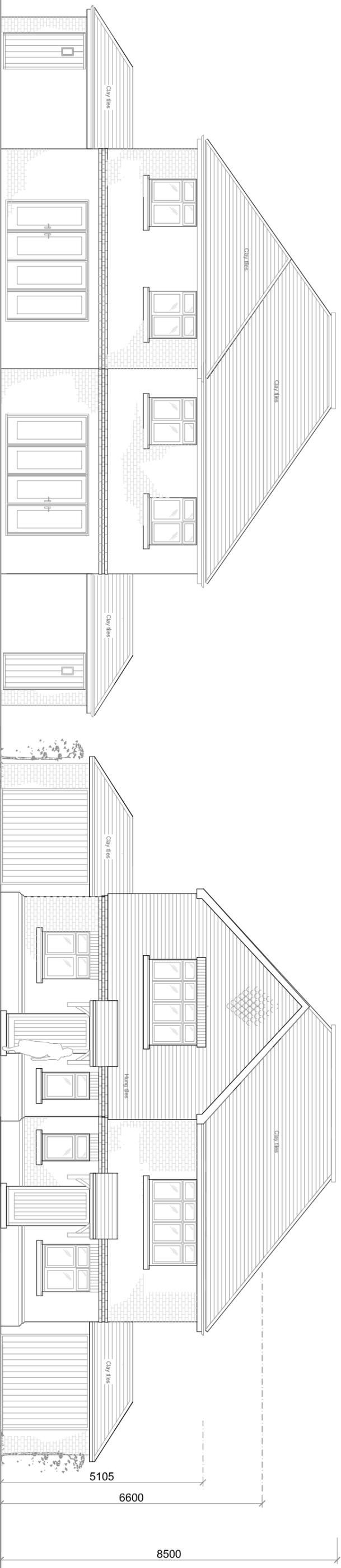
1 / Site Elevation 1



REVISION	DATE	COMMENTS	AUTHOR / CHECKED
30/05/2020			
■		NORTH STUDIO 1 MULTICO HOUSE 12 SPRING WALK ROAD REDHILL RM1 7TB	
■		SOUTH STUDIO 1 MAXIM STUDIOS 111 RETEBROUNDOVAI ROAD LONDON SW18 1BU	
■		dsquared@squared.co.uk ■ 020 732 6630	

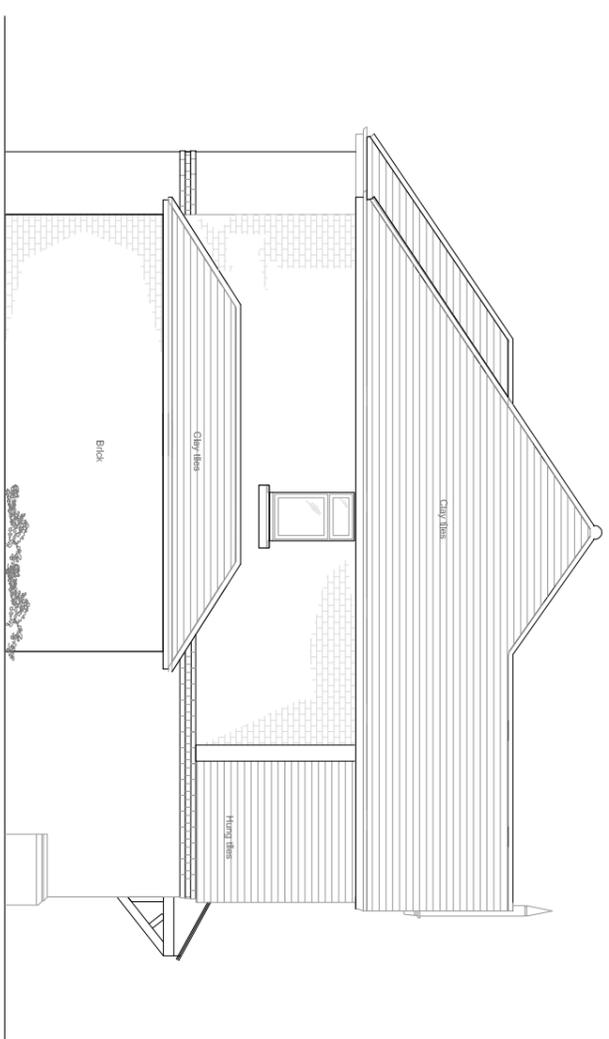


TITLE
 Residential development at 6-16 Carlton Road Redhill RM1 2BX
DETAIL
 Colour street and site elevations
DATE May 2020
SCALE 1:200
DRAWING No. 20013 - PL - 20 (2)
PAPER SIZE A1
REVISION -
AUTHOR / CHECKED KL
STATUS Planning
CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY THE DIMENSIONS SHOWN ON THIS DRAWING ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY UPON DISCOVERY.

