

**ADDENDUM**  
**MEETING OF THE PLANNING COMMITTEE**  
**TUESDAY 01<sup>st</sup> NOVEMBER 2023**

**ITEM NO: 5**

**PLANNING APPLICATION: 23/00822/F Land At Partridge Mead Banstead Surrey SM7 1LW**

**Clarification on committee report**

Third party concerns have been raised about the accuracy of the information submitted by the applicant and information within the committee report.

To re-emphasise the comments within the summary section of the Committee Report additional information has been provided from the applicant to clarify the situation in terms of access works and ownership and officers have carried out a visit to the site to measure the access.

This has been explored as far as can be expected through the planning application process, given planning cannot be used to determine detailed boundary disputes and the information is correct as far as can reasonably be assessed. Land ownership is generally not, after all, a material planning consideration.

Whilst concerns have been raised by third parties no clear evidence has been provided that is contrary to the applicant's submissions.

Below are some additional notes to help clarify some of the issues raised:

**Width of the access:**

As set out in the report officers carried out a site visit to measure the existing access. Contrary to representations the officer at the site visit took a series of measurements to establish the width of the existing access. This included measures from kerb to kerb, between fences, between piers and between the existing garage and extension.

As per the committee report taking in to account the site visit measurements and the additional information submitted officers are satisfied that the measurements set out within the Transport Statement (drawing 22364-MA-XX-DR-C-0001 Rev P01) and referred to in the Transport note, ref. TN01 revision A, adequately reflect the situation on site in terms of kerb to kerb distances and distances between the adjoining boundaries (fence to fence and wall to wall). Therefore officers are satisfied that the proposed access widening works and bin collection point can be accommodated within the application site. If there are legal disputes about the exact location of the boundary

and whether the fences are the boundary lines or not this is a separate legal matter and these would have to be resolved between parties. At this stage the applicant has stated that they own the land up to the fencing on either side of the access and no third parties have provided any evidence which counters this statement.

The reference to the 3.1m width is the width that is left when taking in to account the width of the access when the bins are put out on bin collection days. The Manual for Streets requires a width of 3.7m for fire engine pump appliance. However, it goes on to advise that:

“a 3.7 m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45 m of dwelling entrances”

The applicant has advised that they have discussed this with the fire officer and this is a matter that will be further considered at building regulations stage. Officers can confirm that Surrey County Council Highway Authority (CHA) is aware of this arrangement and has raised no objection on the basis that at 3.1m wide it would still be above the minimum width of 2.75m.

The CHA has also raised no concern regarding the safety of the access in terms of the lack of a designated pedestrian footpath. This is due to the small number of dwellings proposed and small level of traffic being generated from it.

#### Refuse collection:

Policy DES1 of the Development Management Plan (DMP) does refer to the Council's Making Space for Waste Guidance which says that “No property should be more than 35 meters by foot from a bin store area” and that “Storage areas must be located within a maximum of 9 metres to the public highway.” Manual for Street guidance says that bins should be within 25 metres of the highway and drag distances for residents should be no more than 30metres. In this case the drag distances are approximately 22m to the highway and 35m to the frontage of the dwellings (maximum 48m to furthest dwelling). Therefore, the drag distances are beyond some of the guidance distances and the site does have a slope. However, given the brownfield nature of the site, which means that it is not always possible to design a perfect scheme, and the fact that all other elements of the scheme are considered to be fully policy compliant it is not considered that the arrangement would be so unacceptable as to warrant refusal of the application on this matter alone. Particularly if you consider this matter against the benefits of providing 4 affordable housing units and national guidance (NPPF paragraph 120 c) which gives substantial weight to the redevelopment of previously developed land.

**ITEM NO: 6**

**PLANNING APPLICATION: 23/00821/F Land At Hatch Gardens Tadworth Surrey**

**Vertical privacy blade information**

The plans showing the privacy blade information were not included within the agenda pack. For ease of reference a copy of the plan is attached at **Appendix A** of this addendum

**Additional Surrey County Council Highway Authority (CHA) comments**

The CHA has provided some additional comments regarding their assessment of the application to aid members with their consideration of the application.

*“The proposed development involves the demolition of 22 garages. Fifteen of those garages have been let out and two of those are used for parking, meaning the proposed development would result in the displacement of two cars onto the highway.*

*According to research in Manual for Streets, 45% of garages are used for parking, meaning for this site that 7 cars would be displaced if the garages that are let out are used for parking.*

*In order to ascertain whether there would be space to accommodate parking on the highway, the developer has carried out a parking survey compliant with the Lambeth Parking Methodology. The survey included carriageway within 200 metres of the site (Hatch Gardens) on two separate nights during January 2023 between 0000h and 0500h.*

*All of the parking surveyed was on one side of the carriageway due to inadequate carriageway width to park cars parallel to each other. The developer asserts that the space available across the surveyed area can accommodate 42 cars. The on street survey found on 27 01 23 that 32 cars were parked and on 31 01 23 twenty eight cars were parked, with space to park respectively 10 and 14 additional cars. This means that the displacement of 07 cars (if one assume 45% of garages are used for parking) from the site can be accommodated on the highway. Those cars could be parked on one side of the carriageway meaning that other vehicles would be able to pass. It is noted that the survey was carried out on a Friday night. This would not normally be permitted as residents would tend to be away for the weekend or stay out late as its the weekend.*

*However on the Tuesday 31 01 23 survey there was less on street parking than Friday when we would expect more parking. This means the Friday affect on people activities was not affecting the results of the survey.*

*The proposed development includes two, two bed dwellings, meaning the site should have a minimum of four parking spaces according to Reigate and Banstead Parking Standards, however five spaces are proposed. This means the proposed development would not add to parking pressure.”*

### **Potential boundary discrepancies**

It was noted on the Planning Committee Site Visit that the boundary between the site and the property to the west, 69 Hatch Gardens, does not match that shown on the submitted location plan. A photograph showing the discrepancy is shown at **Appendix B**.

This has been raised with the applicant and the planning history for no.69 reviewed.

On review of the 2013 permission referred to in the committee report and the most recent 2018 permission (18/01749/HHOLD) it is evident that the red line for the current application is correct and that the applicant does not own the strip to the west of the northern garages (the red line plan for the 2018 permission and proposed plans are attached at **Appendix C**). It appears that the neighbour did not replace the boundary when they completed the extensions approved under the 2013 and 2018 permissions and therefore they appear to be using part of the Raven application site as bin storage.

The applicant has advised the following:

*“I can confirm that the red line boundary has been drawn correctly on the plans and is accurate according to the title plans.*

*As you’ve identified, it is the neighbour who has incorrectly built the wall which has extended into Raven’s land.”*

Therefore officers are satisfied that the red line plan for the current application is correct. Any issues regarding land ownership are private matters between the applicant and the neighbour and this matter will need to be resolved prior to commencement of the development. **Appendix C** also includes plans showing what the side windows at no. 69 serve. As per paragraph 6.26 of the committee report these windows are either secondary windows or serve non-habitable rooms, two of which are high level, and therefore there would be no impact on the neighbouring property in this regard.

**ITEM NO: 7**

**PLANNING APPLICATION: 23/00816/F Garage Block Ferriers Way Epsom Downs Surrey**

**Additional representations**

Since the completion of the committee report the Council has received 1 further representation objecting to the application.

The issues raised are covered within the committee report.

**Additional Surrey County Council Highway Authority (CHA) comments**

The CHA has provided some additional comments regarding their assessment of the application to aid members with their consideration of the application.

