

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	20/01/2021
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	7	WARD: Hooley, Merstham And Netherne

APPLICATION NUMBER:	20/00487/F	VALID:	12/03/2020
APPLICANT:	Mrs Alaa Neama	AGENT:	
LOCATION:	25 BRIGHTON ROAD HOOLEY SURREY CR53EJ		
DESCRIPTION:	The erection of a two storey detached building consisting of 2 no 1 bedroom maisonettes. As amended on 26/03/2020, 20/07/2020, 28/08/2020 and on 20/10/2020		
All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.			

SUMMARY

This is a full application for the erection of a two storey detached building located to the north of 25 Brighton Road Hooley comprising of 2 one bedroom maisonettes. The site is predominantly residential in character, though there is a small local shopping parade to the south.

The proposed building would be of a simple hipped roof design, with a mix of brickwork and render, which would be in keeping with the character of the donor property and the wider area. There would be sufficient spacing around the building, which would not be overly cramped within its' plot.

The building would project modestly beyond the rear of the donor property, which would occupy a higher ground level, ensuring there would not be undue harm to amenity. Equally, by virtue of the separation distance and lack of first floor windows, there would not be harm to the amenity of 23 Brighton Road to the south.

The proposal would provide one parking space for each of the maisonettes and two for the donor property, which would comply with the Councils' Parking Standards contained within the DMP. Following detailed assessment, Highways England are satisfied that these spaces can be accessed without causing a highway safety issue on the A23, and that the construction process can be controlled by way of a suitably worded condition.

Planning Committee
20th January 2021

Agenda Item: 7
20/01212/F

RECOMMENDATION(S)

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

Consultations:

Highway Authority: has undertaken an assessment in terms of safety, capacity and policy grounds and have raised no objection. The site is located on the A23 which falls within the jurisdiction of Highways England

Highways England: Following the submission of additional information during the course of the application no objection has been raised subject to conditions and informatives. This is discussed later in this report.

Network Rail: No objection subject to informatives.

Representations:

Letters were sent to neighbouring properties on 16th March 2020. No responses were received.

1.0 Site and Character Appraisal

- 1.1 The site is currently occupied by a two storey semi-detached dwelling house to the east side of Brighton Road in Hooley. It forms one of a pair of near matching semi-detached dwellings, in an area that is pre-dominantly residential in character, with the exception of a small parade of shops to the south. In terms of property design the area comprises a mixture of architectural styles, ranging from a characterful row of 19th Century cottages, which are locally listed, to later less characterful 20th century houses.
- 1.2 The ground level along the road falls from south to north. The property is at an elevated ground level to the road. There is currently a garden to the side and rear, with an area of parking in front, as well as a garage.
- 1.3 The site is adjacent to the A23, a main road running north/south through the borough, which forms part of the Strategic Road Network (SRN). The site is located to the north of the of a bus stop and shelter.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Formal pre-application advice was sought from the Local Planning Authority prior to the submission of the application. The applicant was advised that, whilst there would not be an in principle objection to residential development in this area, consideration would need to be given to design. It was identified that the proposed units would not comply with national space standards and would need to be addressed. The applicant was also advised of the need to consider vehicular access to the site given its location on the A23.
- 2.2 Improvements secured during the course of the application: Additional information has been provided in response to comments made by Highways England.

- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions and the imposition of informatives.

3.0 Relevant Planning and Enforcement History

There is no planning or enforcement history related to this property.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of a detached two storey building that would comprise 2x1 bedroom maisonettes. The building would sit adjacent to the donor property on what is currently the side garden area. The distance between the two would be 2m. It would be of a hipped roof design, having regard to the style and palette of materials of other dwellings in the vicinity, although the character is noted as being quite mixed. It would be a mix of facing brickwork and render to the elevations, with elements of brick detailing to the sides.
- 4.2 The overall height would be 9.3m, sitting below the donor property, 7.6m in width and 7.4m in depth. It would be sited 4.8m from the front boundary with the footpath, allowing space for carparking to the front.
- 4.3 Each of the proposed units would provide one bedroom, providing 52 sq. m of residential floor space. Each would be accessed from a separate entrance, one on either side of the building. Externally the occupants would be provided with a small area of garden area to the rear. To the front 4 parking spaces would be provided, one for each of the proposed units, and one for the donor property. These would be accessed by widening the dropped kerb and removing part of the existing retaining wall along the front boundary. Adjacent to this would be a refuse storage area to be used by occupants of all three properties.
- 4.4 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.
- 4.5 Evidence of the applicant's design approach is set out below:

Assessment	An assessment of the character of the surrounding area has not been carried out and identified within the Design Statement. The application site is described as being currently occupied by a two storey semi-detached dwelling house to the east side of Brighton Road in Hooley. It forms one of a pair of near matching semi-detached dwellings, in an area that is pre-dominantly residential in character, with the exception of a small parade of shops to the south. The ground level along the road falls from south to north. The property is at an elevated ground level to the road. There is currently a garden to the front, side and rear, with an area of parking in front, as well as a garage.
	No trees are identified as being within the site.
Involvement	No community consultation is identified as having taken place.
Evaluation	It is not indicated that alternative development options have been considered.
Design	The design, form and scale of the proposed dwellings has been informed by the identified character of the surrounding area, which would be reflected by the proposed pitched roof, gabled form.

4.6 Further details of the development are as follows:

Site area	0.0225 hectares
Site Density	88.8 d.p.h
Existing Use	C3 Residential (single dwelling)
Proposed Use	C3 Residential (2x1 bed dwellings)
Existing Parking Space	1
Proposed parking spaces	4
Parking standard	1 car parking space per 1 bed flat plus 1.5 spaces for the donor property

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES4 DES5 DES6 DES8
Access and Parking	TAP1 Annex 4 Parking Standards
Climate change resilience and flooding	CCF1
Natural and Historic Environment	NHE3

5.4 Other Material Considerations

National Planning Policy Framework
2019

National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development

Other

Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

6.0 Assessment

6.1 The application seeks permission for the erection of a two storey detached building consisting of 2 no 1 bedroom maisonettes. The issues to consider are:

- Principle of the development;
- Design Assessment;
- Amenity of future occupiers;
- Impact on neighbouring amenity;
- Trees and landscaping;
- Highway Matters;
- CIL;
- Affordable Housing

Principle of Development

6.2 The site is located within the urban area where there is not an in principle objection to the introduction of new residential development. Therefore the acceptability of the proposal rests with consideration of the design of the proposal and its impact on the character of the area, impact on the amenity of

neighbouring properties, parking and highway implications, as well as any impact on trees and existing landscaping.