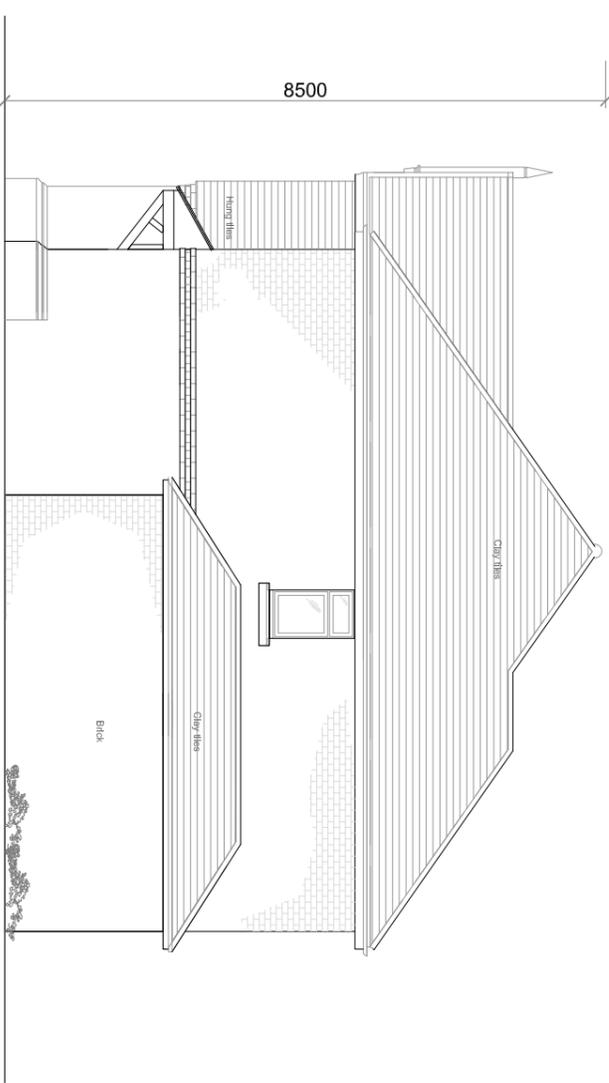


1 / Front Elevation

2 / Rear Elevation



3 / Elevation (west)



4 / Elevation (east)

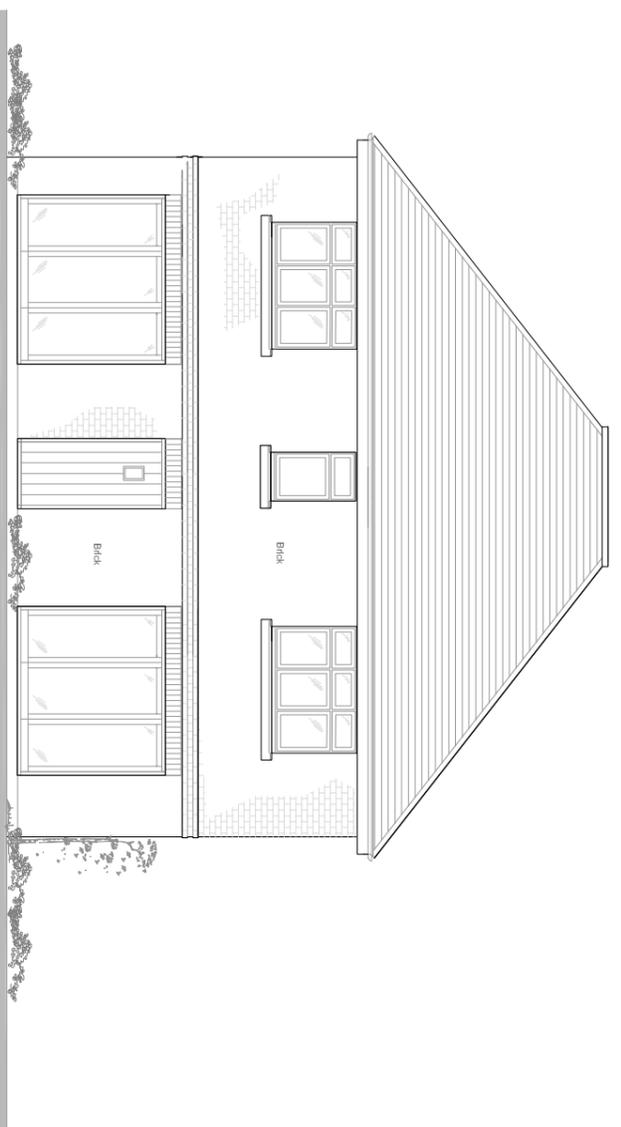
REVISION	DATE	COMMENTS	AUTHOR	CHECKED
1		Initial design	KL	
2		Revised design	KL	
3		Final design	KL	



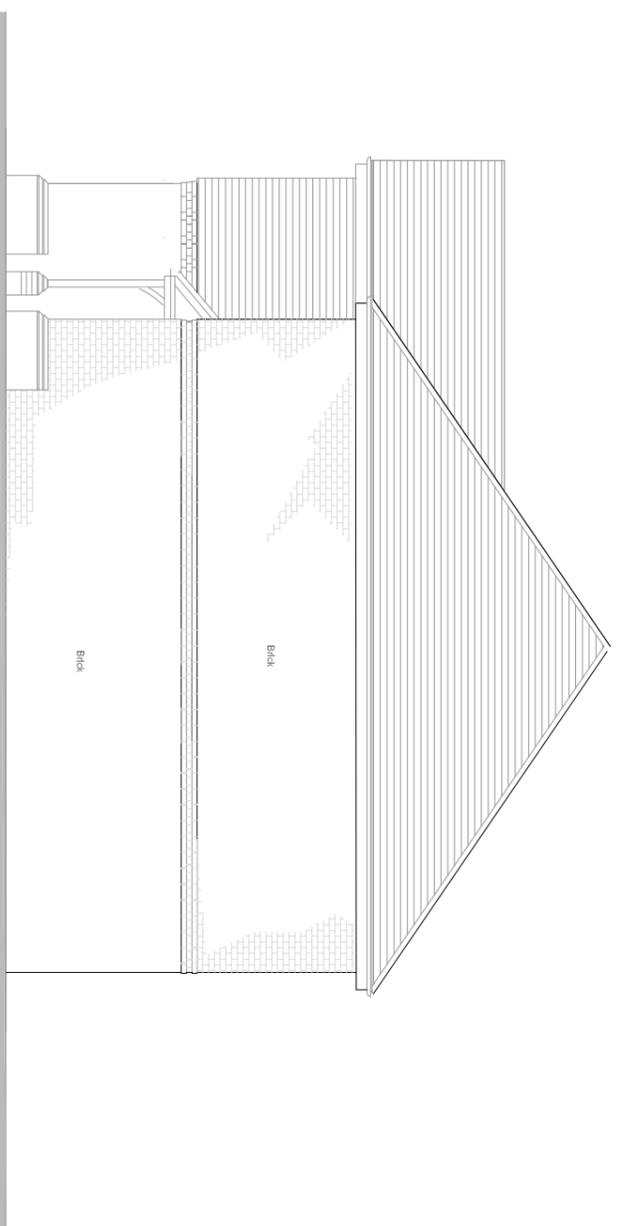
Residential development at 6-16 Carlton Road Redhill RH1 2BX
 Proposed Elevation Type 1 - 2 Bedroom semi
 Date: May 2020
 Scale: 1:100
 Author: KL
 Checked: KL
 Status: Planning
 Date: 20013-01-06
 CONTACT INFORMATION: 01892 822222, dsquared.co.uk, info@dsquared.co.uk