*“The proposed development involves the demolition of 30 garages. Twenty three of those garages have been let out and two of those are used for parking, meaning the proposed development would result in the displacement of two cars onto the highway.*

*According to research in Manual for Streets, 45% of garages are used for parking, meaning for this site that 10 cars would be displaced if the garages that are let out are used for parking.*

*In order to ascertain whether there would be space to accommodate parking on the highway, the developer has carried out a parking survey compliant with the Lambeth Parking Methodology. The survey included carriageway within 200 metres of the site (Chapel Way, Coxdean, Long Walk and Ferriers Way) on two separate nights during March 2023 between 0000h and 0500h. Most of the parking survey was on one side of the carriageway due to inadequate carriageway width but on one section of the carriageway of Coxden and Chapel Way the survey was carried out on a section of carriageway where the developer asserts that parking can take place on both sides of the carriageway. The developer asserts that the space available across the four roads can accommodate 54 cars but due to the situation on Coxdean and Chapel Way the Highway Authority is of the opinion that 52 cars can be parked. The on-street survey found on 14/03/23 that 35 cars were parked and on 15/03/24 twenty nine cars were parked, with space to park respectively 19 and 25 additional cars. This means that the displacement of 10 cars (if one assumes 45% of garages are used for parking) from the site can be accommodated on the highway. Those cars could be parked on one side of the carriageway meaning that other vehicles would be able to pass.*

*The proposed development includes three, three bed dwellings, meaning the site should have a minimum of six parking spaces according to Reigate and Banstead Parking Standards, however 7 spaces are proposed. This means the proposed development would not add to parking pressure.”*

### **Consideration of removal of the proposed bollards along the access road**

The applicant has been asked to consider the removal of the proposed bollards along the access road to allow for parking to be retained along the access road and prevent displacement of cars on to the surrounding road.

The applicant has responded as follows:

Comments from their Transport Consultant:

*“Where distances from building plots to the highway meant that we didn’t need to bring a fire tender fully into the site, this meant we could avoid having to provide a turning head on site, which would otherwise have taken up lots of space, impacting plots/parking etc. This is the case with Ferriers Way.*

*It is achievable to get a fire tender within 45m of the furthest plot and be within a 20m straight line reverse distance of the public highway and so we didn’t need the turning head.*

*However, the Approved Document Part B requires a minimum access width of 3.7m. We had a meeting with SCC’s fire officer prior to the submission of the applications who was adamant that where we can provide the 3.7m access width then we should, across all of the sites.*

*In this case, the 3.7m is so the fire tender can park and a crew can operate around it. It is not related to the access width.*

*Ferriers Way therefore differs from Partridge Mead. For Partridge Mead, we are relying on the fact that the Approved Document references 3.1m minimum width for a tender to get through an access gate (our 3.1m width is a ‘long’ gate in that case).”*

Additional comments from Planning Consultants:

*“Further to the above, we have assessed the potential for removing some of the bollards to allow for the potential parking of cars along the access road.*

*We have assumed a parking bay 2.5m wide offset from the left hand boundary (as cars won’t park right up against the wall, so it is wider than the standard 2m bay).*

*We have then tweaked the fire tender track and we can just about get a parked vehicle in a suggested location.*

*If we then offset 3.1m from the parked vehicle (the minimum expected tender access width), we go beyond the existing kerb line and just hit the retaining wall. The tender wheelbase has to overrun the kerb.*

*So in theory, yes, we can get a tender passed a single parked vehicle to the location the tender will park, meaning one of the sets of bollards could be removed. However, to achieve this it would mean the right-hand kerb needs removing to achieve the 3.1m and therefore, there would be no protection for the retaining wall.*

*The transport consultants have advised that if we were to change the arrangements, at building regs stage, the officer would unlikely be happy with parked vehicles being located here.*

*For the reasons above, we are therefore not proposing to remove the bollards at this stage as it is clear that there is sufficient highways capacity for the development, the scheme is in accordance with the local plan car parking requirements and, the removal of bollards could potentially cause further problems at detailed design stage.”*

It is worth also emphasising at this stage that in relation to the proposed development and evidenced likely impact officers consider that the scheme is policy compliant and so the loss of parking along the access as currently proposed is not considered to result in unacceptable parking stress.

In terms of parking spaces the number provided is in excess of the required minimum parking spaces (7 instead of the required 6) so the scheme is unlikely to result in overspill parking.

In terms of overspill from displace parking as set out in the report from the evidence provided the proposal has potential to displace parking demand totalling to four vehicles. This was based on the garage observation survey and parking survey undertaken at this site.

The parking stress survey revealed an average parking stress level surrounding the site of 60%, with reserve capacity to accommodate additional demand. The displaced demand of 4 vehicles would increase this stress to 67%. For context whilst there is no set guidance on what level of stress is unacceptable a level of 85-90% is considered to be ‘at stress.’

The evidence therefore suggests that the proposals will not result in a material impact in terms of additional stress and as set out above the CHA has raised no issue with the information provided by the applicant's Transport Consultant.

**ITEM NO: 8**

**PLANNING APPLICATION: 22/02772/F, F W Mays Honda 105 - 115 Brighton Road Redhill Surrey RH1 6PS**

**Additional information**

Following the publication of the agenda it has been requested that the Surrey County Council as the Highway Authority (CHA) review the suitability of the proposed parking and current pedestrian and public transport infrastructure for the development and advise whether there are any grounds for improvements.

**Proposed parking:**

The CHA has advised the following "The developer is proposing 24 car parking spaces, but Reigate and Banstead Parking Standards states 47 spaces. The site is in an area with widespread parking restrictions and the site is close to bus services that serve Redhill which has a wide range of retail and leisure land uses and the train station to destinations further afield." Therefore they have continued to advise that the parking provision is acceptable given the context of the site and nature of the application.

**Potential Crossing:**

The CHA has advised the following: "With regards to crossing Brighton Road there is a formal controlled pedestrian crossing about 100 metres north of the site next to the BP/M&S garage and towards Redhill. Given Redhill is likely to be a trip attraction I think this crossing is suitable."

**Bus stops:**

The CHA has advised the following in relation to reinstating a historic bus stop adjacent to the site:

"I do not think it is reasonable to ask the developer to provide additional bus stop facilities given the knock on effect of displacing parking and the location of the site relative to existing bus stops.

The site is about 100 metres south of the north bound bus stop and about 150 metres south of the south bound bus stop. The south bound bus stop has no shelter and the footway within the extent of the highway would not be wide enough to accommodate a bus stop shelter, the south bound bus stop has a shelter. In addition there is a shared cycleway footway within 100 metres of the site on the east side of Brighton Road. This



can be accessed from the development via an adequate footway to the controlled crossing next to the bus stops. The shared cycleway footway provides access to Redhill town centres and train station.

In addition there is an M&S Food at the BP station by Brook Road next to the controlled pedestrian crossing within walking distance of the site and there is a wider range of retail, and leisure facilities further afield via buses that depart from the north bound bus stop.

I am aware that the site is for retirement living, but there are retail facilities within adequate walking distance of the site and further afield by public transport which is located and adequate distance of the site ,without having to ask the developer to resurrect a defunct bus stop.”

The CHA has however reviewed the existing bus stop facilities and to ensure that the bus stops are easier to use by older residents they have recommended a condition for higher kerbs at the two existing bus stop next to the BP garage and at the existing bus stop opposite the development. This condition is set out below (no.33).

### **Changes to recommended conditions**

Some minor changes are recommended to the following conditions. The below changes to the conditions are highlighted in **bold** and *italics*.

5. No development, ***other than demolition works***, shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:
  - Measures to ensure the developer and contractors work directly with local employment and training agencies;
  - Targets for employment of local labour
  - Targets for work experience and apprenticeships
  - Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

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

Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+ 40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1.2 l/s.

Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

Details of drainage management responsibilities and maintenance regimes or the drainage system.

Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

28. The development hereby approved shall not be occupied unless and until 20% (5) of spaces are fitted with a fast charge **socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply)** and a further 20% (5) are supplied with a power supply for the future installation of a charging system in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

Additional condition:

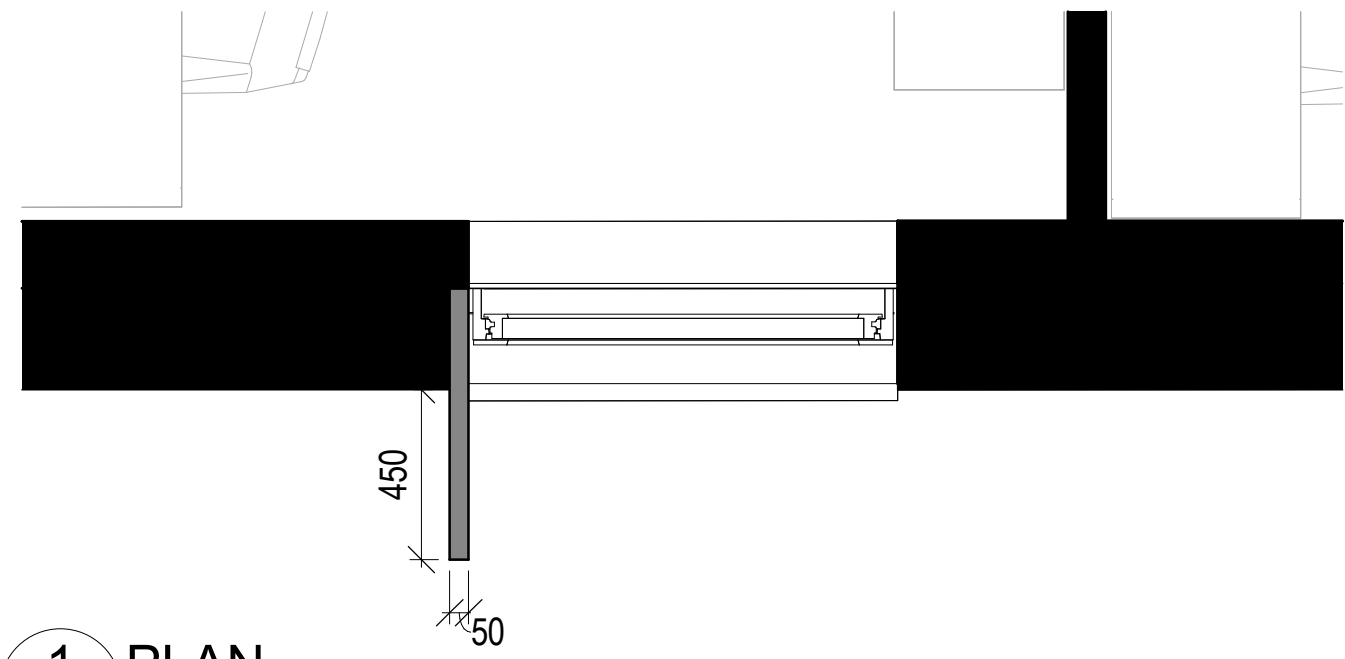
- 33. Before the development is occupied the two existing bus stops either side of Brighton Road next to the BP garage and the existing bus stop opposite the development have 140mm kerbing for a distance of 9 metres in accordance with a scheme to be submitted to and approved in writing with the local Planning Authority.**

***Reason: In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 Parking, access of the Reigate and Banstead Local Plan Development Management Plan September 2019.***

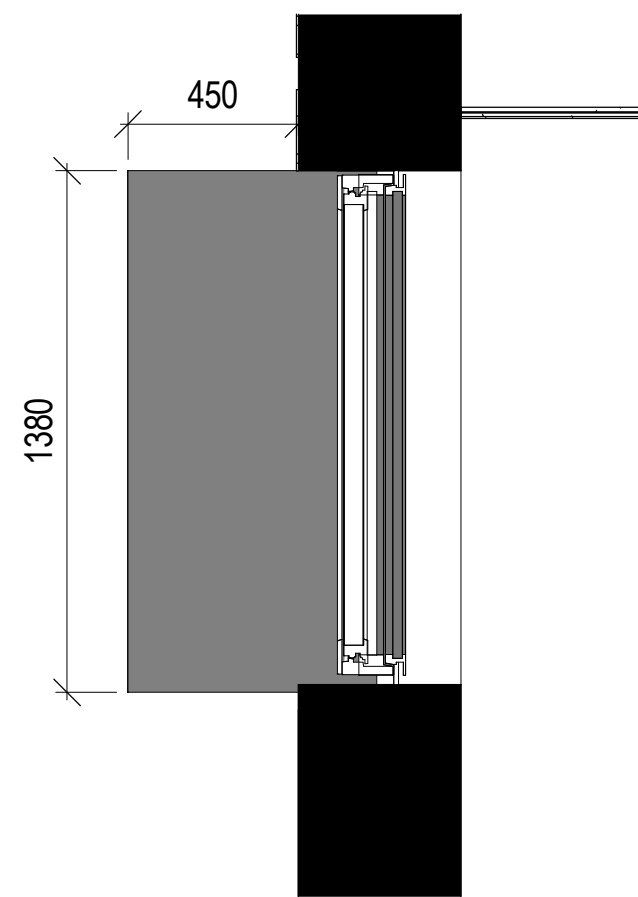
Given the retirement living nature of the scheme Surrey County Council Highway Authority (CHA) has requested this to make boarding buses at these bus stops easier than they would otherwise be.



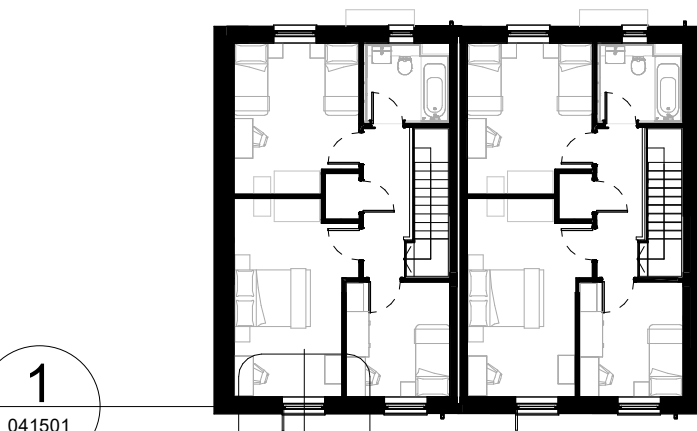
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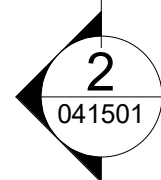
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041501 SCALE 1 : 20



