

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	19 <sup>th</sup> May 2021
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
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<b>AGENDA ITEM:</b>	8	<b>WARD:</b> <i>Hooley, Merstham and Netherne</i>

<b>APPLICATION NUMBER:</b>	21/00328/F	<b>VALID:</b>	10/02/2021
<b>APPLICANT:</b>	Warwick Estates Ltd	<b>AGENT:</b>	Grainger Planning Associates Ltd
<b>LOCATION:</b>	<b>136 BRIGHTON ROAD, HOOLEY, SURREY, CR5 3EF</b>		
<b>DESCRIPTION:</b>	<b>Demolition of the existing dwelling and attached garage; erection of a development of six flats in a two storey building with roof accommodation together with the provision of refuse and recycling stores, seven car parking spaces and new access. As amended on 04/03/2021.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

**This application is referred to Committee in accordance with the Constitution as the application is for net 5 dwellings.**

## **SUMMARY**

This is a full application for the demolition of existing dwelling and erection of a two storey building, including accommodation in the roofspace containing 6 x 2 bedroom apartments and 7 parking spaces. The proposal follows the grant of planning permission on appeal for a similar scheme for 5 flats. The main changes would be at the rear where a 2 storey projection from the rear elevation is introduced to accommodate a sixth flat, over two floors. This element was originally removed from the earlier application.

The surrounding area is predominantly residential in character and comprises a range of dwelling types, sizes and designs with another flatted scheme to the north of this site. The site fronts onto the busy A23.

The scheme would provide a traditionally designed single 2 storey block with roof accommodation that would have the appearance of a large single dwelling. It would have a crown roof with rooflights on the side and rear elevations. The building would have a lower floor level than the existing and adjacent houses, a slightly higher ridge level and be set slightly in front and to the rear of both adjacent houses.

It is considered that the proposal, would fit within and respect the character of this area without adversely affecting the amenities of neighbouring properties.

The introduction of the two storey rear projection, which was originally removed from the earlier proposal allows the formation of a sixth unit. Due to size and scale of the main frontage block, this rear element would not be visible from the street frontage, and would not, therefore, have a material impact on the overall character and appearance of the development.

With regards to the impact on the amenity of neighbouring properties, the Council's Supplementary Planning Guidance on Householder Extensions and Alterations addresses this issue. It advises that where an extension exceeds a 45-degree line plotted from the middle of the neighbours ground floor window to the rear corner of the proposed extension, that it may significantly affect light into the neighbours habitable rooms. In this case the scheme complies with the 45-degree line 'test'. It would not therefore cause an adverse impact upon both residents through the rearward projection. A condition would be required on any approval to ensure that the flank facing windows are restricted in this way to preclude overlooking of neighbours gardens.

The site lies in an area of low accessibility to nearby facilities and services but an inspector for a previous appeal on the site did consider the site to be accessible and so allowed the appeal, granting planning permission for 5 flats with 7 parking spaces.

The proposed development would now offer 7 parking spaces but for 6 x 2 bedroom flats. There would therefore be an increase in parking demand from that approved without any corresponding increase in provision. The parking provision would fail to meet the parking standards for low accessibility sites as set out in Annex 3 of the DMP, which would require 14 spaces. Not only this however, the proposed development would also fail to meet the parking standards requirement for medium accessibility, which would be 8 spaces (6 for residents plus 2 visitors).

Although the findings of the previous Inspector are noted as well as the evidence put forward by the applicant in support of lower parking provision, it is considered that the proposed development would not provide sufficient parking to meet its demands. This would give rise to amenity issues associated with the competition for on-street parking spaces locally, in areas already subject to pressure for parking spaces, harmful to both the existing residents and the proposed occupants by virtue of this competition and the inconvenience associated with their location away from the site. There would also be pressure for parking on the grass verge outside the application site, which would be harmful to the visual amenity of the locality.

Although the scheme has been considered acceptable from a highway safety perspective by Highways England and the County Highways Authority the lack of parking is considered to result in harm to amenity, contrary to Policy TAP1 of the DMP.

## **RECOMMENDATION**

Planning permission is **REFUSED** for the following reason.

1. The proposed development, by virtue of the lack of car parking provision, would lead to unacceptable pressure for on-street parking along the Brighton Road (A23) access road and/or Church Lane Avenue which already suffer from pressure for on-street parking and so would cause harm to the amenities of the existing residents wanting to park in these areas. The distance and lack of such on-street parking would also be inconvenient for residents of the proposed development harmful to their amenities. There would also be pressure to park on the verge outside the site, harmful to the visual amenity of the area. The failure to provide sufficient parking to meet the demands of the development would therefore be contrary to Policies TAP1, DES1 and the parking standards contained within Annex 3 of the Development Management Plan 2019.

## **Consultations:**

Highway Authority: Recommend that permission can be granted subject to conditions relating to the following issues:

- Provision of a means of preventing water from the site entering the highway
- Provision of a visibility splay
- Provision of parking prior to occupation
- Provision of a CTMP
- Approval of details to prevent the delivery of materials to site creating highways dangers
- Provision of safe bicycle storage facilities
- Provision of two electric vehicle charging spaces

The CHA advise that the site is also subject to comments from Highways England being part of the strategic network forming access to the M23 and M25. Comments from HE should take precedence over those of the CHA.

The CHA note that the site is not in a fully sustainable location in transport terms with no real supporting amenities in the near vicinity and only having access to one bus service. This scheme would create additional dwellings in a low sustainable location.

The applicant is providing a lower level of parking spaces than required by the Reigate and Banstead adopted Parking standards which would require 14 spaces for this development. The low sustainability of the site places greater reliance on the private motor vehicle. Notwithstanding this the issue of sustainability has three dimensions and it is for the LPA to weigh up the County Highway Authority comments alongside other relevant policies.

Highways England: Highways England state that their concerns relate to the impact that the proposals would have on the safe and efficient operation of the strategic road network (SRN). In the case of this proposed development, Highways England are interested in the potential impact that the development might have upon the A23 Brighton Road. They are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of this proposed development.

It is noted that they were consulted on the previous application comprising 5 two-bed residential flats, supported similarly by 9 (which later became 7) off-street car parking spaces. On the 15<sup>th</sup> May 2020, they requested information on the access, but the application was taken to committee 15<sup>th</sup> July before we were given the additional information requested. The application was refused but allowed by Appeal, under Planning Inspectorate reference APP/L3625/W/20/3256930 with the decision dated 25<sup>th</sup> January 2021.

They have reviewed the documents submitted as part of the current planning application and still have outstanding comments/requests for information that are similar to the information request made for the appealed application. The documents requested principally relate to the closure of the existing access onto Brighton Road and the construction of the new access.

Highways England note that on the A23 in the vicinity of the site, there are double yellow lines in place and there is no parking permitted at any time, and no loading Mon-Sat 8-9.30AM and 4.30-6.30PM. However, they state that they would be looking for there to be no loading/unloading or parking of construction vehicles at any time for the duration of the works. They require there to be no obstruction of the highway (to include footway and carriageway) to ensure that there is no disruption to the free flow of traffic on the SRN that might otherwise impact the safe and efficient operation of the SRN. We note that should planning be permitted, the transport note states that the applicant is agreeable to a condition for the preparation of a Construction Traffic Management Plan (CTMP) prior to the commencement of works which would be in line with Condition 12 attached to the Appeal Decision for the permitted scheme. They note "This pre-commencement CTMP would expand upon the proposed access arrangements and strategy as outlined within this note, as well as providing further information relating to storage of plant and materials, programme of works and hours of operation and other supporting management measures" and state that they would like to be consulted on this CTMP.