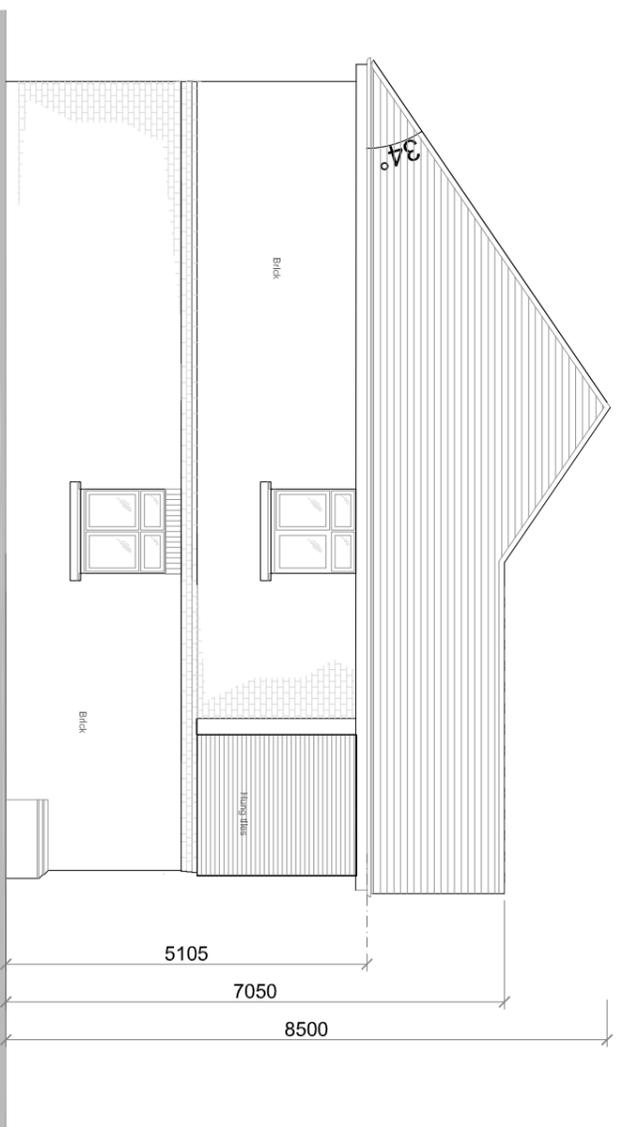
2 / Front Elevation



2 / Rear Elevation



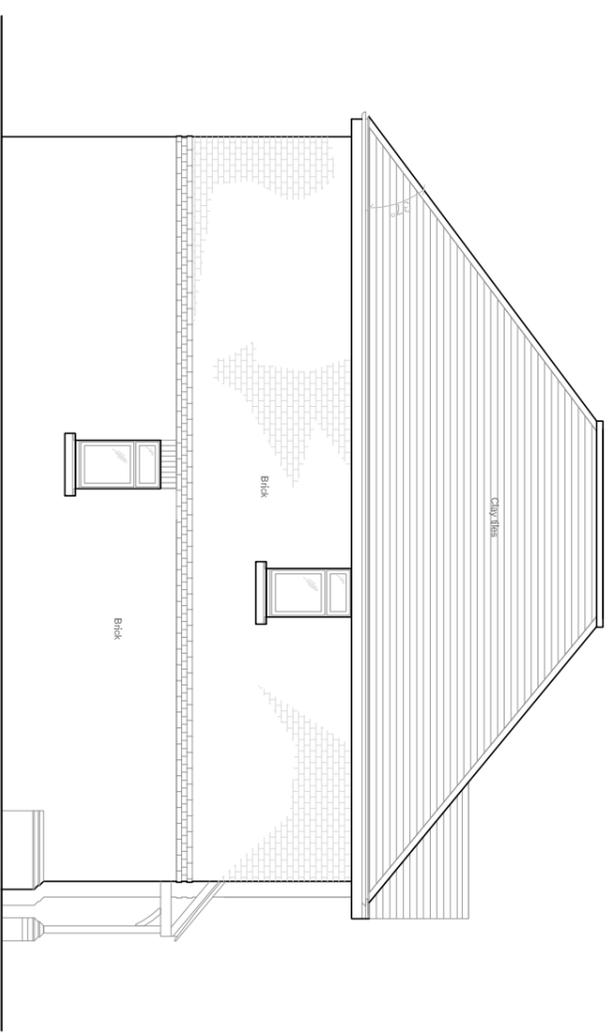