Design Assessment

- 6.3 As described earlier in this report, the design of the dwellings has been informed by the character of the area, which is considered to be mixed in terms of architectural styles. The building has taken its cues from the style of the donor property in terms of its form, fenestration and materials. It would appear subservient to number 25 and not unduly prominent within the street scene on account of its positioning at a lower ground level. It would be sufficiently set back from the front boundary, conforming to the building line which is quite uniform along the east side of this section of Brighton Road.
- 6.4 There would be sufficient spacing around the building, with a 2m gap left between the proposed building and number 25, a further gap of 1m to the north boundary, and approximately 4m from the side wall of number 23 Brighton Road beyond.
- 6.5 There would be an increase in the level of hardstanding to the front of the site, however the level of soft landscaping currently found to the front of the property is quite scrappy and makes little contribution to character, and much of the raised front garden area of the donor property would be retained. Larger areas of hardstanding are not absent from this part of the A23, in particular between 27 and 29 Brighton Road.
- 6.6 In light of the above considerations, the proposed building would be acceptable with regards to its' design and the impact of this on the character of the street and wider area. The proposal would therefore accord with Policies DES1 and DES2 of the Councils' Development Management Plan in this regard.

Amenity for future occupants

- 6.7 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.8 The proposal is for 2x1bed units. Nationally Described Space Standards require a 1 bedroom flat to provide a minimum of 39sq. metres. Each would have a floor area of 52sq. m. The proposal would therefore comply with the requirements of Policy DES5 in this regard. Bedrooms and living areas would be well served by windows, providing adequate light and outlook for occupants. The rooms are of such a size that they would allow for a convenient layout for future occupants, with no awkward or impractically shaped rooms.

- 6.9 Externally each property would have access to a garden at the rear. Whilst these would be quite small, there would not be an objection to this. The spaces would be useable, and would be sufficient enough for sitting in or the drying of clothes etc. There are a number of flats within the immediate vicinity of the site, such as above the ground floor retail units along the nearby shopping parade, that do not benefit from access to private outdoor amenity space. It is noted that there is convenient access to the recreation ground to the north which can be used for a range of recreational activities.
- 6.3 It is considered that the living environment for future occupants would be acceptable. Each dwelling would also have access to appropriate levels of communal amenity space and would accord with provide a level of amenity space that would accord with National Space Standards. In this regards the proposal would accord with DMP Policy DES5.

Impact on neighbouring amenity

- 6.4 The proposed building would project 2m beyond the rear elevation of 25 Brighton Road. There would be a gap of 2m between the two flank walls. The proposed building would be at a lower ground level. Whilst the building would have a physical presence, it would not be particularly overbearing in nature. The quite minimal depth would not intersect a 45 degree line as measured in the horizontal and vertical planes from the neighbouring rear windows, in accordance with the Council Supplementary Planning Guidance. It is not considered that there would be significant impact on light entering the neighbouring windows, nor would there be significant overshadowing.
- 6.5 There would be a separation distance of approximately 4m between the proposed building and 23 Brighton Road to the north. This property has recently been extended and features 2 upper floor windows, one of which serves a landing the other a bedroom. This bedroom window is secondary, being further served to the rear elevation. The distance between the two would be sufficient to avoid any harm to the amenity of this property. There are no side facing windows proposed that would result in mutual overlooking. The distance between the two would be sufficient to ensure that an overbearing relationship would not occur.
- 6.6 On the basis of the above it is considered that the proposed development would not result in harm to the amenity of neighbouring dwellings, in compliance with Policy DES1 of the DMP in this regard.

Trees and Landscaping

- 6.7 There are no trees within the site, with the rear being mainly laid to lawn, with a small number of shrubs and some soft landscaping to the front. In order to secure some additional planting the submission of a landscaping scheme would be required prior to commencement of development, along with details of boundary treatments. Subject to these conditions the development would be

acceptable and would comply with Policy NHE3 of the Development Management Plan.

Highway Matters

- 6.8 The site is located within an area of low accessibility as defined within Annex 4 of the Development Management Plan. The proposal is for two 1 bedroom properties. On this basis 1 parking space would be required for each property. The development proposes one space for each of the maisonettes and two spaces for the donor property. This would comply with the requirements of the Development Management Plan.
- 6.9 The application site is to the east of the A23, which forms part of the Strategic Road Network (SRN). As such Highways England have been consulted throughout the course of the application. The A23 is a busy part of the road network and, particularly in the area around 25 Brighton Road, has a narrow footway which is well used. It is of great importance that that no one's safety is compromised when using the footway.
- 6.10 The proposal would involve creating parking spaces for four vehicles, which would be required to enter and exit the site on to a particularly busy road via a widened dropped kerb. The access is also in relatively close proximity to a bus stop and bus shelter. Initial concern was raised by Highways England, who requested further information from the applicant in the form of a swept path analysis to demonstrate how the parking arrangement would work for four vehicles and how they would enter and exit the site, and the effect that this would have on the bus stop, particularly if a bus has stopped to let passengers on and off. Information on how construction vehicles would access the site, along with delivery vehicles, was also requested, and how the construction process would be managed.
- 6.11 Swept path analysis were submitted showing different sizes of car entering and exiting the site. A further swept path plan showing a delivery vehicle entering and parking on the site during the construction process was submitted. These were deemed to be acceptable. The depth of the parking spaces was increased by 0.5m to ensure that vehicles would not overhang on to the footpath when parked. It has been satisfactorily demonstrated that vehicles will be able to reverse park in to the spaces while a bus is stopped at the shelter, and will need to wait if the bus stops before the shelter.
- 6.12 A Construction Method Statement has been submitted to Highways England which states the following:
- Demolish existing garage by hand and move all waste to the rear of the site using a small excavator (1.0t Diesel-Wacker).
 - Break existing concrete driveway using handheld machinery to flatten the area. Move all waste to the rear of the site using a small excavator (1.0t Diesel-Wacker).

- Flatten the front 10m of the site and remove the waste to the rear of the site using a small excavator (1.0t Diesel-Wacker).
- A grab lorry to be used to remove waste from site (6 wheeler small grab 8.2m long) which can reverse into site as described in the “Delivery SPA Drawing” submitted earlier. This will be repeated until all waste has been removed from site.
- All large building materials to be delivered to site (delivery lorry e.g. Mercedes 2628LL Econic Double Drive 8.6 long). This vehicle can reverse into site as described in the “Delivery SPA Drawing” submitted.
- Ready mix concrete to be used for the side and back foundations using 18 Tonnes concrete truck (7.4m long). Front foundation to be cast using an onsite concrete mixer.
- No further large vehicles will be required for the remainder construction stages.

Highways England have confirmed that they are content with the Construction Method Statement on the grounds that it states the number and types of vehicles to be used and that they will be parked within the site.