**2 SECTION**  
041501 SCALE 1 : 20



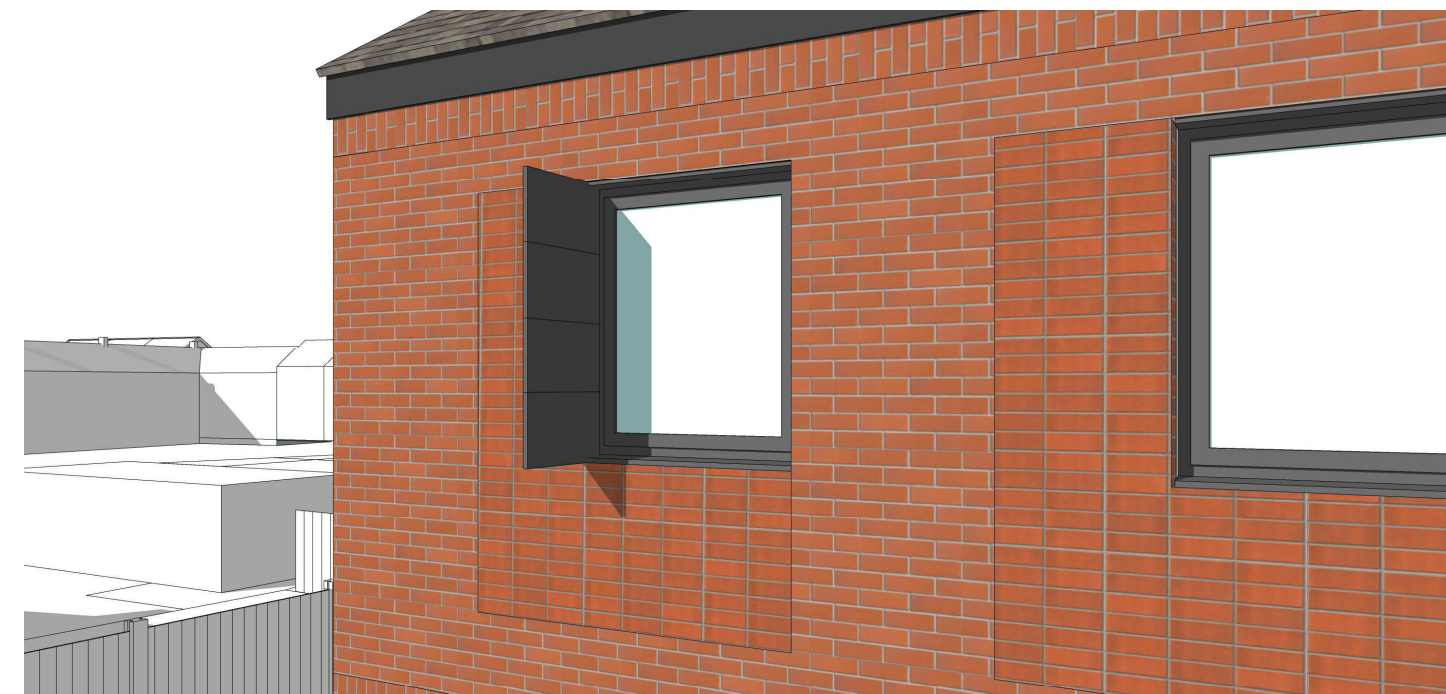
**1**  
041501



**3 FIRST FLOOR KEY PLAN**  
041501 SCALE 1 : 200



# Appendix A



## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

### CONSTRUCTION

### MAINTENANCE/CLEANING

### DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

P1	11/10/2023	FOR PLANNING SUBMISSION	AJ	MD	AD
Rev.	Date	Description	By	Chk'd	App'd

Drawing Suitability	<b>FOR INFORMATION</b>	Status	<b>S2</b>
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www.ravenht.org.uk

Project Title

**RAVEN GARAGE SITES**  
BANSTEAD AND TADWORTH

Drawing Title

**SITE WIDE**  
**VERTICAL PRIVACY BLADE DETAIL**  
**HATCH GARDEN**

Scale	Designed	Drawn	Checked	Authorised
As indicated	MD	AJ	MD	AD
Original Size	Date	Date	Date	Date
A2	11/10/2023	11/10/2023	11/10/2023	11/10/2023

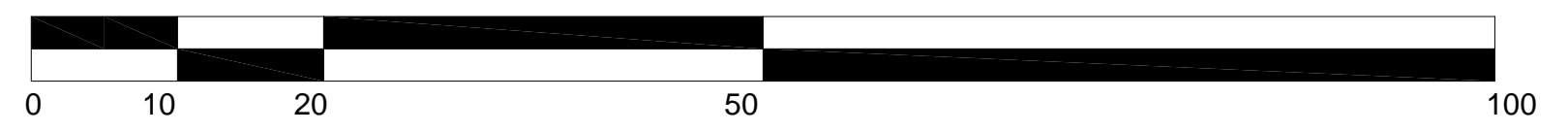
Drawing Number	Revision
5213970-ATK-05-XX-DR-AR-041501	P1



# Appendix B

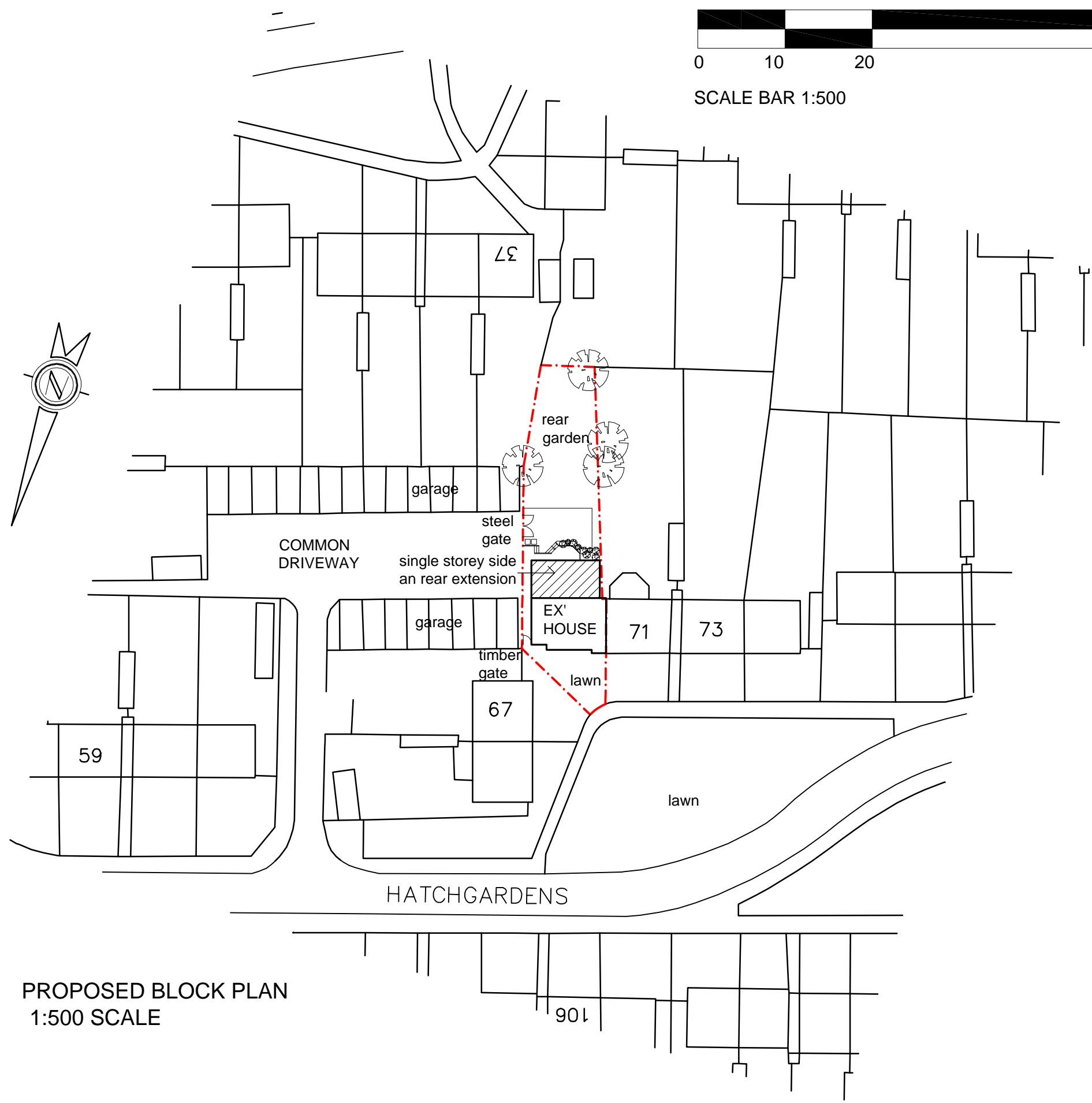


All dimensions are to be checked on site.  
 All dimensions are in millimetres.  
 All Discrepancies are to be reported to the architect immediately.  
 Drawings marked "planning" or "design" are not to be used for construction purposes.  
 Drawing is to be read with the schedule of work / specification if applicable