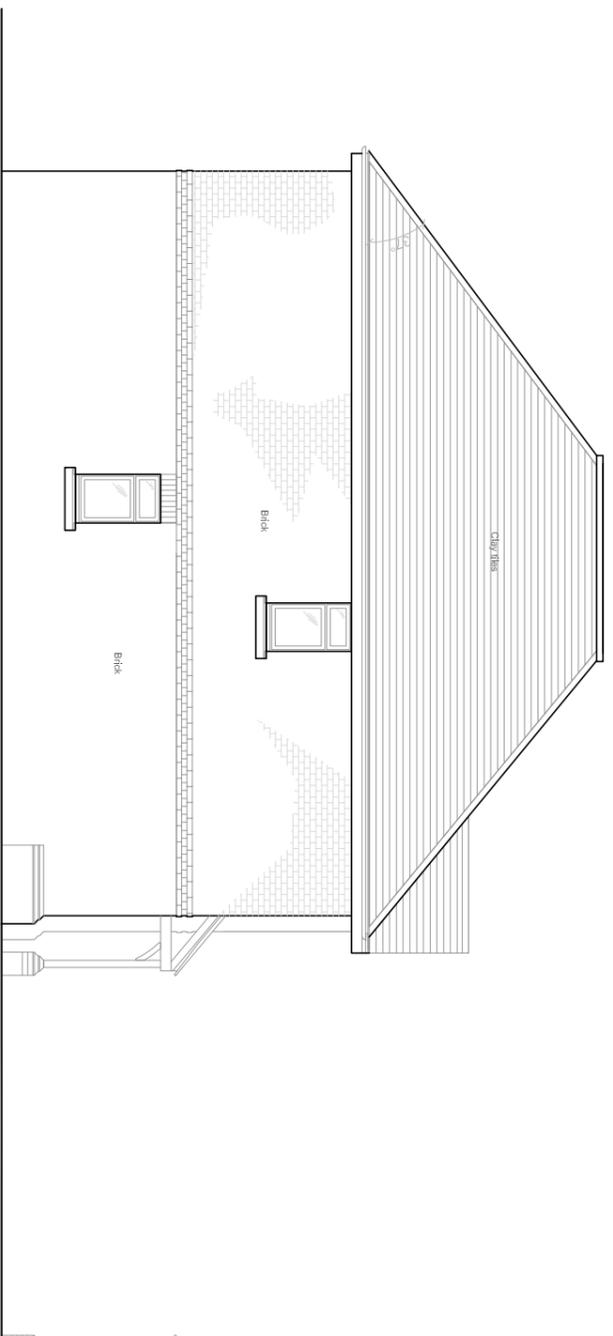
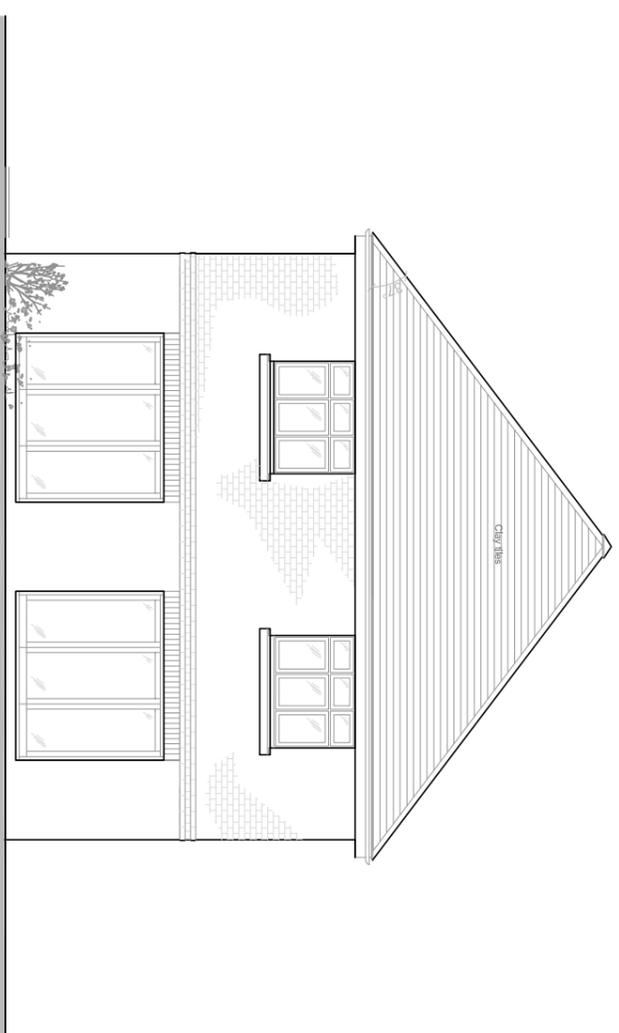
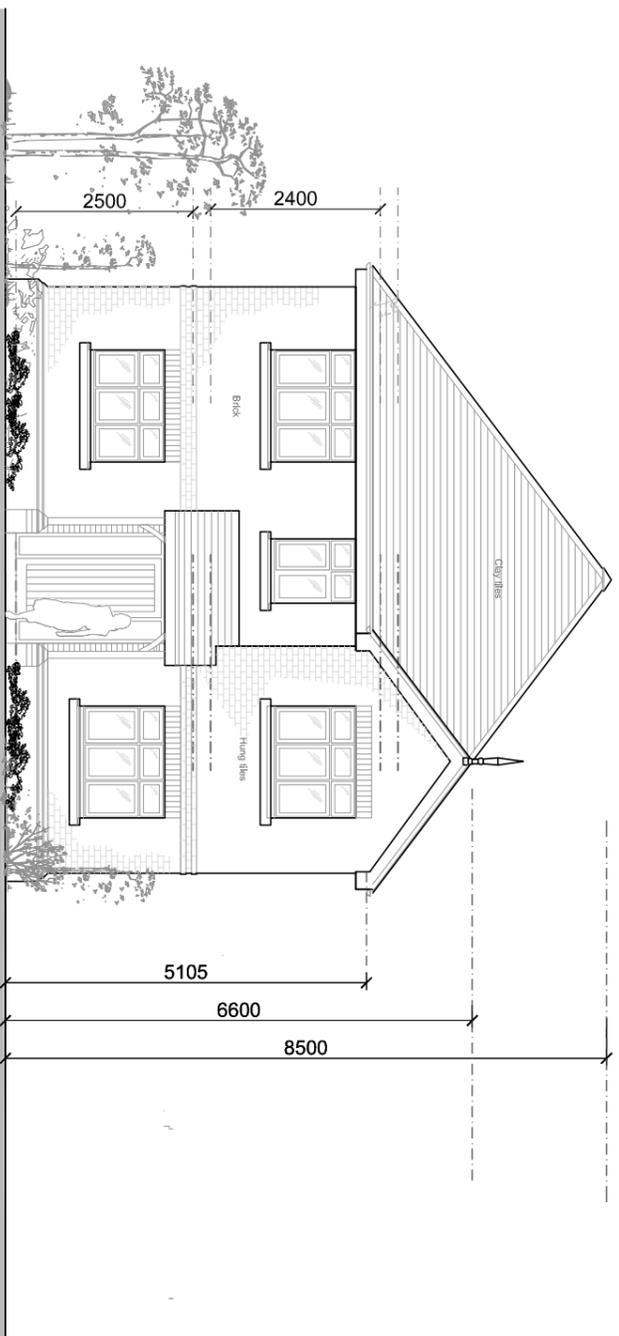
3 / Elevation (west)