6.13 In order for vehicles to access the site the existing dropped kerb would need to be widened. The work to create the extension to the existing dropped kerb will necessitate work within the highway, for which Highways England are the highway authority. Work within the SRN may only be carried out through an agreement under S278 of the Highways Act 1980. This will be needed to ensure that the respective Highway Statutory Agreements and Orders are in place before the commencement of the work and to ensure that the A23 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. Highways England would need to be assured that safe provision would be made in respect of road worker safety and also the safety of those people who would wish to use the footway, which forms part of the highway. This would require traffic management to be in place on the A23 for the duration of the work period. This temporary traffic management (that would likely be a set of barriers and possibly temporary traffic signals) would give a safe working space behind which works vehicles could park and work could be carried out in a safe environment. Conditions 7 and 8 and informative 6 require this legal agreement to be in place before the commencement of works, and for works to be carried out in accordance with the submitted Construction Method Statement.

6.14 In light of the above it is considered that, subject to conditions and informatives, the development would be acceptable with regards to matters of parking and highway safety, in accordance with Policy TAP1 of the Development Management Plan 2019.

CIL

6.15 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new

development. This development would be CIL liable although, the exact amount would be determined and collected after the grant of planning permission.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Floor Plan	DRG2	B	20.10.2020
Floor Plan	DRG3	B	20.10.2020
Location Plan	UNNUMBERED		10.03.2020
Block Plan	UNNUMBERED		10.03.2020
Proposed Plans	JG03		20.07.2020
Proposed Plans	JG01		20.07.2020
Block Plan	UNNUMBERED		04.03.2020
Elevation Plan	DRG8	A	04.03.2020
Elevation Plan	DRG7	A	04.03.2020
Elevation Plan	DRG6	A	04.03.2020
Elevation Plan	DRG5	A	04.03.2020
Elevation Plan	DRG4	A	04.03.2020
Elevation Plan	DRG1	A	04.03.2020

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.

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 samples 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 Policies DES1 of the Development Management Plan 2019 and the NPPF 2019.

4. No development shall commence until details of hard and soft landscaping is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include frontage tree and hedge planting and any other existing or proposed, soft or hard, landscaping in the front garden area, or adjacent to boundaries where appropriate. The soft landscape details shall include an establishment maintenance schedule for a minimum of 2 years, full planting specifications, planting sizes & densities. Upon implementation of the approved development all the landscaping works shall be carried out in strict accordance with the landscape details as approved, and these shall be completed, before building completion, occupation or use of the approved development whichever is the earliest.

If any of the new or existing tree/s or hedge/s, detailed and approved under this condition, are removed, die, or become significantly damaged or diseased within 5 years of completion, it/they shall be replaced before the expiry of one calendar year, to a planting specification agreed in writing by the Local Planning Authority. The hedges detailed shall be retained at a minimum height of 1 metre, or if new, once grown to this height thereafter.

Reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019.

5. 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.

6. 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.

7. The development hereby approved shall not be commenced until the applicant has demonstrated that the works to the public highway can be carried out in a manner so as to provide a safe working area for road workers, that suitable arrangements can be made for non-motorised road users to be able to use the footway on the A23 at the development site in a safe way, and that minimal congestion will result on the A23 as a result of the works.

Reason: To ensure that the A23 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

8. The development hereby consented shall be carried out in accordance with DMRB standards, in this instance document CD123 'Geometric design of at-grade priority and signal-controlled junctions' as well as the Construction Method Statement (28/10/20), Drawing 2 25 Brighton Road_Drg2_Revb-Proposed Gd Floor Plan.

Reason: To ensure that the A23 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

9. The development hereby permitted shall be carried out in strict accordance to the submitted Construction Method Statement

Reason: To ensure that the A23 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

10. The development hereby approved shall not be occupied unless and until each of the proposed dwellings 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. The sockets shall be sited to minimise the visual impact and of a dark colour and minimal illumination to conserve the green belt character.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section

9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019 and to meet the objectives of the NPPF (2019), and to satisfy policies DES8 and TAP1 of the Reigate and Banstead Development Management Plan (2019).

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
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 use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized 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 Semi- Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.

Informative relating to condition 7:

6. This development involves work to the public highway (strategic road network) that can only be undertaken within the scope of a legal Agreement between the applicant and Highways England (as the strategic highway company appointed by the Secretary of State for Transport). Planning permission in itself does not permit these works.

It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to Highways England). Works to the public highway will normally require an agreement, under Section 278 of the Highways Act, with Highways England. The agreement will also cover any requirements for Traffic Management in order to carry out any works.

Advice on this matter can be obtained from the Spatial Planning Team, Highways England, Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. Email planningse@highwaysengland.co.uk Tel 0300 123 5000.

7. The developer must ensure that their proposal, both during construction and after completion, does not:
 - Encroach on Network Rail Land;
 - Affect the safety, operation or integrity of the company's railway and its' infrastructure;
 - Undermine its support zone;
 - Damage the company's' infrastructure;
 - Place additional load on cuttings;
 - Adversely affect any railway land or structure;
 - Over-sail or encroach upon the airspace of any Network Rail Land;
 - Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

The applicant is advised to refer to Network Rails 'Guidance for works in close proximity to Network Rails Infrastructure.