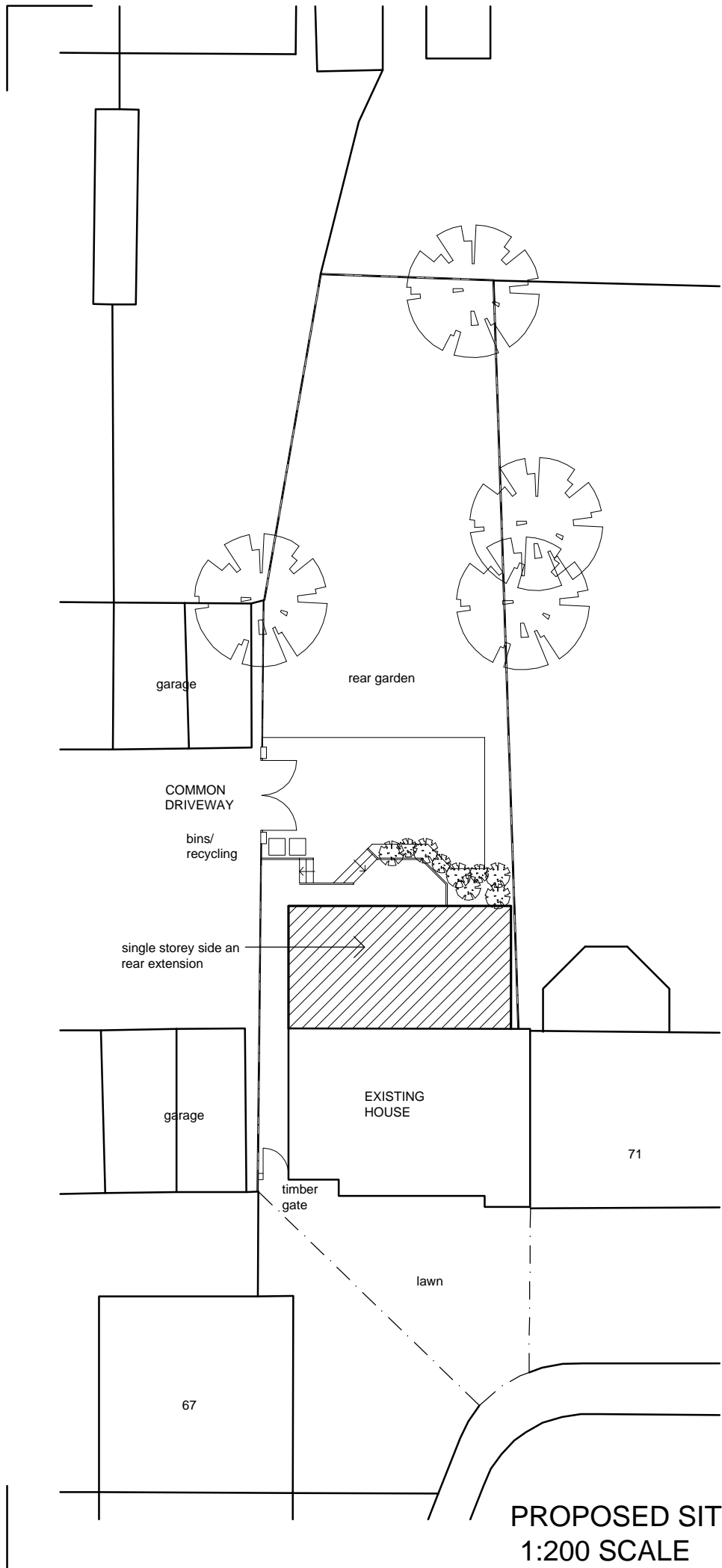
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# Appendix C

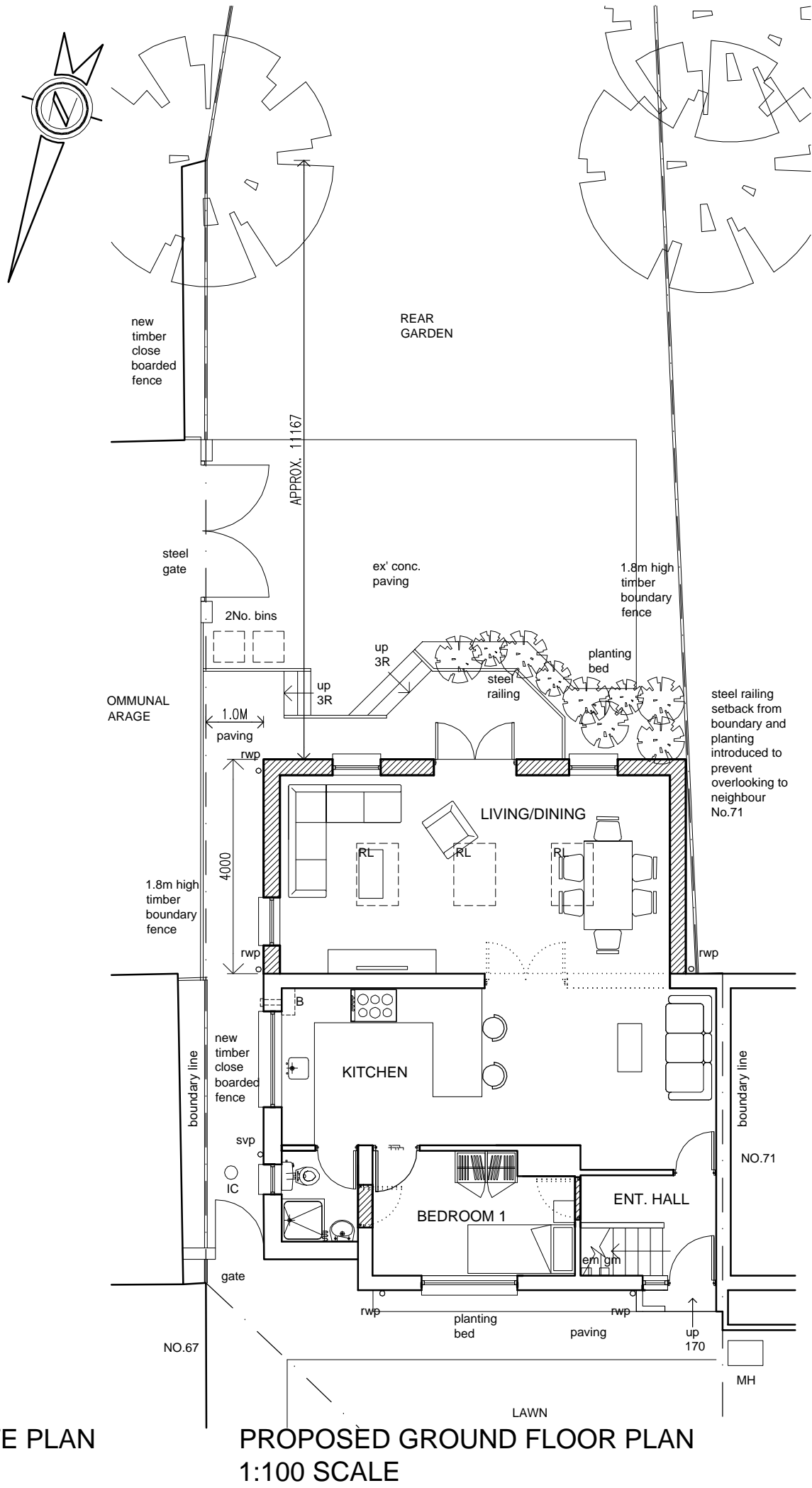


PROPOSED BLOCK PLAN  
 1:500 SCALE

REVISION DESCRIPTION	REV	DATE	BY
<p>W2 Extensions            23 The Oaks Square Epsom Surrey KT19 8AR            T: 01372289864 M: 07933599582            E: we_barcelo@yahoo.co.uk</p>			
CLIENT MR. & MRS. RODRIGO YABUT	SCALE 1:500@A3		
PROJECT 69 HATCH GARDEN TADWORTH KT20 5LD	DATE AUGUST 2018		
DRAWING TITLE PROPOSED BLOCK PLAN	BY WB		
STATUS PLANNING	JOB No. 16-311		
	DWG No. PR00-B		