4 / Elevation (east)

REVISION	DATE	COMMENTS	AUTHOR	CHECKED
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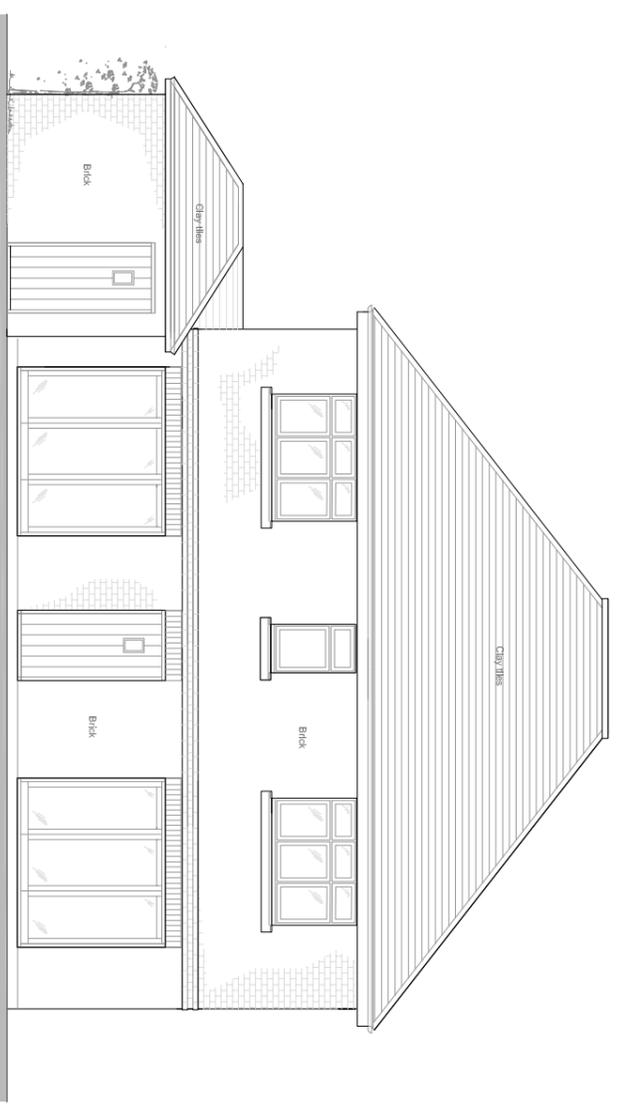
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2	2020.05.17	FORN STUDIO HAS TAKEN OVER THE PROJECT	KL	KL



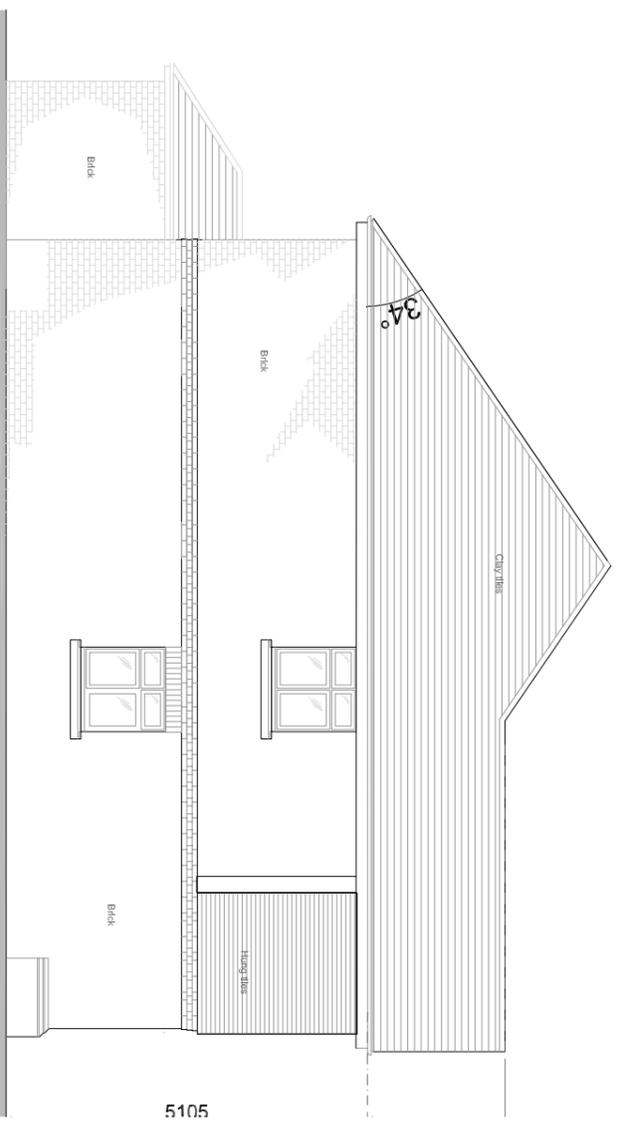
PROJECT: Residential development at 6-16 Carlton Road Redhill RH1 2BX
DATE: May 2020
SCALE: 1:100
REVISION: A3
STATUS: Planning
DATE: 20013-PI-17
NOTICE: CONTRACTOR SHALL CHECK ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH WORK.