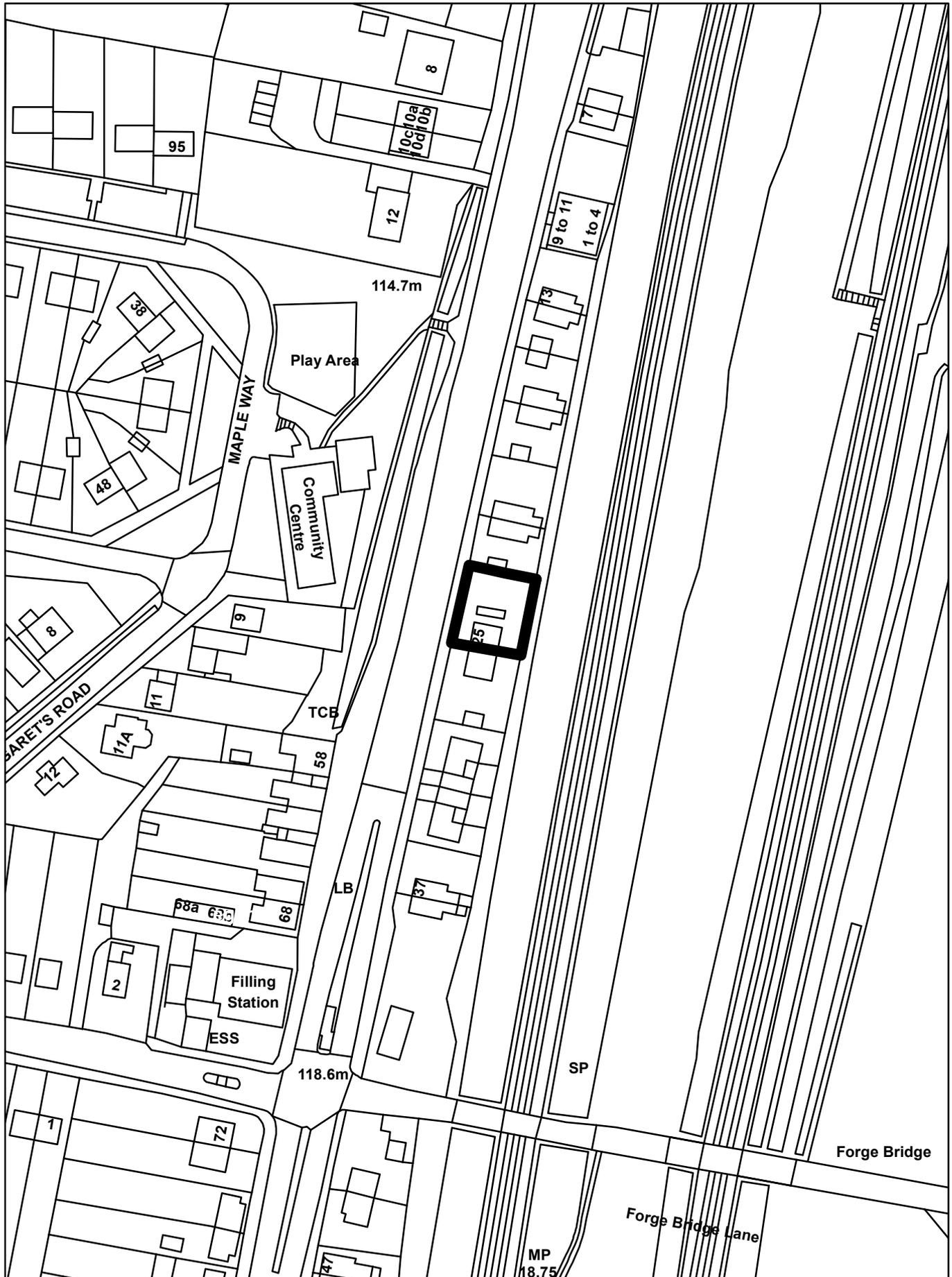
REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2019 and Development Management Plan policies DES1 DES2 DES5 DES8 TAP1 NHE3 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.

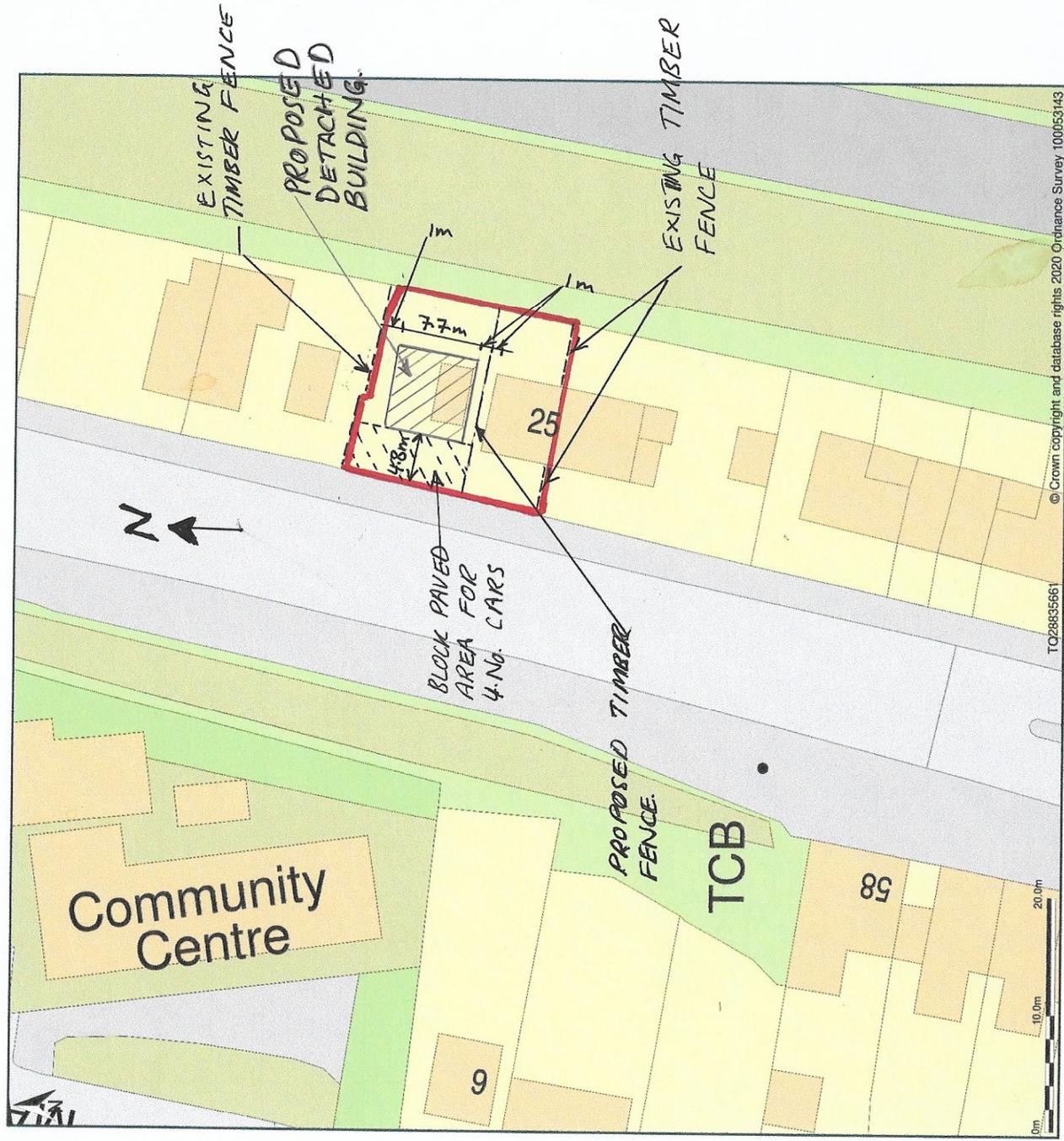
Proactive and Positive Statements

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.

20/00487/F - 25 Brighton Road, Hooley



25, Brighton Road, Hooley, Surrey, CR5 3EJ



Block Plan shows area bounded by: 528789.2, 156566.6 528879.2, 156656.6 (at a scale of 1:500). OSGridRef: TQ28835661. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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BLOCK PLAN
ORDNANCE SURVEY MAP
DATE: 10th MARCH 2020

ALAA NEAMA
Scale: 1:500

NOTE:

1. THERE IS NO PUBLIC RIGHTS OF WAY CROSSING THE SITE.
2. THERE ARE NO TREES ON SITE OR ON ADJACENT LAND THAT COULD BE AFFECTED BY THE PROPOSED DEVELOPMENT.