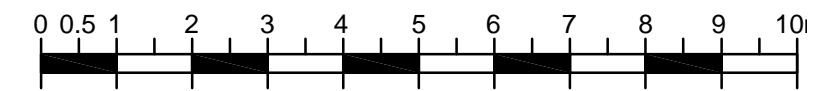


PROPOSED SITE PLAN  
1:200 SCALE

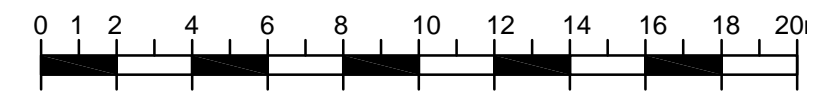


PROPOSED GROUND FLOOR PLAN  
1:100 SCALE

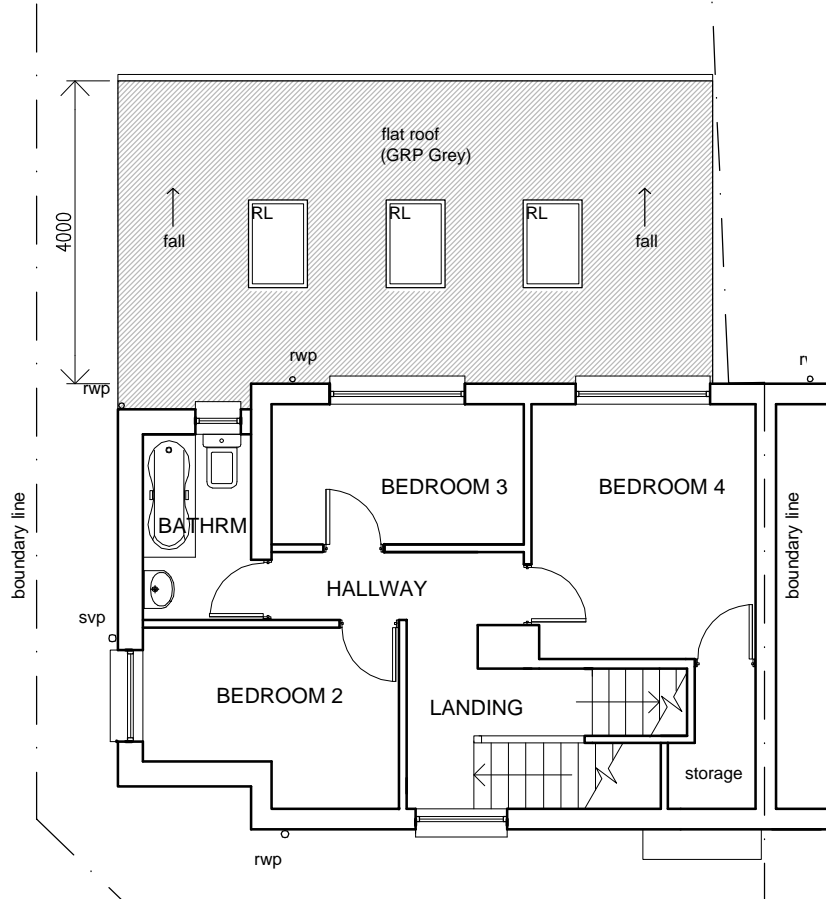
All dimensions are to be checked on site.  
All dimensions are in millimetres.  
All Discrepancies are to be reported to the architect immediately.  
Drawings marked "planning" or "design" are not to be used for construction purposes.  
Drawing is to be read with the schedule of work / specification if applicable



SCALE BAR - SCALE 1:100



SCALE BAR - SCALE 1:200

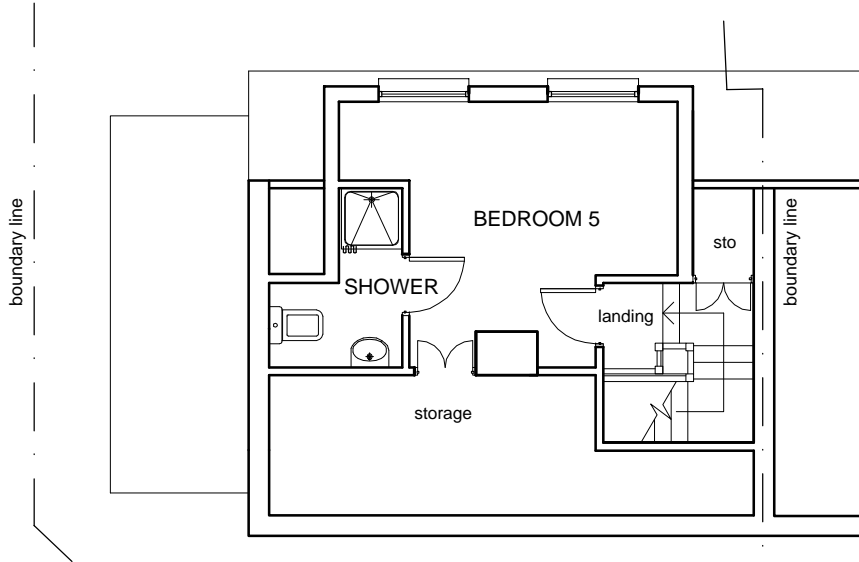


PROPOSED  
FIRST FLOOR  
PLAN 1:100  
SCALE

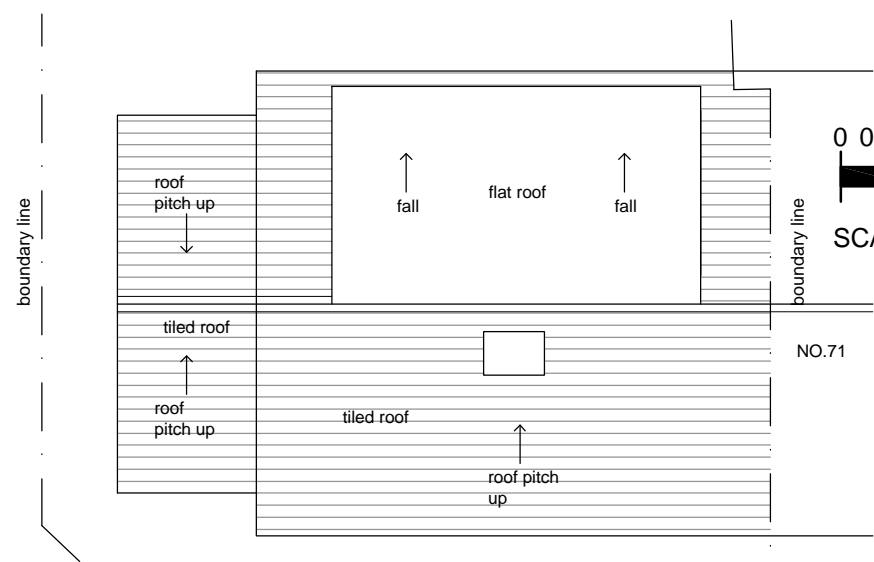
WINDOW ADDED TO PROPOSED LEFT SIDE ELEVATION,  
AMENDED SIDE AND FRONT ELEVATIONS  
01 30/08/2018 WB

REVISION DESCRIPTION	REV	DATE	BY
<b>W Extensions</b>			
W2 Extensions 23 The Oaks Square Epsom Surrey KT19 8AR T: 01372289864 M: 07933599582 E: we_barcelo@yahoo.co.uk			
CLIENT MR. & MRS. RODRIGO YABUT	SCALE 1:100@A3		
PROJECT 69 HATCH GARDEN TADWORTH KT20 5LD	DATE AUGUST 2018		
DRAWING TITLE PROPOSED SITE PLAN, GROUND & 1ST FL. PLAN	BY WB		
STATUS PLANNING	JOB No. 16-311		
	DWG No. PR01-B-REV01		

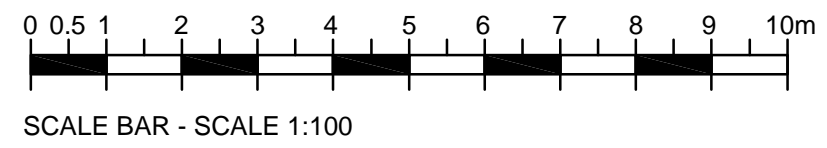
All dimensions are to be checked on site.  
 All dimensions are in millimetres.  
 All Discrepancies are to be reported to the architect immediately.  
 Drawings marked "planning" or "design" are not to be used for construction purposes.  
 Drawing is to be read with the schedule of work / specification if applicable