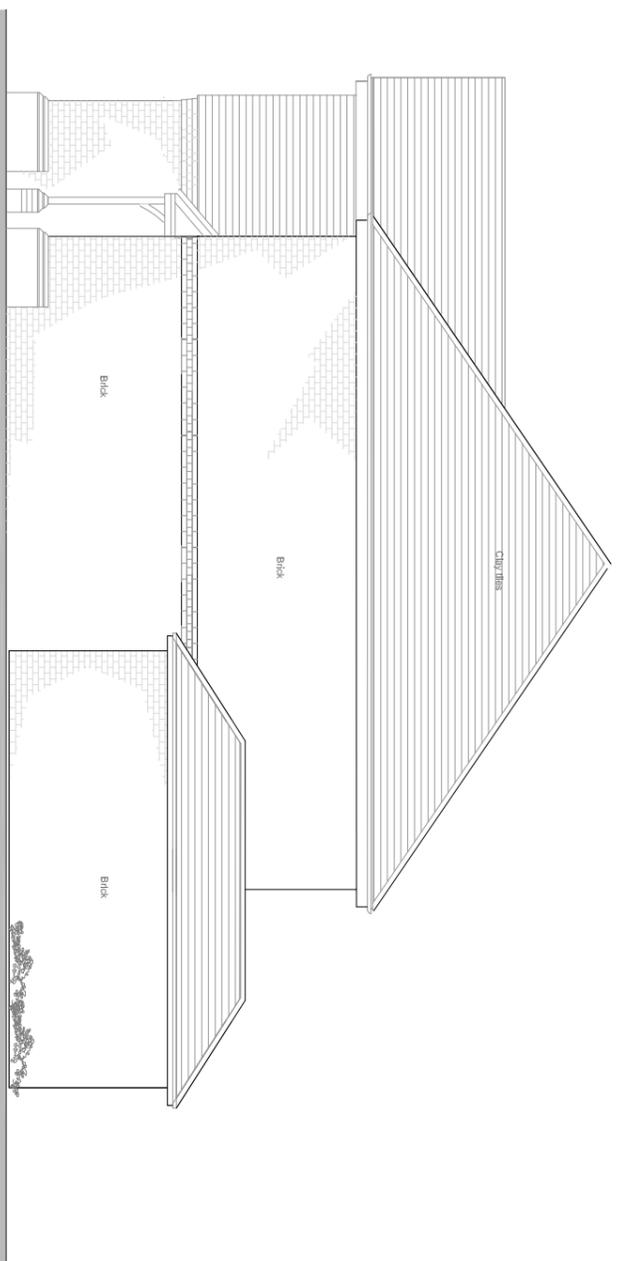
1 / Front Elevation



2 / Rear Elevation



3 / Elevation (west)



4 / Elevation (east)

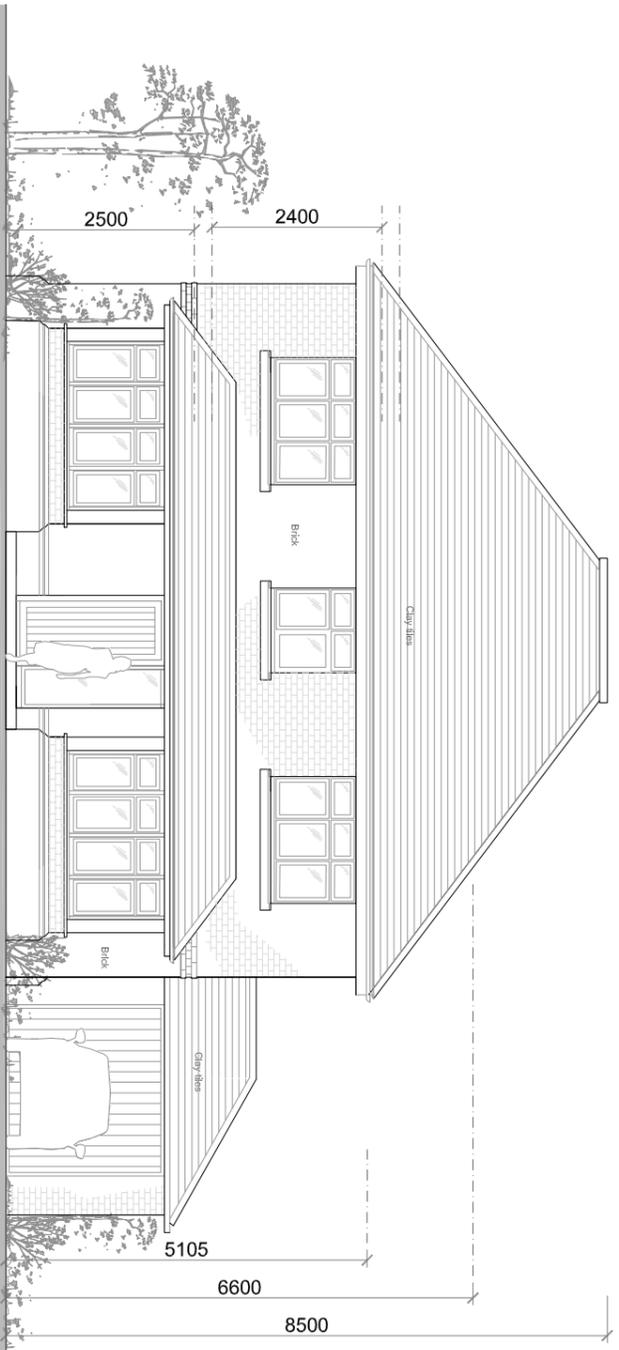
REVISION	DATE	COMMENTS	AUTHOR	CHECKED
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 ■ SOUTH STUDIO LONDON HOUSE 16 SERRA VALLE ROAD (COMMERCIAL) NW 11B
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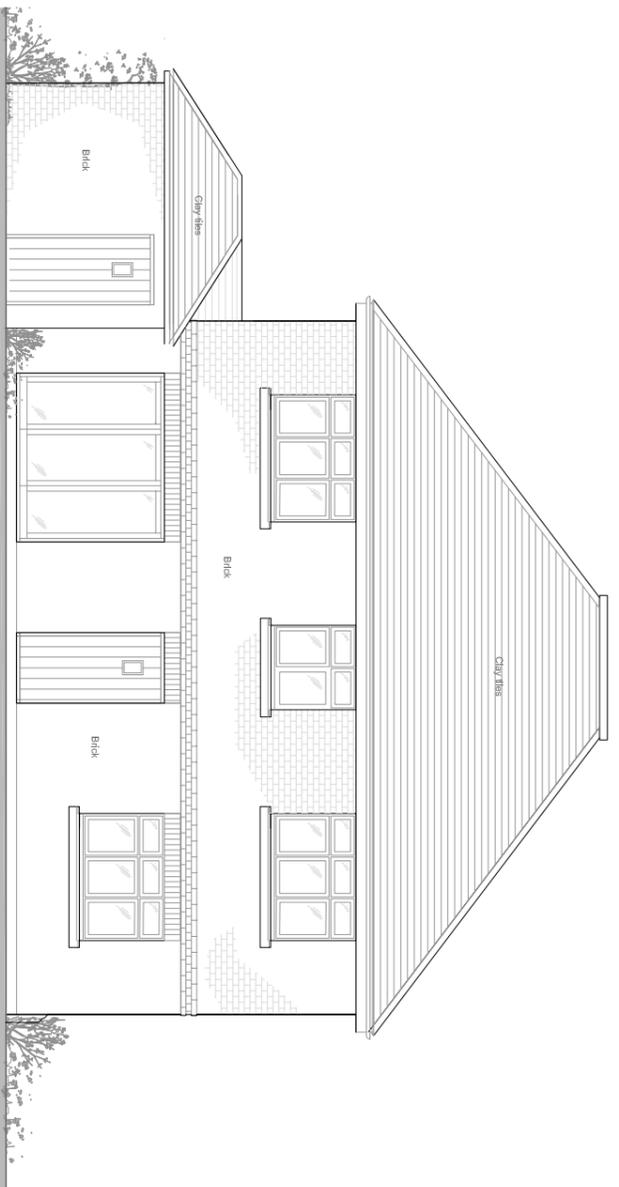
TITLE: Residential development at 6-16 Carlton Road Redhill RH1 2BX
 PROJECT: Proposed Elevation Type 4 - 5 Bedroom
 DATE: May 2020
 SCALE: 1:100
 DRAWING NO: A3
 REVISION: 1
 STATUS: Planning
 DATE: 20013-01-12