CLIENT:
ALAA NEAMA

PROJECT:
25 BRIGHTON ROAD,
HOOLEY, COULSDON,
SURREY

TITLE:
SWEEP PATH ANALYSIS

DESCRIPTION:
ESTATE CAR 4.85M -
PARKING MANOEUVRE

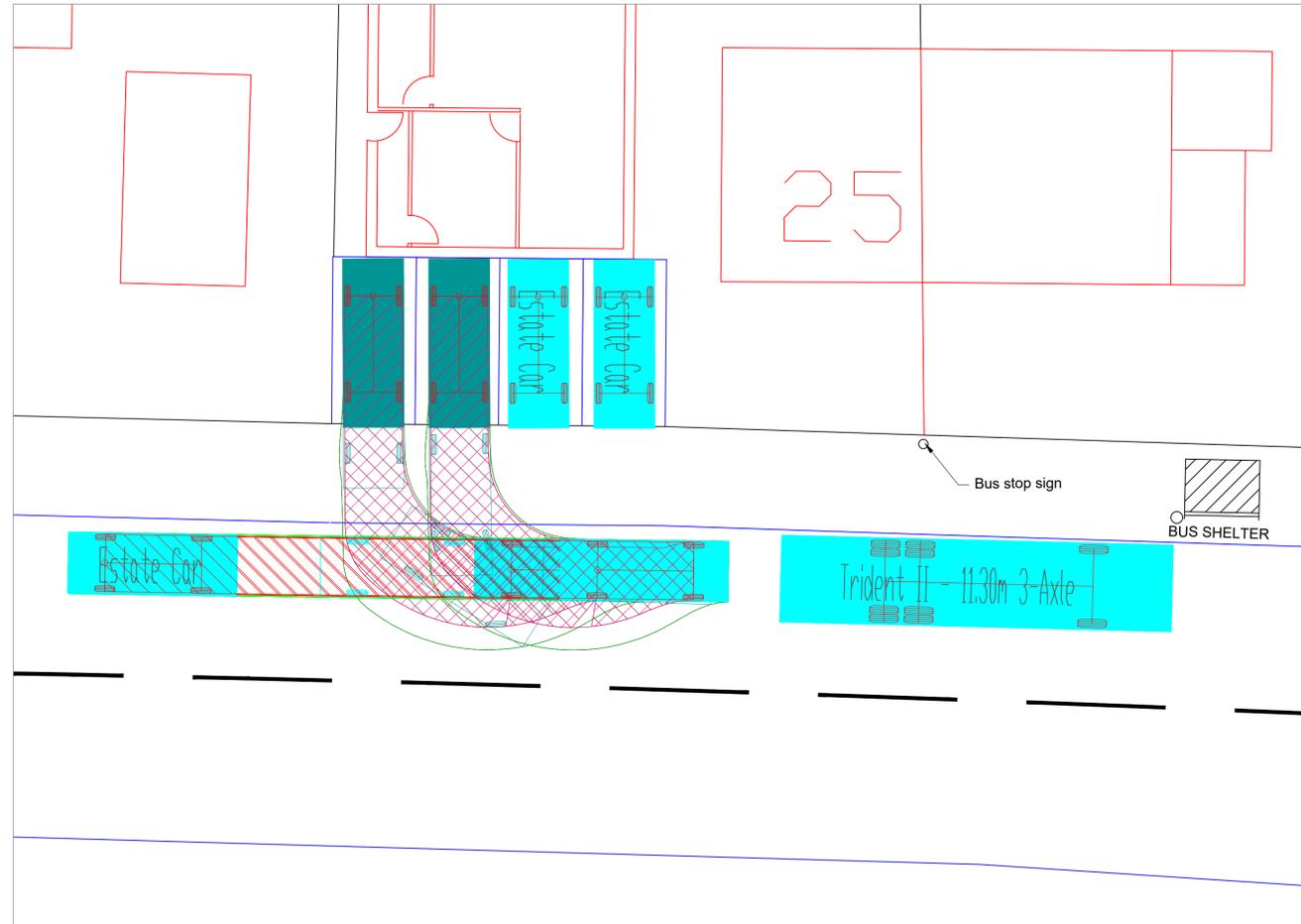
DATE:	27.08.20
JOB NO:	JG.49.20
REV:	1
DRAWN BY:	JG
CHECKED BY:	JG
SCALE:	1:100 @ A1
DRAWING NO.	JG01

- NOTES**
- The contractor shall not scale off the drawing for constructional purposes, only figured dimensions shall be worked from.
 - All dimensions and levels to be checked on site by the contractor before commencement of any work and any discrepancies to be reported to the transport & highways consultant.
 - The drawings/information used are to be cross referenced where necessary with other relevant consultants information. If in doubt please ask!
 - All drawings remain the copyright of JG Highway Design.
 - Documents/drawings transferred electronically are not to be altered without prior consent.
 - Printed drawings not valid in black and white.