Having examined the planning application documents, Highways England understands the existing vehicular access to 136 Brighton Road would be closed. The work to create the new crossover access will necessitate work within the highway, for which Highways England are the highway authority. Work within our highway may only be carried out through an agreement under S278 of the Highways Act 1980. This is needed to be ensure 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 would give a safe working space and work could be carried out in a safe environment. This would be at a cost to the applicant.

Highways England have also noted the appeal decision (see below) and in taking a pragmatic approach to this recommend that the conditions imposed on the appeal permission be re-imposed on this application. They also request a further condition which would require the completion of the temporary access arrangements be completed before any other part of the development.

Environmental Protection: No comments other than a request for electric vehicle charging points in all 9 bays: the site is within the Hooley air quality management area and lack of infrastructure acts as a barrier to the use of this technology.

### **Representations:**

Letters were sent to neighbouring properties on 4<sup>th</sup> March 2021.

No responses have been received.

## **1.0 Site and Character Appraisal**

1.1 The site comprises a detached chalet bungalow lying in an area of residential development that fronts onto the A23, close to the junction with the M23. The

house sits between a 2 storey semi-detached house to the south and a detached 1½ storey house with mansard roof to the north. It has a detached garage lying adjacent to the shared boundary to the north, with a shed to the rear and a gravel parking area with lawn in the front of the house. The parking area in front of the house is bounded by a low level close boarded fence along the flank boundaries and an open post and rail fence along the boundary with the highway.

- 1.2 Land levels vary around this area with the houses on and around the application site being broadly level with the highway and with rear gardens that rise uphill away from the house. In the case of the application site, the rear garden is predominantly laid to lawn, with a patio to the rear of the house which steps up to the lawn. The lawn includes an above ground pool and a relatively large area of decking adjacent. The flank garden boundaries are close boarded fencing.
- 1.3 Houses on the opposite side of this part of the A23 are set at a significantly higher level than the highway with front gardens that rise quite steeply away from the highway. Further to the north the land levels out with houses on both sides of the road being broadly level with the road.
- 1.4 The site fronts onto the A23 which at this point has double yellow lines in place and no parking is permitted at any time, and no loading Mon-Sat 8-9.30AM and 4.30-6.30PM. The nearest on-street parking is in a side road that runs parallel to the A23 to the south around the Starbucks coffee shop on the corner of the A23 and Dean Lane or the residential roads that run parallel to the A23 to the rear of the site.
- 1.5 The surrounding area is characterised by a variety of dwelling types, designs and sizes. The Local distinctiveness Guide identifies this area as 1930s-1950s suburbia. All have front gardens large enough to provide at least some off street parking, although not all gardens do so. The front gardens are of differing characters, some wholly planted, some with mixed planting and parking and some wholly parking.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: the applicant did not approach the Council for pre-application advice.
- 2.3 Further improvements could not be secured as the application is considered unacceptable in principle.

## **3.0 Relevant Planning and Enforcement History**

- |     |            |                                                                                                                                    |                                                       |
|-----|------------|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| 3.1 | 20/00770/F | Demolition of existing dwelling and erection of a two storey building with accommodation in the roofspace containing 5 x 2 bedroom | Refused<br>15/07/2020<br>Appeal Allowed<br>25/01/2021 |
|-----|------------|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|

apartments and 7 parking spaces.

3.2 Application 20/00770/F was refused for the following reasons:

1. The proposed development would be located in an area of low accessibility off the busy main A23 road, with double yellow lines and would provide insufficient off street parking, as set out in the Development Management Plan 2019, resulting in additional on street parking in the local area to the detriment of the amenities of the local area contrary to the provisions of Policies CS1 and CS10 of the Reigate and Banstead Local Plan Core Strategy , Policies DES1, TAP1 and Annexe 4 of the Reigate and Banstead Local Plan Development Management Plan 2019 and the NPPF.
2. The proposed development would, as a result of the bulk, mass and scale in comparison to the more modest scale of the adjacent dwellings, result in a visually intrusive building within the streetscene, detrimental to the visual character and amenities of the surrounding area, contrary to the provisions of Policies CS1 and CS10 of the Reigate and Banstead Local plan Core Strategy, Policy DES1 of the Reigate and Banstead Local Pan Development Management Plan 2019 and the NPPF.

3.3 The appeal was allowed in January 2021 and a copy of the appeal decision is appended to this report. The appeal is discussed in further detail below.

3.4 A similar proposal on the property adjoining the application site at 134, Brighton Road, Hooley (ref: 19/01890/F) for the demolition of existing chalet style dwelling and redevelopment for 5 flats in a part single part two storey development with roof accommodation and associated refuse storage and parking spaces was refused by the Council but has also been allowed on appeal in December 2020.

#### **4.0 Proposal and Design Approach**

4.1 This is a full application for the demolition of existing dwelling and erection of a two storey building, including accommodation in the roofspace containing 6 x 2 bedroom apartments and 7 parking spaces.

4.2 The scheme would provide a traditionally designed single 2 storey block with roof accommodation that would have the appearance of a large single dwelling. It would have a crown roof with rooflights on the side and rear elevations. The building would have a lower floor level than the existing and adjacent houses, a slightly higher ridge level and be set slightly in front and to the rear of both adjacent houses.

4.3 The scheme would feature a projecting gable on the front elevation with hipped roof including a dormer window on the front elevation. The rear projection would be 1½ stories with a dormer in the rear facing roof slope. The eaves line has been dropped along part of the rear elevation. The

materials would be brick with tile hanging on part of the front elevation and a tiled roof.

- 4.4 The Design Statement advises that the floor level has been lowered compared to the existing bungalow to provide level access for disabled users from the parking area. The building would be 13.6m wide at the front and 13.8 deep.
- 4.5 The front would provide 7 parking spaces aligned with each flank boundary and cycle parking immediately to the rear of the parking area. A refuse store is shown adjacent to the front boundary behind proposed landscaping.
- 4.6 The rear garden would be level around the block with two modest terraces in the rear garden.
- 4.7 The accommodation would be 6 x 2 bedroom flats. At ground and first floors the flank windows are to non-habitable rooms whilst the top floor has side facing rooflights that would appear be at eye level. The flat in the rear projection would be set over two floors.
- 4.8 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.
- 4.9 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The other development options considered were as set out in the previous application allowed on appeal.
Design	The applicant's reasons for choosing the proposal from the available options were influenced by the appeal decision on the neighbouring property.