**PROPOSED SECOND FLOOR PLAN (NO CANGES PROPOSED)**  
 1:100 SCALE



**PROPOSED ROOF PLAN (NO CHANGES PROPOSED)**  
 1:100 SCALE

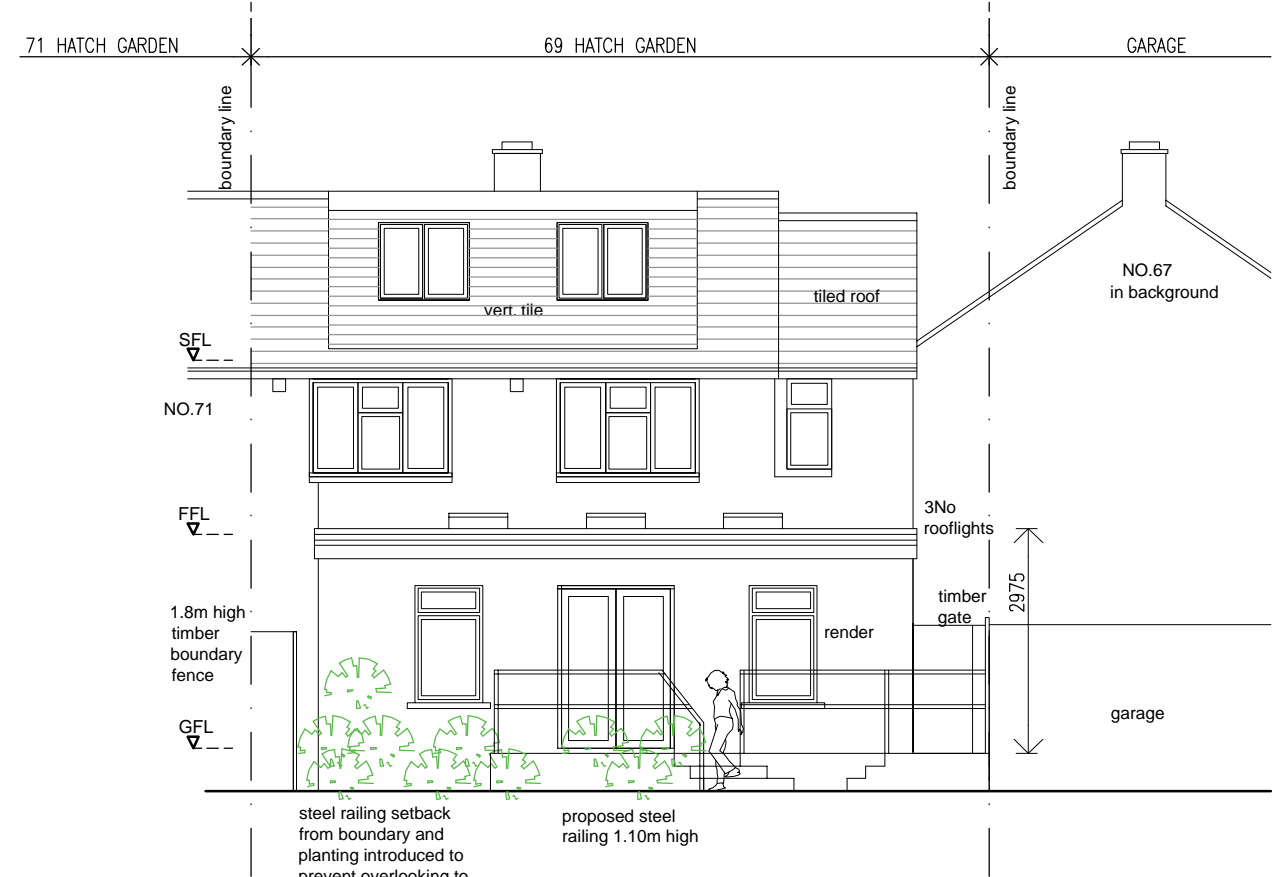


**MATERIALS**

NEW REAR EXTENSION WALLS	RENDER TO MATCH EXISTING
NEW ROOF	GREY GRP
NEW WINDOWS AND DOORS	WHITE UPVC TO MATCH EXISTING
NEW FASCIAS	PAINTED TIMBER TO MATCH EXISTING
BOUNDARY FENCE	TIMBER TO MATCH EXISTING