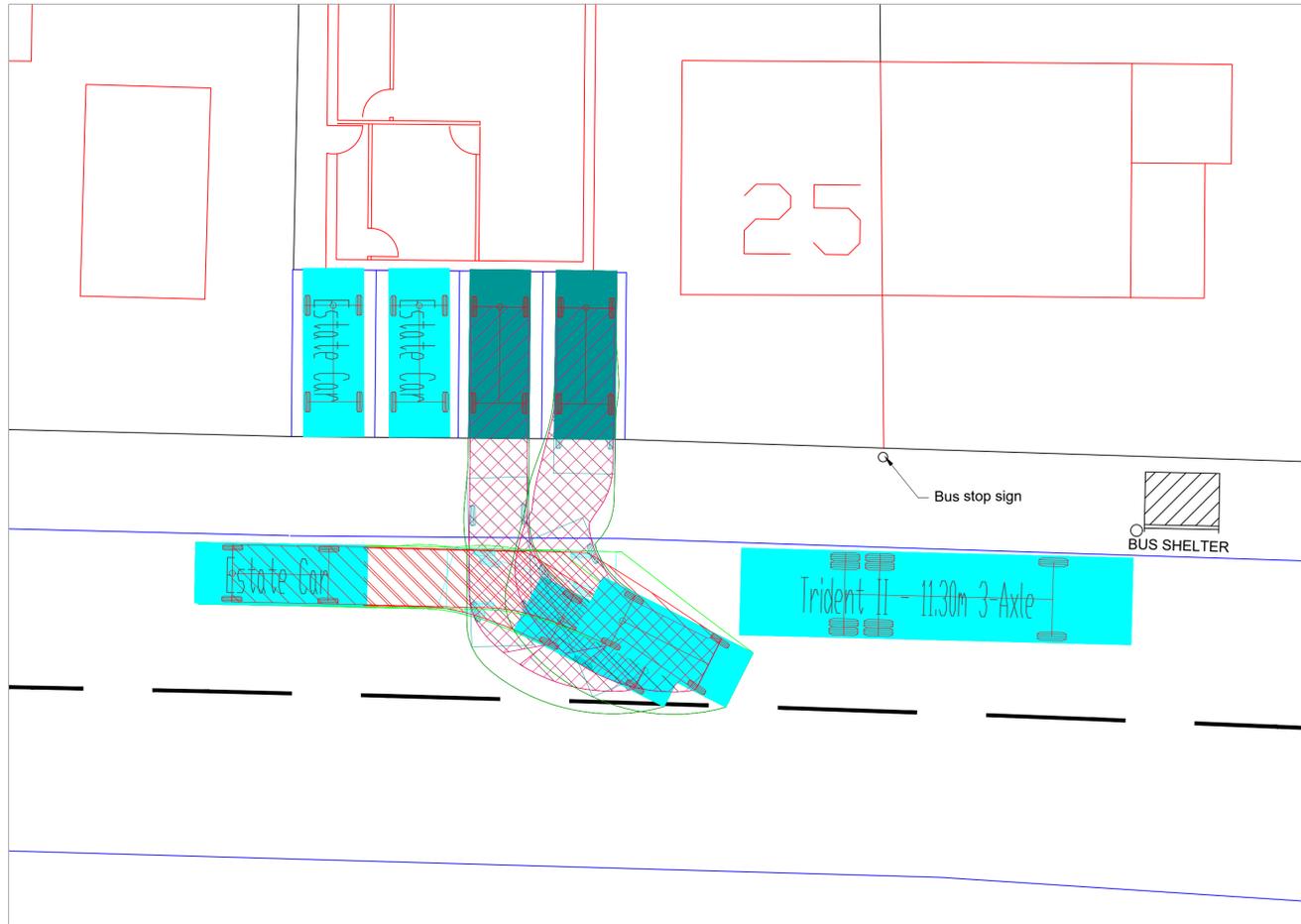
AMENDMENTS

- Bus outline added, parking and exiting manoeuvres adjusted to accommodate.

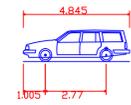
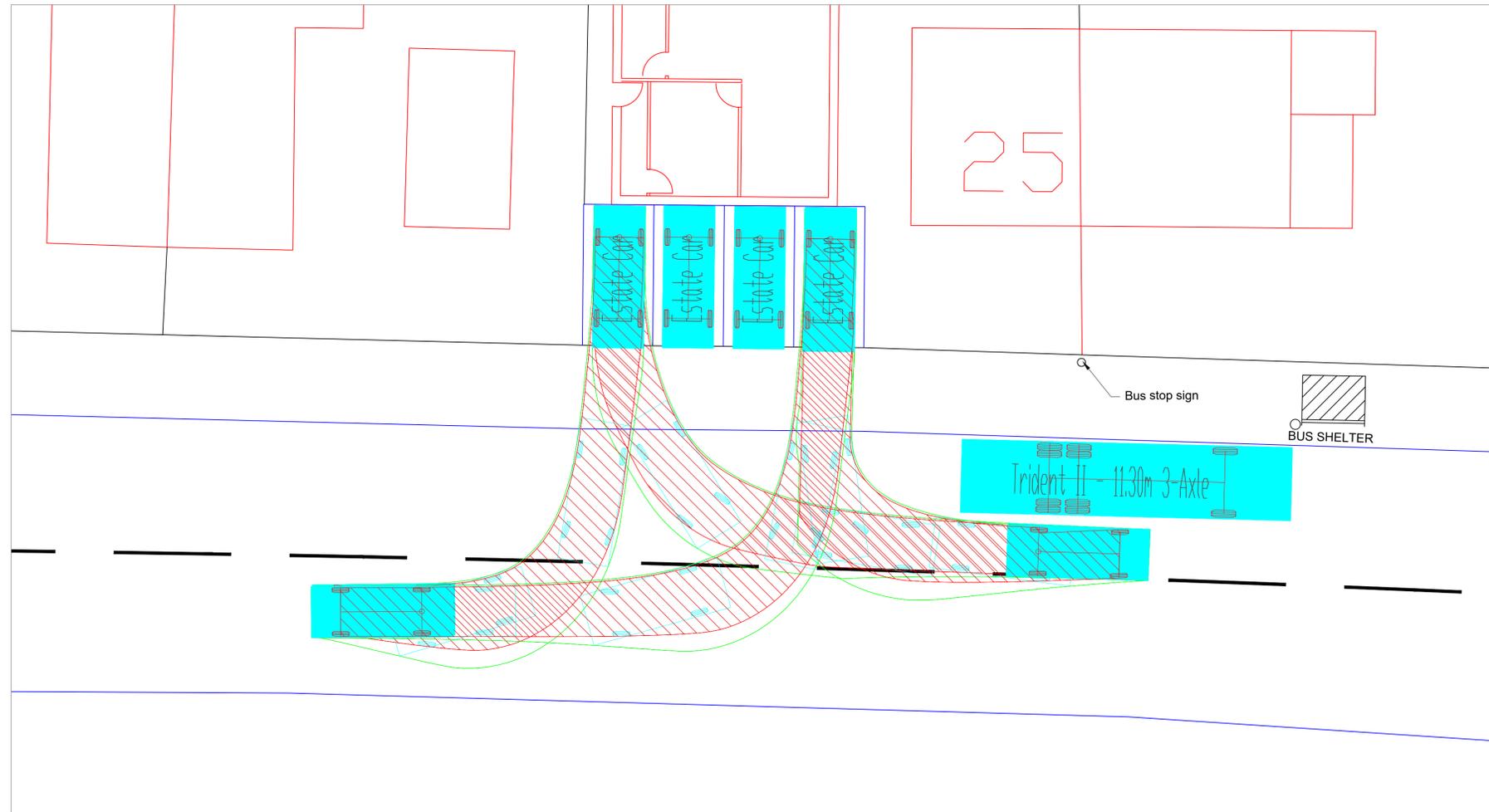
ESTATE CAR: REVERSE MANOEUVRE TO PARKING BAYS



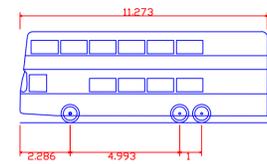
ESTATE CAR: REVERSE MANOEUVRE TO PARKING BAYS



ESTATE CAR: EXITING LEFT AND RIGHT IN FORWARD GEAR



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m



Trident II - 11.30m 3-Axle
Overall Length 11.273m
Overall Width 2.496m
Overall Body Height 4.140m
Min Body Ground Clearance 0.311m
Track Width 2.363m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.535m