4.5 Further details of the development are as follows:

Site area	0.08 ha
Existing use	Residential dwelling
Proposed use	Residential flats
Existing parking spaces	3
Proposed parking spaces	7
Parking standard	13
Net increase in dwellings	5

**5.0 Policy Context**

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

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

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)  
DES4 (Housing Mix)  
DES5 (Delivering High Quality Homes)  
DES8 (Construction Management)  
TAP1 (Access, Parking and Servicing)  
CCF1 (Climate Change Mitigation)  
NHE2 (Protecting and enhancing biodiversity and areas of geological importance)  
INF3 (Electronic communication networks)

5.4 Other Material Considerations

National Planning Policy Framework

National Planning Practice Guidance

Supplementary Planning Guidance

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

Other

Human Rights Act 1998

Community Infrastructure Levy  
Regulations 2010

**6.0 Assessment**

- 6.1 The application site is within the urban area where there is a presumption in favour of sustainable development and where the principle of residential development is acceptable.
- 6.2 There is no objection in principle to a potential redevelopment of the site and such a redevelopment would help the Council meet some of the Borough's identified housing need and furthermore would be welcomed as a contribution to housing supply. However, the principle of acceptability in this case rests upon considering the impact of the proposal and resultant harm and the need to provide additional housing, and its resultant benefit. The following report sets out the key considerations.
- 6.3 The main issues to consider are:
- Design appraisal
  - Housing Mix and Standard of Accommodation
  - Neighbour amenity
  - Highway matters
  - Energy, Sustainability and Broadband
  - Community Infrastructure Levy

Design appraisal

- 6.4 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.5 The design of the scheme is of a traditional form, with a pitched tiled roof, (albeit a crown roof rather than a fully formed pitched roof), brick and tile hung elevations, projecting bay windows and generally domestic style architecture. The front elevation would provide an attractive elevation reminiscent of the character of a larger house.
- 6.6 The Council previously considered that due to the large bulk and mass of the scheme, it would have been prominent when viewed from the street and from the neighbouring dwellings which would have suggested not just a larger house, but a greater scale of development. It was considered that the

proposed development would as a result of the bulk, mass and scale, in comparison with the modest scale of the adjacent dwellings, result in a visually intrusive building within the streetscene, detrimental to the visual character and amenities of the surrounding area.

- 6.7 This scheme, would (like the proposal on the adjacent site) replace a smaller dwelling with a larger block of flats, it would result in the whole of the front garden being allocated for parking and refuse storage, it would result in a house that has a greater width, height and depth of footprint than any other house surrounding the site or in close proximity to the site, it would have a lower floor level, the crown roof design would clearly indicate a greater mass of development than a traditional fully pitched roof.
- 6.8 The Inspector who dealt with the appeal against the refusal of planning permission disagreed with this assessment and concluded that the proposed development would respect the character and appearance of the street scene and surrounding area.
- 6.9 He noted that the appeal site is located on the west side of the A23, a major arterial traffic corridor into central London. He also noted that the Council and appellant referred to the Council's Local Distinctiveness Guide which they agree identifies the area as 1930's- 1950's suburbia. He found however, that there is no clearly discernible or coherent form to the design and appearance of the buildings. He found an eclectic range of detached and semi-detached properties, including two storey houses, bungalows and chalet bungalows. There is also considerable variation in terms of size, height and design with modern infill or redevelopments having taken place, including a modern two storey development of flats a little way to the north.
- 6.10 He considered that the general area is dominated by the heavily trafficked A23. The buildings to either side of the road are set back on a reasonably generous and consistent building line and this area, in many places, includes mature landscaping which softens and contributes to the character of the area to provide a degree of vegetation. On the western side of the road, where the appeal site is located, the properties are at generally road level. The land rises towards the rear of the plots such that the rear garden areas rise from the back of the properties. On the opposite side of the road properties are elevated. Parking is a common feature in the frontage areas.
- 6.11 In his decision notice, the Inspector drew attention to the appeal decision on the adjoining property, 134, Brighton Road, and to other developments in the area where single dwellinghouses had been replaced with small blocks of apartments. He considered that whilst the proposed development the subject of this appeal would result in an increased density, 5 dwellings replacing the existing single dwelling on the same site area, there are examples such as the flat block to the north (as well as the recently approved scheme on the adjoining site) which would be of a similar density.
- 6.12 In this context the proposed development would provide for a two storey building with a hipped pitched crown roof which would accommodate

accommodation in the roof void. The building would have the general appearance of a large detached property having a single centrally located access and generally designed with domestic character and high quality materials. The hipped pitched roof, brick and tile hung facades incorporating a bay window and small gable feature to the front provide for an attractive elevation that could reasonably be read as a large detached house. The Inspector noted that to a certain extent this is betrayed by the depth of the building, the symmetry of the fenestration on the flank walls and the arrangements of roof lights and crown roof which indicate a building of greater intensity. However, he stated that this should be seen in the context of the set back from the road, which is generally in line with the surrounding properties, the fact the overall ridge height is little different from the adjacent two storey properties and the existence of other crown roofs and development forms in the area. He also considered that the wide range of the design and form of the surrounding buildings ensures that the proposed development would not be seen to be so out of character that it would detract from the existing character of the locality which is the same conclusion reached by the Inspector who dealt with the appeal on the adjoining site.

- 6.13 The proposed front garden area would be used for seven parking spaces and to accommodate the refuse area. There is some limited planting to the front which will assist in some limited screening, but this will not substantially screen the development. The existing site however has limited soft landscaping with any height to its frontage and for the most part the frontage is laid to hard surface for parking and access to the garage and the remainder laid to lawn. The Inspector considered that the proposed frontage arrangement would not detract from the appearance of the area.
- 6.14 In the current application, the revised proposal seeks planning permission for a larger building on the site which would accommodate 6 flats, as opposed to 5 in the appeal approved scheme. The visual amenity impacts associated with the under-provision of parking to accommodate this additional flat are considered below. The additional flat would be located in a larger rear projection extended westwards into the rear garden of the property. This would be a two storey extension to the approved building, set down from roof level and inset from the flank elevations. Due to size and scale of the main frontage block, this rear element would not be visible from the street frontage, and would not, therefore, have a material impact on the overall character and appearance of the development. No changes are proposed to the amount of parking or to the layout of the forecourt of the building.
- 6.15 Concerns were raised by the Council in the previous scheme with regards to the density of development, which would be further increased in the current proposal. The density of a proposed scheme is one measure of potential impacts of a scheme but does not alone indicate that a scheme is unacceptable or indeed acceptable - that consideration must take account of a wide range of factors. In this instance the density of this scheme suggests a density range that would be significantly in excess of surrounding sites. However, this is because, very simply the figure compares an area of single family homes with a single site with 6 units. If the proposed scheme is

compared to a site some 180 m's to the north of the application site (The Sycamores) which is a development of 2 blocks of flats, then it has a comparable density to that development. Therefore, whilst density is an indication of potential impacts upon the surrounding area, the scheme must be considered in more detail to assess if there are any adverse impacts arising from a significantly higher density on this one site. In this case, the Inspector found that the proposed development would respect the character and appearance of the street scene and surrounding area. In this regard, therefore, there would not be any conflict with Development Management Plan Policy DES1, although potential visual amenity impacts would be likely to arise associated with the under-provision of parking now proposed as is discussed below.

#### Housing Mix and Standard of Accommodation

- 6.16 Policy DES4 requires that on sites of up to 20 homes, at least 20% of the housing should be provided as smaller (1 and 2) bed homes. The proposal is for 6 x 2 bedroom flats which would accord with the requirements of the policy.
- 6.17 Policy DES5 requires that all new residential development must provide high quality adaptable accommodation and provide good living conditions for future occupants. New accommodation must meet the relevant nationally prescribed internal space standard for each individual unit unless the council considers that an exception should be made. Sufficient space must be included for storage, clothes drying and the provision of waste and recycling bins in the home. Adequate outdoor amenity space including balconies and terraces and /or communal outdoor space should be provided.
- 6.18 The submitted plans demonstrate that each flat in the proposed building would meet the relevant space standard, and that habitable rooms within each flat, would be provided with adequate sunlight and daylight. Communal amenity space would be provided would be provided at the rear of the building. As a result, it is considered that the proposals would accord with the requirements of DMP Policy DES5.