CONTACTS: SOUTH STUDIO LONDON HOUSE 12 SERRA VALLE ROAD (COMMERCIAL) NW 11B
 TEL: 020 7732 8220
 FAX: 020 7732 8220
 EMAIL: info@southstudio.co.uk
 WEBSITE: www.southstudio.co.uk

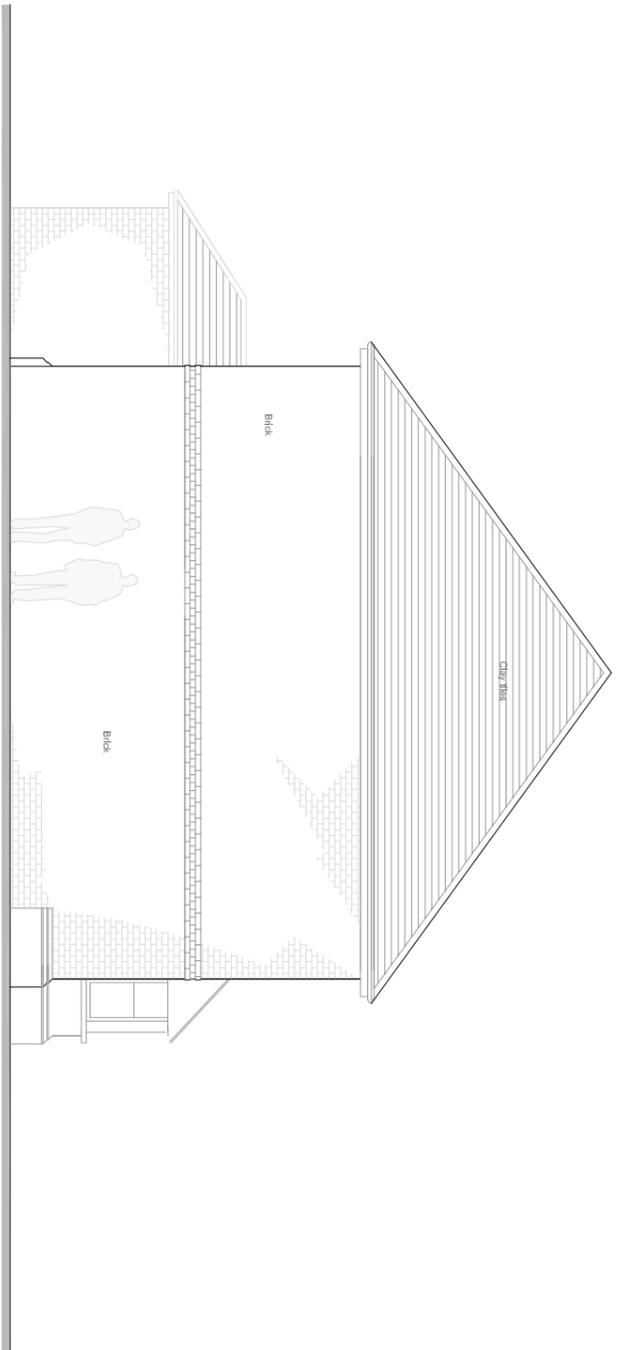
DS SQUARED architects
 12 SERRA VALLE ROAD (COMMERCIAL) NW 11B
 REDHILL, SURREY, GU20 0EX
 TEL: 020 7732 8220
 FAX: 020 7732 8220
 EMAIL: info@southstudio.co.uk
 WEBSITE: www.southstudio.co.uk