- KEY TO VEHICLE ENVELOPES**
- CHASSIS
 - BODY
 - CHASSIS IN REVERSE GEAR
 - BODY IN REVERSE GEAR



CLIENT:
ALAA NEAMA

PROJECT:
25 BRIGHTON ROAD,
HOOLEY, COULSDON,
SURREY

TITLE:
SWEEP PATH ANALYSIS

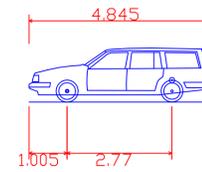
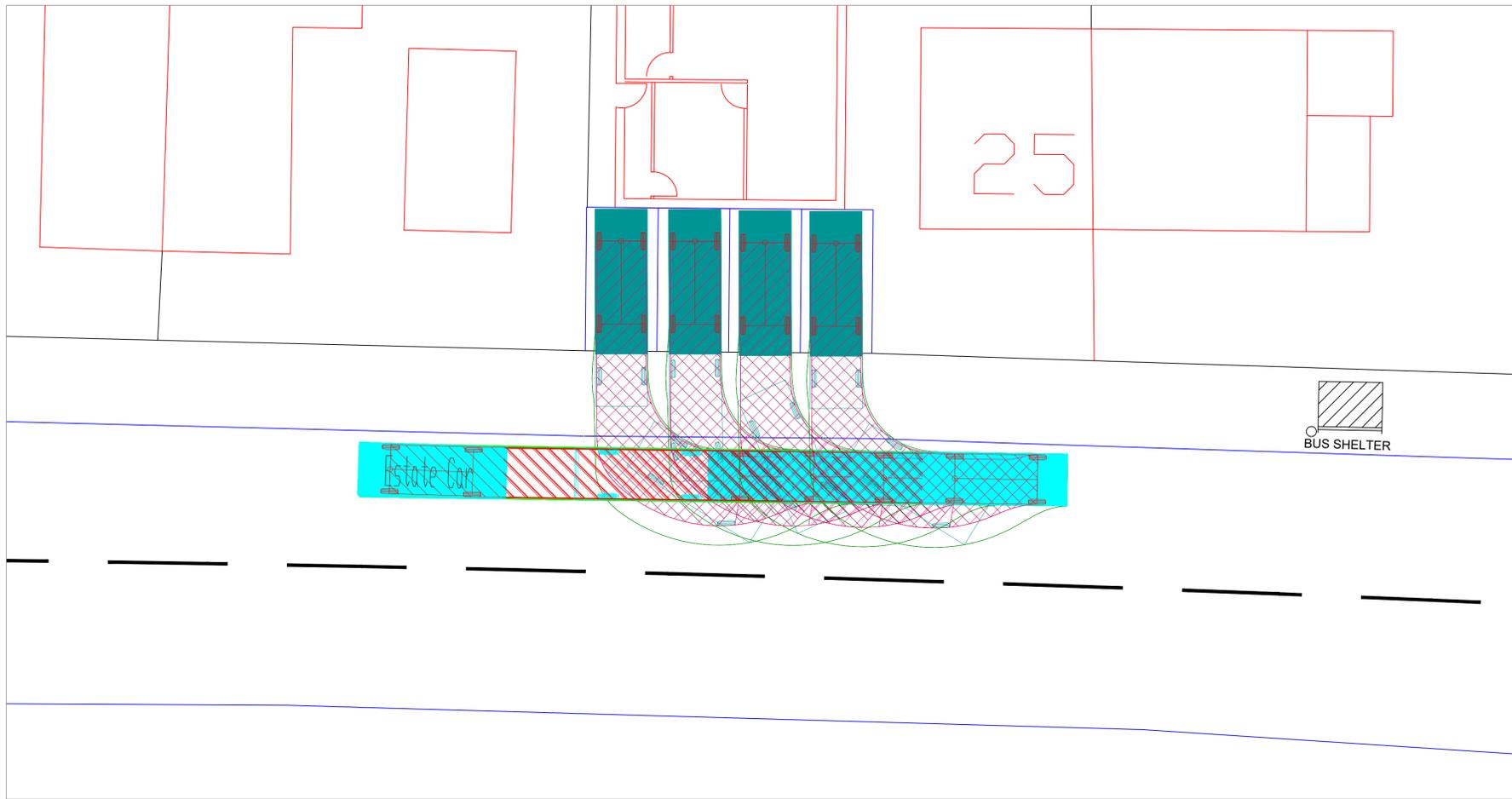
DESCRIPTION:
ESTATE CAR 4.85M -
PARKING MANOEUVRE