#### Neighbour amenity

- 6.19 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.
- 6.20 As a guide to the impacts of such development upon neighbouring properties the Council's Supplementary Planning Guidance on Householder Extensions and Alterations addresses this issue. It advises that where an extension exceeds a 45-degree line plotted from the middle of the neighbours ground floor window to the rear corner of the proposed extension, that it may significantly affect light into the neighbours habitable rooms. In this case the

scheme complies with the 45-degree line 'test'. It would not therefore cause an adverse impact upon both residents through the rearward projection.

- 6.21 Visually the scheme would represent a different outlook compared to the current situation to both neighbouring sites. The submitted plans indicate that there would be windows in the flank elevations but notes on the drawing also indicate that these would be fitted with obscure glazing and with only top opening fanlights. A condition would be required in the event of an approval to ensure that the flank facing windows are restricted in this way to preclude overlooking of neighbours gardens.
- 6.22 The amenity aspects associated with the poor parking provision are considered below.

#### Highway matters

- 6.23 Policy TAP1 of the Development Management Plan 2019 requires new development to demonstrate that it would not adversely affect highways safety or the free flow of traffic, that it would provide sufficient off-street parking in accordance with published standards and that it would constitute development in a sustainable location.
- 6.24 The site fronts onto the A23 which, due to its proximity to the M23 is the responsibility of Highways England and therefore consultations have taken place with both Highways England and the County Highway Authority. The County Highway Authority has raised no objections and recommend a range of conditions. They do also advise that the amount of parking provided would not comply with the parking standards required by the DMP. The Highways Agency initially raised concerns requesting that additional details should be submitted of the access with the highway with the comments on the amended plans still being ambiguous with a request for further information from the applicant.
- 6.25 In response to this request, the applicant states that given that the proposed access and parking arrangements are identical to those already consented on appeal, and the questions raised by Highways England relate to the detail of how the existing dropped kerbs will be changed (presumably these will be the subject of a s278 agreement or similar), there is nothing further that I believe the applicant needs to provide. He confirms that any landscaping along the frontage of the site will be maintained at a height that will not impede pedestrian intervisibility splays and will be content for this to be conditioned if appropriate. It is stated that vehicle sightlines will not be affected given the substantial width of the pavement/grass verge in front of the site and the applicants confirm that that they would be happy to accept the same conditions (or substantially similar) to those imposed by the Inspector on appeal.
- 6.26 The previous application was partly refused on the grounds that the proposed development would be located in an area of low accessibility off the busy main A23 Brighton Road, with double yellow lines and would provide

insufficient off street parking, as required by the parking standards of the Development Management Plan 2019, resulting in additional on street parking in the local area to the detriment of the amenities of the local area.

- 6.27 The parking standards in the DMP would require 14 spaces to be provided on site. The scheme is therefore short by 7 spaces. Due to the double yellow lines no off street parking would be available outside the site with the nearest spaces to the south in the area around the Starbucks Coffee shop and access road or in the roads to the rear of the site, such as Church Lane Avenue.
- 6.28 The site lies in an area of low accessibility with limited nearby access to a range of facilities, within walking distance lie two petrol filling stations and a small parade of shops which currently accommodates a café, wine shop, newsagent, window shop and a vacant unit. A coffee shop lies approximately 2 minutes' walk to the south east. The nearest other facilities are not within walking distance. A bus service runs through Hooley past the site giving access to Redhill and Coulsdon and Croydon with a significant range of facilities. The bus stop is within easy walking distance of the site which could give access to rail stations. At the previous appeal, the Inspector made a note in the decision letter of the accessibility of the site to the various shops and services in the area and that the A23 in this location has footpaths along its length, is illuminated and incorporates a pedestrian crossing point close by. He also stated that there are various footpaths and rural lanes in the wider locality linking the area such that use of cycling, walking and public transport are not inconvenient. On this basis the previous Inspector concluded that the site is in an accessible location. However, the site is not considered as accessible as medium accessibility sites within the DMP which have been assessed in terms of their proximity to larger towns and shopping centres as well as railway stations and neither did the Inspector suggest such. The previous appeal decision is a material consideration but it is also important to note that, when assessed against parking standards of the adopted DMP, the development would now be 7 spaces short of standard rather than 4 as quoted in the appeal decision. This is a material difference, the impacts of which must be assessed.
- 6.29 It is likely that the proposed development will have a parking demand in excess of provision, at least on occasions but quite possibly regularly. Whilst the highways authorities have raised no objection to this from a highway safety perspective, the amenity impacts must also be considered. In terms of on street parking, due to the double yellow lines outside the site and along most of the nearby A23, the nearest on-street parking spaces lie around 180m's to the south east along an access road to houses on the opposite side of the A23, that runs parallel to the A23 either side of Dean Lane and is in use for parking for local residents and customers to the Starbucks coffee shop. Residential roads to the rear of the site offer other potential for on-street parking, such as Church Lane Avenue, around 285m's away.
- 6.30 The Inspector deciding on the previous appeal noted that these areas are already subject to parking from the users of the Star Bucks coffee shop and

local residents and considered it unlikely that 4 additional spaces would significantly add to the effect of parking in these areas. He noted they are also some distance from the appeal site and would not be attractive for residents of this development to want to park their vehicle away from their place of residence and out of general surveillance. On this basis he concluded that he was not convinced these would provide for attractive locations for future residents to park and more likely the limitation of parking would act as a limitation on the number of vehicles owned.

- 6.31 The proposed development would undoubtedly have a greater parking demand and exert greater pressure for on-street parking than that which the Inspector considered. It is quite likely that some of the six flats proposed would have a household car ownership in excess of one and that these would outnumber those households owning no cars. This would result in parking pressure on local roads which already suffer from localised parking problems. The access road running parallel to the A23 is heavily parked and extra parking would compound this. Church Lane Avenue has more capacity but is less conveniently located. Either option would likely cause amenity issues for existing residents wishing to park their own cars there and/or occupants of the proposed development wishing to park close to their property but not being able to find a local and convenient parking space. It is therefore considered that harm to amenity would result from the significant under provision of parking against the DMP standard. This would be both for existing residents and future occupants, contrary to Policy TAP1 of the DMP.

## **REASON FOR REFUSAL**

1. The proposed development, by virtue of the lack of car parking provision, would lead to unacceptable pressure for on-street parking along the Brighton Road (A23) access road and/or Church Lane Avenue which already suffer from pressure for on-street parking and so would cause harm to the amenities of the existing residents wanting to park in these areas. The distance and lack of such on-street parking would also be inconvenient for residents of the proposed development harmful to their amenities. There would also be pressure to park on the verge outside the site, harmful to the visual amenity of the area. The failure to provide sufficient parking to meet the demands of the development would therefore be contrary to Policies TAP1, DES1 and the parking standards contained within Annex 3 of the Development Management Plan 2019.



## Appeal Decision

Site visit made on 11 January 2021

by **Kenneth Stone BSC Hons DipTP MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 25<sup>th</sup> January 2021

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**Appeal Ref: APP/L3625/W/20/3256930**

**136 Brighton Road, Hooley, Surrey CR5 3EF**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Warick Estates Ltd (Mr Stewart Moore) against the decision of Reigate & Banstead Borough Council.
  - The application Ref 20/00770/F, dated 14 April 2020, was refused by notice dated 15 July 2020.
  - The development proposed is described as Demolition of existing dwelling and erection of a two storey building with accommodation in the roofspace containing 5 x 2 bedroom apartments and 7 parking spaces. As amended on 05/06/2020.
- 

### Decision

1. The appeal is allowed and planning permission is granted for demolition of existing dwelling and erection of a two storey building with accommodation in the roof space containing 5 x 2 bedroom apartments and 7 parking spaces at 136 Brighton Road, Hooley, Surrey CR5 3EF in accordance with the terms of the application, Ref 20/00770/F, dated 14 April 2020, subject to the conditions contained in the schedule at the end of this decision.