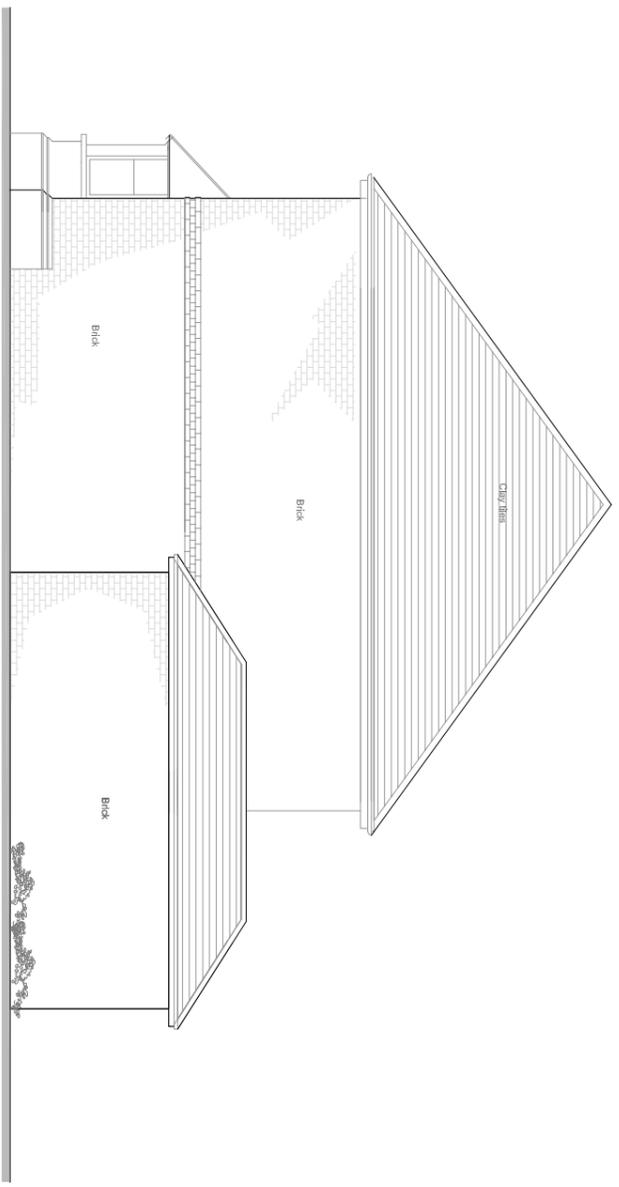
1 / Front Elevation



2 / Rear Elevation



3 / Elevation (west)

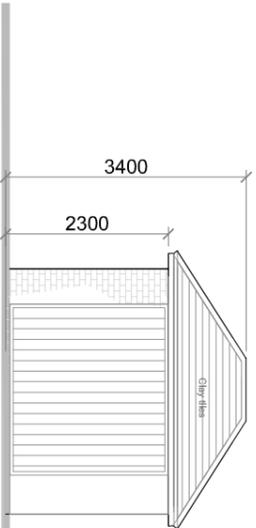


4 / Elevation (east)

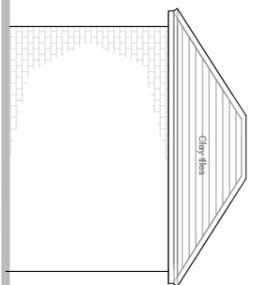
REVISION	DATE	COMMENTS	AUTHOR	CHECKED
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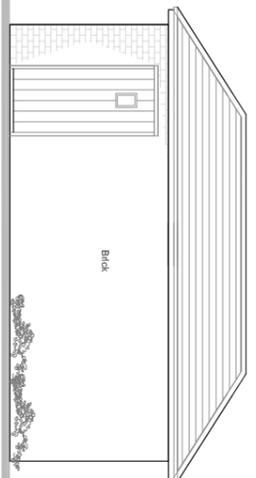
TITLE: Residential development at 6-16 Carlton Road Redhill RH1 2BX
 Project: Proposed Elevation Type 3 - 4 Bedroom (handed on plot 3)
 Date: May 2020
 Scale: 1:100
 Author: KL
 Checked: KL
 Status: Planning
 20013 - P1 - 11



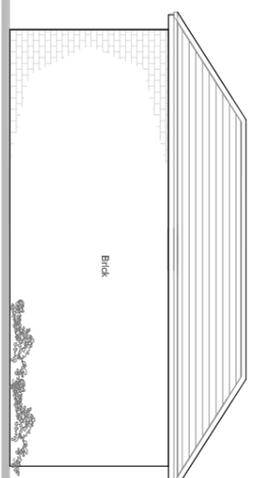
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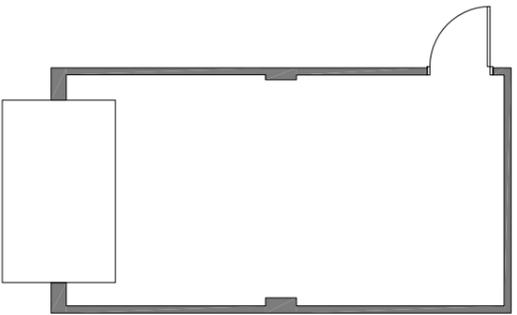
2 / Rear Elevation



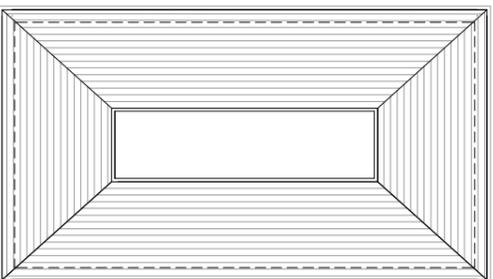
4 / Elevation (north)



5 / Elevation (south)



1 / GF plan



2 / Roof Plan

REVISION	DATE	COMMENTS	AUTHOR / CHECKED
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2		■ SOUTH STUDIO 1:16.17.2019 HOUSE 12 3/16/19 ULA/NOU (CONTRACT) 1/16/19	
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TITLE: Residential development at 6-16 Carlton Road Redhill RH1 2BX
 PROJECT: Proposed garage to plot 8
 DATE: May 2020
 SCALE: 1:100
 DRAWN BY: KL
 CHECKED BY: KL
 PROJECT NO: 20013-P1-22
 PROJECT NO: 20013-P1-22