DATE:	17.07.20
JOB NO:	JG.49.20
REV:	-
DRAWN BY:	JG
CHECKED BY:	JG
SCALE:	1:100 @ A1
DRAWING NO.	JG01

- NOTES**
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AMENDMENTS

ESTATE CAR: REVERSE MANOEUVRE TO PARKING BAYS

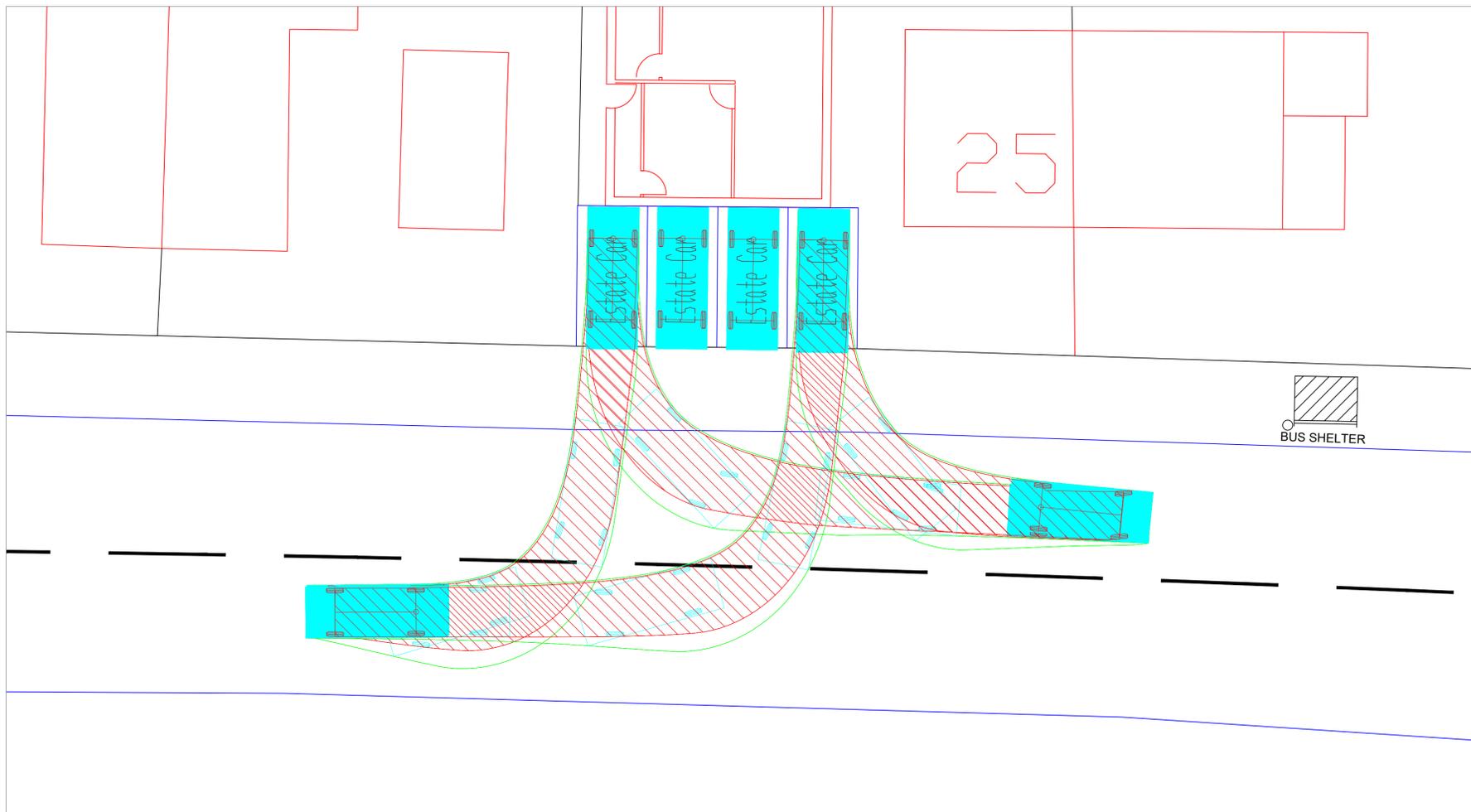


Estate Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.424m
 Min Body Ground Clearance 0.189m
 Max Track Width 1.655m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 4.950m

KEY TO VEHICLE ENVELOPES

- CHASSIS
- BODY
- CHASSIS IN REVERSE GEAR
- BODY IN REVERSE GEAR

ESTATE CAR: EXITING LEFT AND RIGHT IN FORWARD GEAR



1. ALL DIMENSIONS ARE IN MILLIMETRES
UNLESS NOTED OTHERWISE.



PROPOSED FRONT ELEVATION
SCALE 1:100

Date 4TH MARCH 2020

Engineer Mrs ALAA NEAMA
VILLA BABYLON
OUTWOOD LANE
CR5 3NL
Tel: 07951 620 246

Project 25 BRIGHTON ROAD
CR5 3EJ

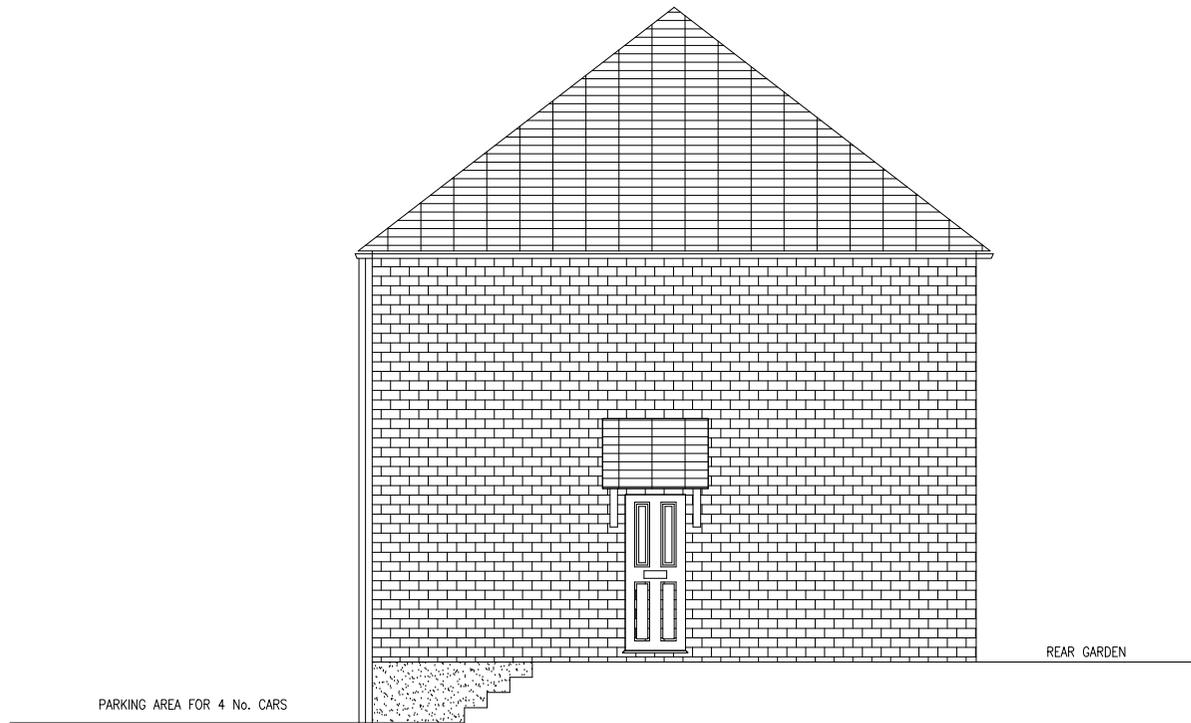
Title PROPOSED FRONT
ELEVATION

Scale AS SHOWN

Drp. No. DRG5

Rev. A

1. ALL DIMENSIONS ARE IN MILLIMETRES
UNLESS NOTED OTHERWISE.



PROPOSED SOUTH ELEVATION
SCALE 1:100

Date 4TH MARCH 2020

Engineer Mrs ALAA NEAMA
VILLA BABYLON
OUTWOOD LANE
CR5 3NL
Tel: 07951 620 246

Project 25 BRIGHTON ROAD
CR5 3EJ

Title PROPOSED SOUTH
ELEVATION

Scale AS SHOWN

Drp. No. DRG8

Rev. A

1. ALL DIMENSIONS ARE IN MILLIMETRES
UNLESS NOTED OTHERWISE.



PROPOSED REAR ELEVATION
SCALE 1:100

Date 4TH MARCH 2020

Engineer Mrs ALAA NEAMA
VILLA BABYLON
OUTWOOD LANE
CR5 3NL
Tel: 07951 620 246

Project 25 BRIGHTON ROAD
CR5 3EJ

Title PROPOSED REAR
ELEVATION

Scale AS SHOWN

Drp. No. DRG6

Rev. A

1. ALL DIMENSIONS ARE IN MILLIMETRES
UNLESS NOTED OTHERWISE.



PROPOSED NORTH ELEVATION
SCALE 1:100

Date	4TH MARCH 2020
Engineer	Mrs ALAA NEAMA VILLA BABYLON OUTWOOD LANE CR5 3NL Tel: 07951 620 246
Project	25 BRIGHTON ROAD CR5 3EJ
Title	PROPOSED NORTH ELEVATION
Scale	AS SHOWN
Drp. No.	DRG7
Rev.	A