### Procedural matters

2. The application as originally submitted was in respect of a development comprising six flats in a two-storey building with roof accommodation together with the provision of refuse and recycling stores and nine car parking spaces. The application was formally amended with the submission of amended plans: BRI 100 Rev A, BRI 101 Rev A and BRI 110 Rev A. The Council determined the application on the basis of the amended description, as reflected in the description of development on the decision notice and as noted by the appellant in the appeal form, and those amended plans and I have considered the appeal on that basis.

### Main Issues

3. The main issues are the effect of the proposed development on the character and appearance of the surrounding area; and secondly its effect on the living conditions of local residents from increased parking pressure for on-street parking.

## Reasons

4. The development plan for the area comprises the Reigate and Banstead Local Plan: Core Strategy adopted July 2014 (CS) and the Reigate and Banstead Local Plan Development Management Plan adopted September 2019 (DMP). The most important policies for determining this appeal are policies CS1 and CS10 from the CS and policies DES1 and TAP1 from the DMP. No case has been put to me that these policies are out of date. Policy CS1 reflects the principles of the presumption in favour of sustainable development in the National Planning Framework (The Framework) and CS10, which identifies sustainable development as development that will, amongst other matters, make efficient use of land, be an appropriate density, taking account of and respecting the character of the local area, and contributing to neighbourhoods which are supported by services and infrastructure. These are consistent with the principles in the Framework.
5. Policy DES1 from the DMP sets out various criteria that all new development will be expected to meet to ensure it is of high quality. These criteria include, amongst others, respecting character of the area, high quality materials, paying due regard to density, layout, plot sizes, siting, scale, mass, height and roofscapes of the surrounding area, incorporates appropriate landscaping and provides safe access, circulation, parking and turning. Whereas Policy TAP1 focuses on access and parking and requires the provision of safe and convenient access, includes appropriate parking in accordance with adopted local standards and provision of cycle parking amongst other matters. The adopted parking standards are provided in annex 4 to the DMP and identify 2 parking spaces for two bed flats in low accessible areas (in which the parties accept this site is located). A further 1 visitor space is required for every 5 dwellings in schemes of 5 or more dwellings. Again, these policies are generally consistent with the Framework.

### *Character and Appearance*

6. The appeal site is located on the west side of the A23, a major arterial traffic corridor into central London. Both the Council and appellant refer to the Council's Local Distinctiveness Guide which they agree identifies the area as 1930's- 1950's suburbia. I have not been provided with a copy of this guide but it is evident from the style and nature of housing that the area primarily dates from this time. There is however no clearly discernible or coherent form to the design and appearance of the buildings. There is an eclectic range of detached and semi-detached properties, including two storey houses, bungalows and chalet bungalows. There is also considerable variation in terms of size, height and design with modern infill or redevelopments having taken place, including a modern two storey development of flats a little way to the north.
7. The general area is dominated by the heavily trafficked A23. The buildings to either side of the road are set back on a reasonably generous and consistent building line and this area, in many places, includes mature landscaping which softens and contributes to the character of the area to provide a degree of vegetation. On the western side of the road, where the appeal site is located, the properties are at generally road level. The land rises towards the rear of the plots such that the rear garden areas rise from the back of the properties. On the opposite side of the road properties are elevated. Parking is a common feature in the frontage areas.

8. Both parties draw my attention to an outstanding appeal APP/L3625/W/20/3252148 on the adjacent site, 134 Brighton Road, which at the time of the submission of this appeal had not been determined. That appeal has now been allowed. The Council note in reference to the scheme the subject of that appeal that it is not of incomparable character broadly comparable in scale. Whilst the proposed development the subject of this appeal would result in an increased density, 5 dwellings replacing the existing single dwelling on the same site area, there are examples such as the flat block to the north (as well as the recently approved scheme on the adjoining site) which would be of a similar density. As the Council note in its Officer report it is not the density figure but the manifestation of that in terms of bulk, mass and appearance that are critical in terms of considering the effect on the character of the area.
9. In this context the proposed development would provide for a two storey building with a hipped pitched crown roof which would accommodate accommodation in the roof void. The building would have the general appearance of a large detached property having a single centrally located access and generally designed with domestic character and high quality materials. The hipped pitched roof, brick and tile hung facades incorporating a bay window and small gable feature to the front provide for an attractive elevation that could reasonably be read as a large detached house. To a certain extent this is betrayed by the depth of the building, the symmetry of the fenestration on the flank walls and the arrangements of roof lights and crown roof which indicate a building of greater intensity. However, this has to be seen in the context of the set back from the road, which is generally in line with the surrounding properties, the fact the overall ridge height is little different from the adjacent two storey properties and the existence of other crown roofs and development forms in the area. The wide range of the design and form of the surrounding buildings ensures that the proposed development would not be seen to be so out of character that it would detract from the existing character of the locality. A conclusion reached by the Inspector on the adjoining site for a scheme which the Council described as comparable in scale.
10. The proposed front garden area would be used for seven parking spaces and to accommodate the refuse area. There is some limited planting to the front which will assist in some limited screening but this will not substantially screen the development. The existing site however has limited soft landscaping with any height to its frontage and for the most part the frontage is laid to hard surface for parking and access to the garage and the remainder laid to lawn. The proposed frontage arrangement would therefore not detract from the appearance of the area and the use of suitable conditions for materials, landscaping and boundary treatment would ensure a satisfactory environment could be provided.
11. For the reasons given above I conclude that the proposed development would respect the character and appearance of the street scene and surrounding area. Accordingly, it would comply with policies CS1 and CS10 of the CS and policy DES1 of the DMP and would be consistent with the Framework.

#### *Car parking and Living conditions*

12. Annex 4 of the DMP would suggest that the development should provide for some 11 car parking spaces, two spaces for each two bed room flat and 1 additional visitor space, as there are 5 flats proposed, and 5 cycle parking

spaces ( one space for properties up to two bedrooms). The scheme provides for 7 car parking spaces and 8 cycle parking spaces. There is therefore a shortfall of 4 car parking spaces. The Council's reason for refusal suggests that the shortfall would result in demand for additional on-street parking in the local area to the detriment of the amenity of the local area.

13. The A23 is a heavily trafficked major arterial route and on which there are double yellow lines in operation around the appeal site , and which further to the north turns into a red route within the London area. There are therefore limited opportunities for on street parking in the vicinity. To the south on the opposite side of the road is a Star Bucks café and an access road running parallel to the A23 either side of its junction with Dean Lane. There are also residential roads to the rear of the site in the general vicinity. These areas are already subject to parking from the users of the Star Bucks coffee shop and local residents. It is unlikely that 4 additional spaces would significantly add to the effect of parking in these areas. They are also some distance from the appeal site and would not be attractive for residents of this development to want to park their vehicle away from their place of residence and out of general surveillance. I am not therefore convinced these would provide for attractive locations for future residents to park. More likely the limitation of parking would act as a limitation on the number of vehicles owned. A point given greater confidence but the car ownership statistics provided by the appellant and which were not challenged by the Council.
14. The appeal site is located a short distance from a small local centre to the north, two petrol stations and the Star Bucks which provides access to everyday shopping needs. There are bus stops reasonably close by and within walking distance which provide access to bus services running along the A23 providing access to Redhill to the south and Coulsdon and Croydon to the North. These provide a wide range of services and access to good rail links. Whilst the site is identified as of low accessibility in terms of the Council's reference to town centres and rail stations there are reasonably located services and facilities such that the site is in an accessible location.
15. The A23 has footpaths along its length is illuminated and incorporates a pedestrian crossing point close by. There are various footpaths and rural lanes in the wider locality linking the area such that use of cycling, walking and public transport are not inconvenient.
16. No objection has been raised by Highways England or the County Highway Authority in respect of the principle of development or the lack of parking albeit the County Highway Authority draw attention to the fact it doesn't comply with the standard.
17. On this basis I am satisfied that the proposed parking provision is adequate and that it would not result in highway safety issues nor that it would result in indiscriminate or additional parking pressure that would adversely affect the amenity of the surrounding area.
18. I note that Highways England have commented that the details of the design of the access and information about the reinstatement of the existing vehicular access have not yet been agreed but as they also point out there would be a requirement for a section 278 agreement. I also note that the County Highway Authority have suggested conditions in respect of aspects of the access arrangements. Overall, I am satisfied that there is not and in principle

objection to provide an access. There is an existing access there albeit this is to be moved. On that basis whilst the details of the access should be provided this could be done prior to first occupation as that is when the harm would arise through the use of the access rather than prior to the commencement of development as suggested by Highways England. This is also the approach adopted by the County Highway Authority and therefore the approach I have adopted in the conditions I have imposed. Other matters raised in respect of landscaping and visibility are the matters of conditions suggested by the Council and on which Highways England could have the opportunity to comment.

19. For the above reasons I conclude that the proposal would make adequate provision for on-site parking and would not result in additional demand for on-street parking in the surrounding area to the detriment of its amenity. Consequently, the proposal would not conflict with policies Cs1 and Cs10 of the CS or DES1 or TAP1 of the DMP and would be consistent with the Framework.

### **Overall conclusion and conditions**

20. The council has provided a list of suggested conditions and Highways England have suggested the imposition of a pre-commencement condition related to the details of the highways access. None of the Council's conditions are necessary to be pre-commencement conditions and for the reasons given above I am of the view that the matters requested by Highways England can be addressed by a suitably worded condition related to prior to occupation of the development. The appellant has confirmed that they are happy with the Council's suggested conditions.
21. I have imposed the suggested conditions albeit that I have amended some of the wording in the interest of enforceability, consistency and to ensure there was no overlap with other conditions. I have imposed conditions in respect of the following matters; the approved plans; materials and landscaping; Energy and Water efficiency; provision of High Speed broadband; details of the vehicle access and visibility; provision of car and cycle parking including electric vehicle charging points; construction management; movement of materials; details of fencing and details of fenestration and glazing.
22. These conditions have been imposed as they are necessary in order to ensure the development is assimilated into the existing environment and in the interest of the character of the area, to protect the amenities and privacy of surrounding occupiers, in the interests of highway safety, to protect the living conditions of future occupiers, to minimise the consumption of future resources and to comply with relevant development plan policies.
23. For the reasons given above I conclude that the appeal should be allowed.

*Kenneth Stone*

INSPECTOR

### **Schedule of conditions for Appeal APP/L3625/W/20/3256930**

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan BRI/001; Existing Plans BRI/120; Site Layout Plan BRI/100 Rev A; Proposed Plans BRI/110 Rev A and Proposed Plans BRI/101 Rev A.
- 3) No development above ground floor slab level shall commence until samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the LPA.
- 4) No development above ground floor 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 to and approved in writing by the local planning authority. The Landscaping scheme 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 first 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.

- 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:
  - i) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
  - ii) 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.

- 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.
- 7) The proposed new verge crossing arrangements shall be carried out in accordance with details first submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved. The submitted details shall include details of the design of the new verge crossing arrangements and details of the re-instatement of the existing vehicular access.
  - 8) No part of the development shall be first occupied unless and until the proposed vehicular access has been constructed and provided with a means to prevent water from the site entering the highway.
  - 9) The development hereby approved shall not be first occupied unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
  - 10) 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.
  - 11) 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.
  - 12) No demolition, ground works or site clearance shall commence until a Construction Transport Management Plan, to include details of:
    - (a) Parking for vehicles of site personnel, operative and visitors;
    - (b) Loading and unloading of plant and materials;
    - (c) Storage of plant and materials;
    - (d) Programme of works (including measures traffic management);
    - (e) Provision of boundary hoarding behind any visibility zones;
    - (f) Construction vehicle deliveries and hours of operation;
    - (g) Vehicle routing or equivalent traffic management;
    - (h) Measures to prevent the deposit of materials on the highway;
    - (i) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused;
    - (j) Construction vehicle movements to or from the site shall only take place between the hours of 9:15am and 4:45pm to avoid

impacting on the strategic operation of the A23 Brighton Road at peak network times, nor shall the contractor permit any construction vehicles associated with the development at the site to be laid up, waiting in or on the verge of Brighton Road, outside of these times;

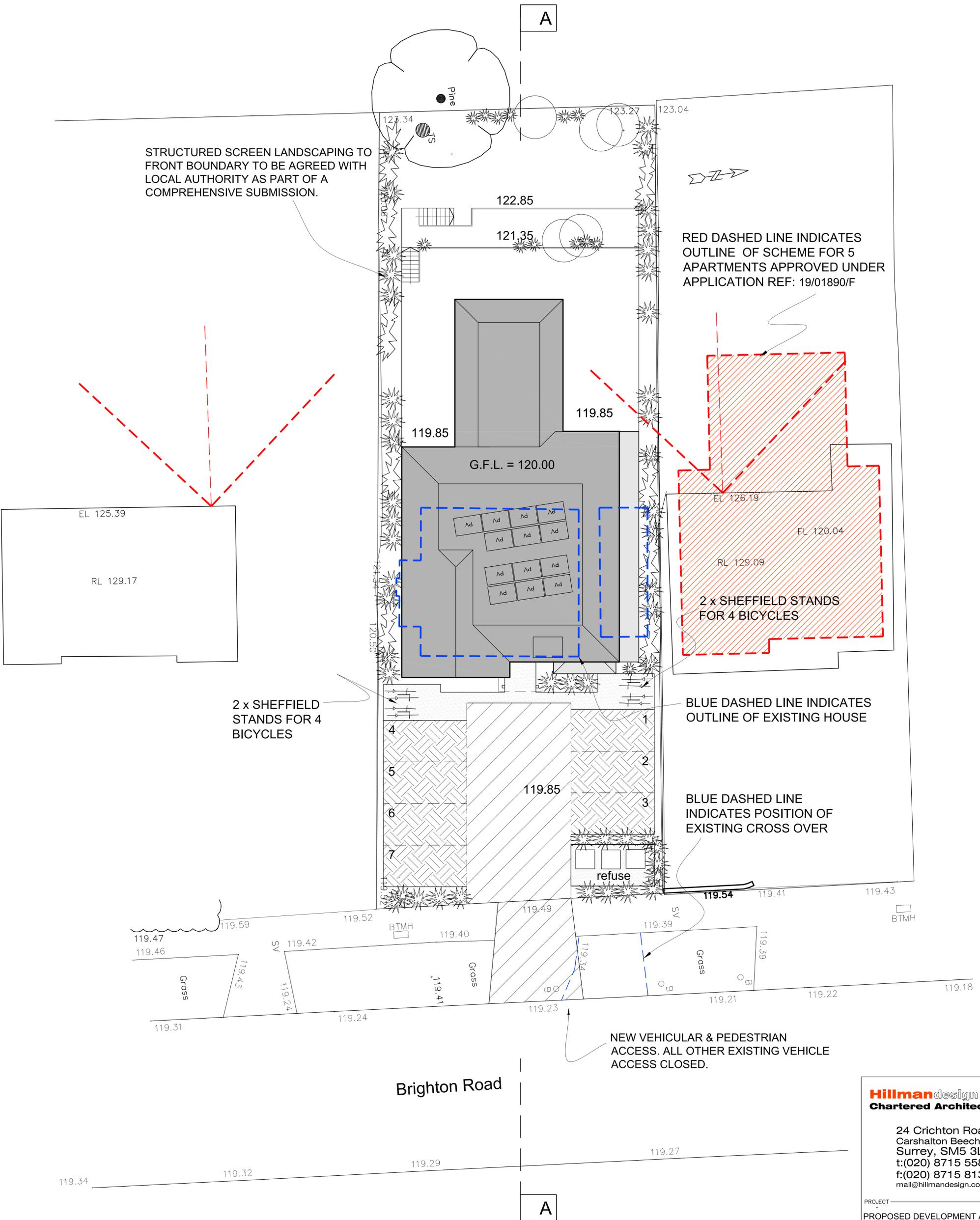
(k) On-site turning for construction vehicles;

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

- 13) No operations involving the bulk movement of materials to or from the development site shall commence unless and until facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as reasonably practicable to prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.
- 14) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority:
  - (a) The secure, level and covered parking for eight bicycles within the development site;
  - (b) Information to be provided to residents regarding the availability of and whereabouts of local public transportand thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 15) Notwithstanding the fencing shown on the approved plans 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 first occupation of the development hereby permitted.
- 16) The first and second floor windows in the north and south elevations of the development hereby permitted which are shown to be obscure glazed on the approved plans 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.

END





STRUCTURED SCREEN LANDSCAPING TO FRONT BOUNDARY TO BE AGREED WITH LOCAL AUTHORITY AS PART OF A COMPREHENSIVE SUBMISSION.

RED DASHED LINE INDICATES OUTLINE OF SCHEME FOR 5 APARTMENTS APPROVED UNDER APPLICATION REF: 19/01890/F

2 x SHEFFIELD STANDS FOR 4 BICYCLES

2 x SHEFFIELD STANDS FOR 4 BICYCLES

BLUE DASHED LINE INDICATES OUTLINE OF EXISTING HOUSE

BLUE DASHED LINE INDICATES POSITION OF EXISTING CROSS OVER

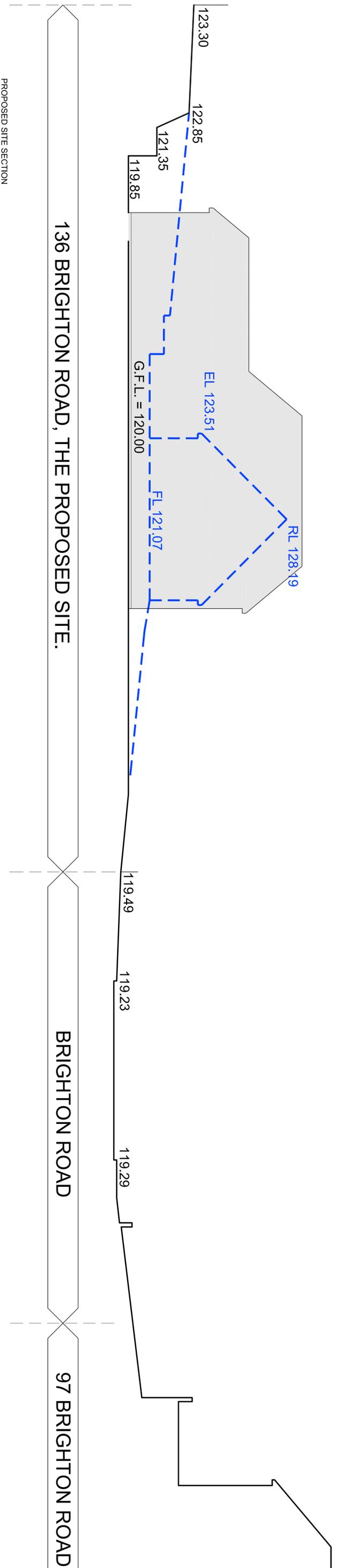
NEW VEHICULAR & PEDESTRIAN ACCESS. ALL OTHER EXISTING VEHICLE ACCESS CLOSED.

Brighton Road

**Hillmandesign** Ltd  
 Chartered Architects

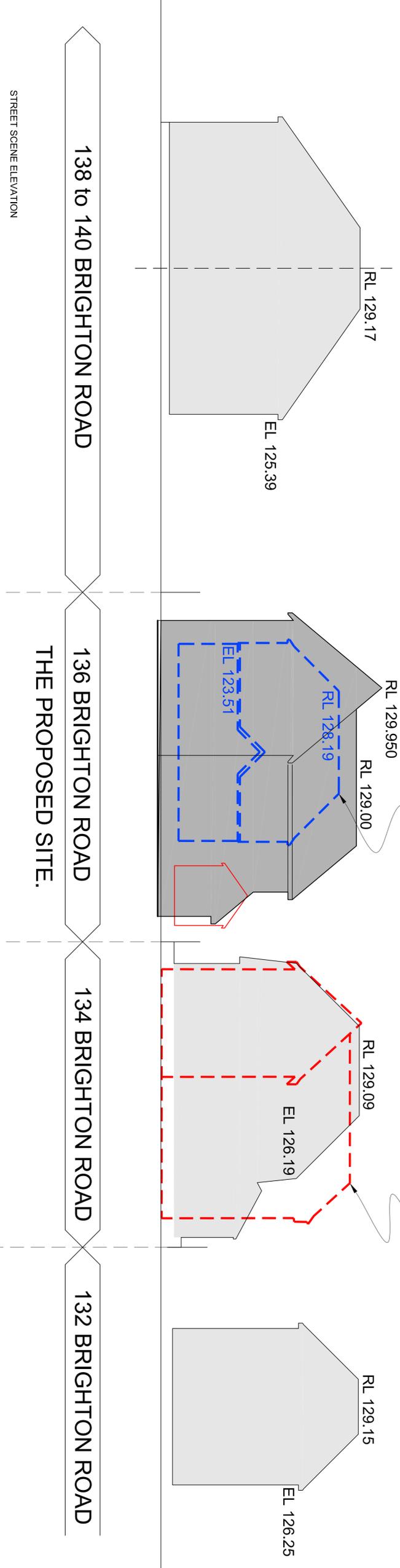
24 Crichton Road  
 Carshalton Beeches  
 Surrey, SM5 3LS  
 t:(020) 8715 5584  
 f:(020) 8715 8134  
 mail@hillmandesign.co.uk

PROJECT	PROPOSED DEVELOPMENT AT 136 BRIGHTON ROAD HOOLEY, CR5 3EF
DRAWING	PROPOSED SITE PLAN,
SCALE	DATE
1:100	DEC 20
DRAWING NO	REVISION
BRI/2/100	



BLUE DASHED LINE INDICATES  
 OUTLINE OF EXISTING HOUSE

RED DASHED LINE INDICATES  
 OUTLINE OF SCHEME FOR 5  
 APARTMENTS SUBMITTED  
 UNDER APPLICATION REF:  
 19/01890/F



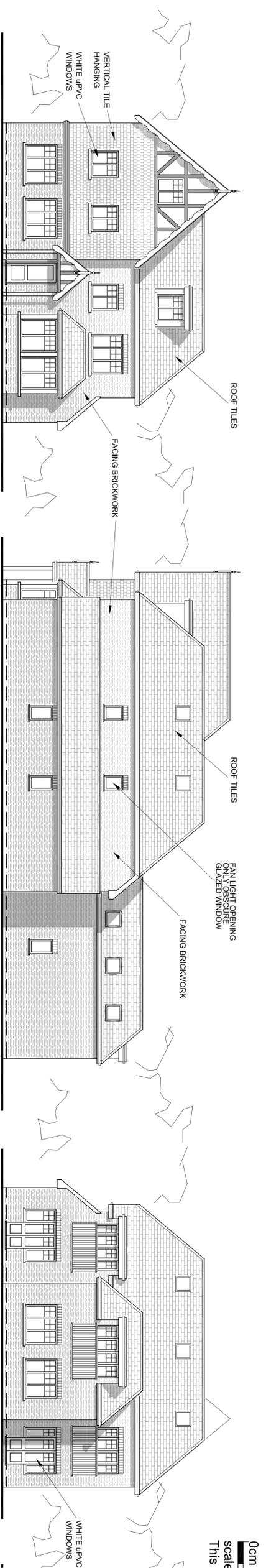
**Hillman** design ltd  
 Chartered Architects

24 Crichton Road  
 Carshalton Beeches  
 Surrey, SM5 3LS  
 t:(020) 8715 5584  
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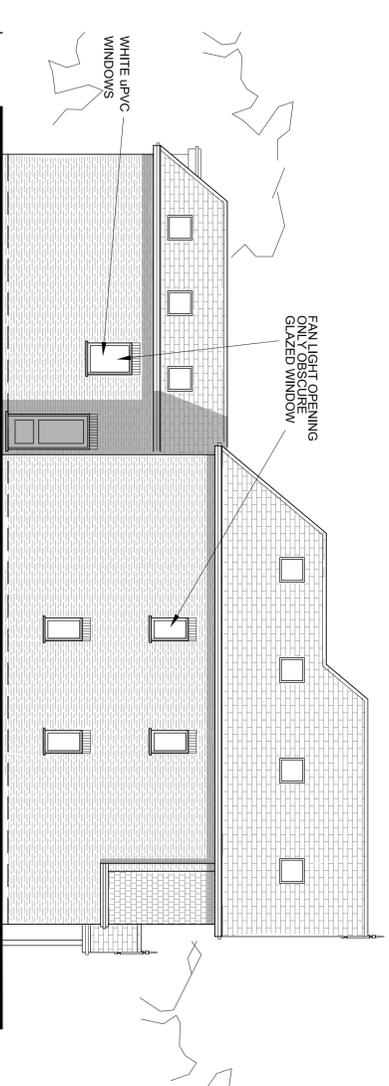
PROJECT \_\_\_\_\_  
 PROPOSED DEVELOPMENT AT  
 136 BRIGHTON ROAD  
 HOOLEY, CR5 3EF

DRAWING \_\_\_\_\_  
 PROPOSED SITE SECTION AND  
 STREET SCENE ELEVATION

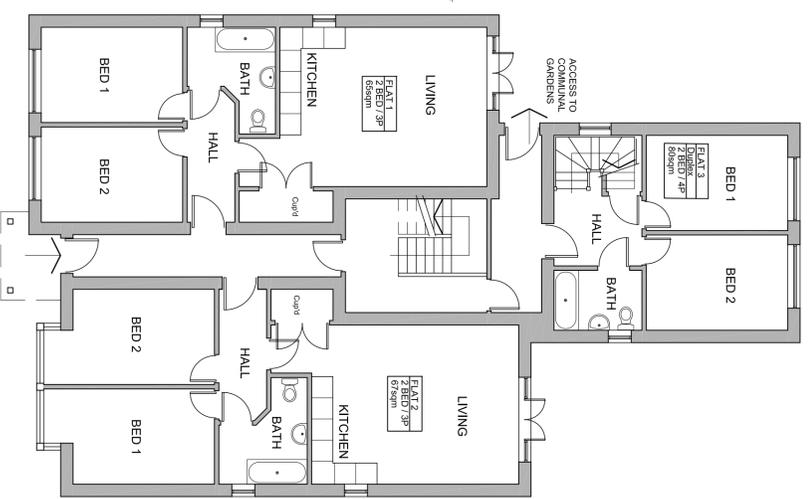
SCALE 1:100 DATE DEC 20  
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 BR/2110



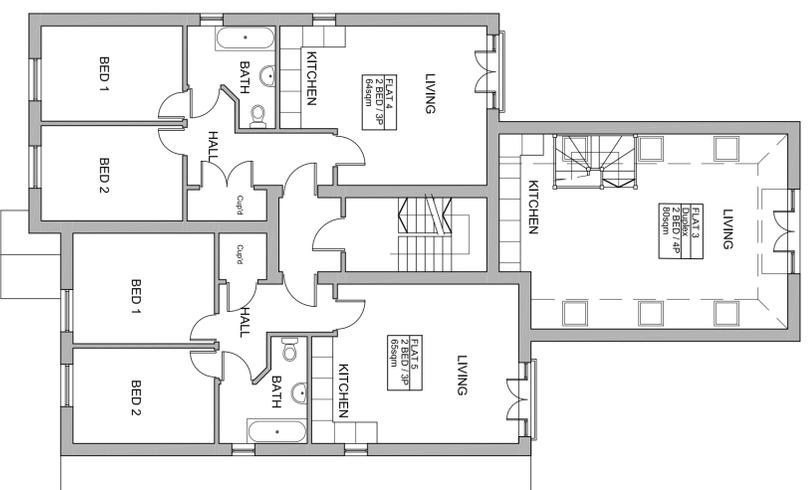
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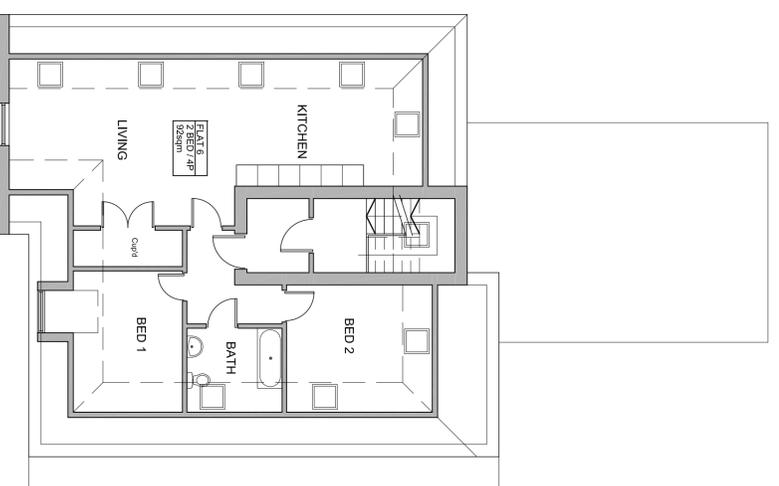
SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

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PROJECT  
 PROPOSED DEVELOPMENT AT  
 136 BRIGHTON ROAD  
 HOOLEY, CR5 3EF

DRAWING  
 PROPOSED FLOOR PLANS &  
 ELEVATIONS

SCALE 1:100 DATE DEC 20  
 DRAWING NO BR/2/101 REVISION