**PROPOSED FRONT ELEVATION (NO CHANGES PROPOSED)**  
 1:100 SCALE



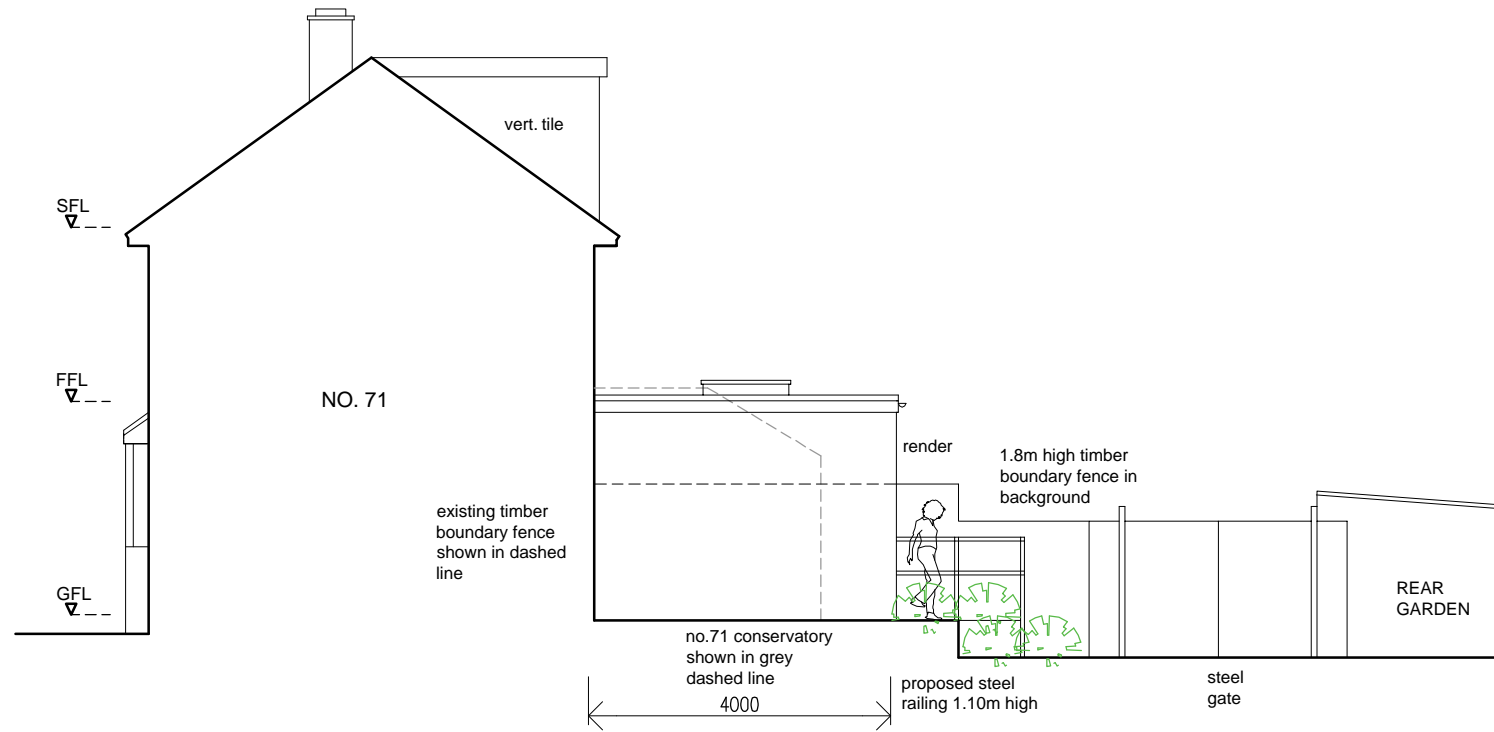
**PROPOSED REAR ELEVATION (NO CHANGES PROPOSED)**  
 1:100 SCALE

WINDOW ADDED TO PROPOSED LEFT SIDE ELEVATION.  
 AMENDED PROPOSED SIDE AND REAR ELEVATIONS 01/30/08/2018 WB

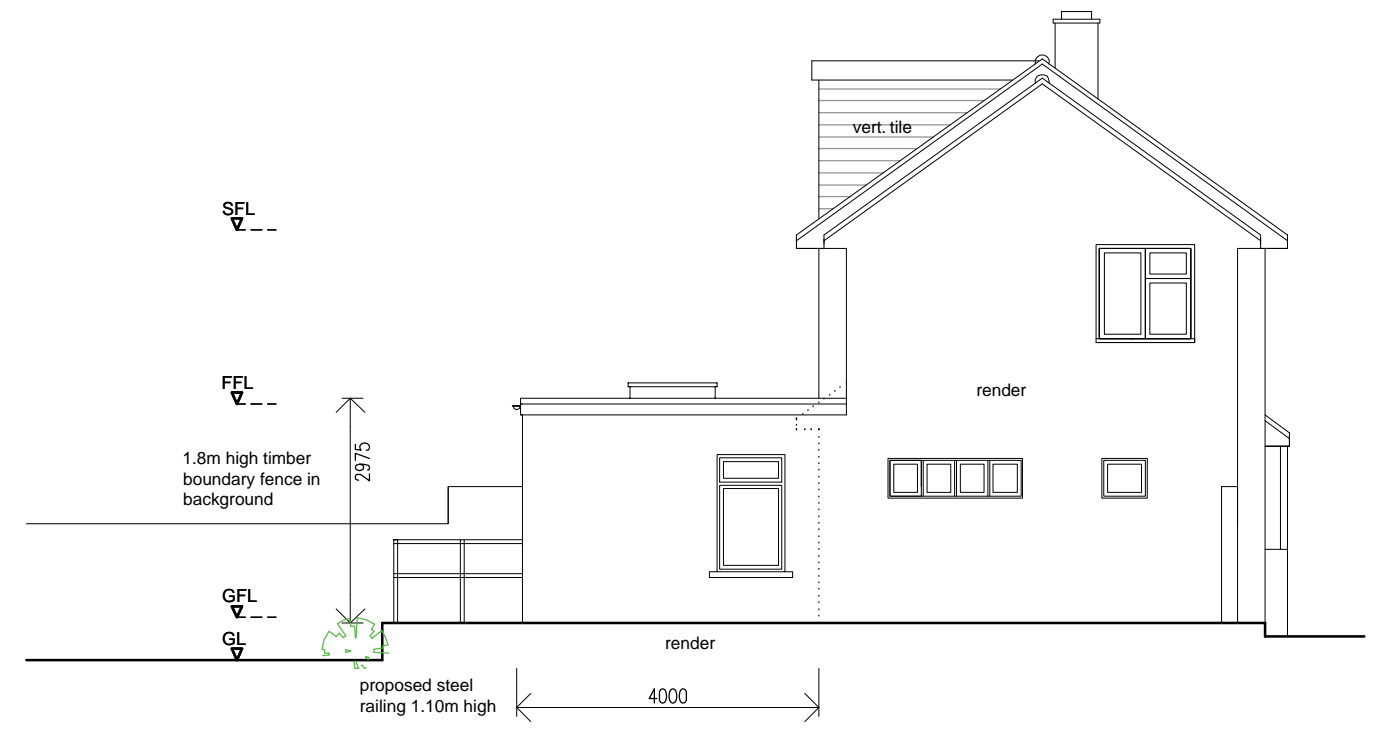
REVISION DESCRIPTION	REV DATE	BY
W2 Extensions 23 The Oaks Square Epsom Surrey KT19 8AR T: 01372289864 M: 07933599582 E: we_barcelo@yahoo.co.uk		
CLIENT MR. & MRS. RODRIGO YABUT	SCALE 1:100@A3	
PROJECT 69 HATCH GARDEN TADWORTH KT20 5LD	DATE JULY 2018	
DRAWING TITLE PROPOSED 2ND & ROOF PLANS AND ELEVATIONS	BY WB	
	JOB No. 16-311	
STATUS PLANNING	DWG No. PR02-B-REV01	



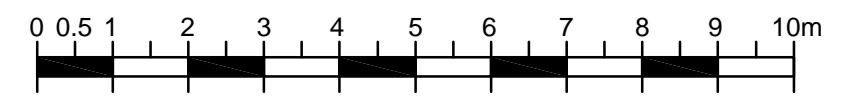
All dimensions are to be checked on site.  
 All dimensions are in millimetres.  
 All Discrepancies are to be reported to the architect immediately.  
 Drawings marked "planning" or "design" are not to be used for construction purposes.  
 Drawing is to be read with the schedule of work / specification if applicable



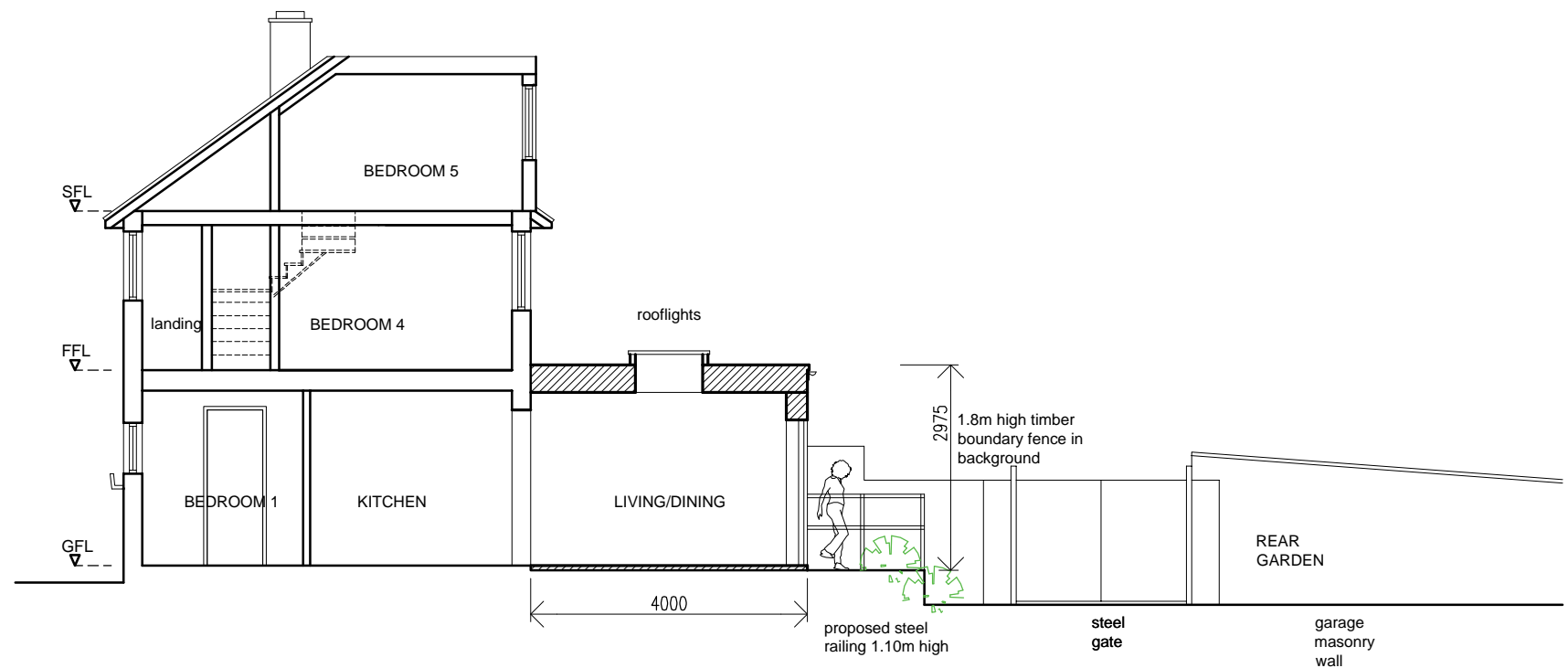
PROPOSED RIGHT SIDE ELEVATION  
 1:100 SCALE



PROPOSED LEFT SIDE ELEVATION  
 1:100 SCALE



SCALE BAR - SCALE 1:100



PROPOSED SECTION  
 1:100 SCALE

WINDOW ADDED TO PROPOSED LEFT SIDE ELEVATION, AMENDED SIDE AND REAR ELEVATIONS 01 30/08/2018 WB

REVISION DESCRIPTION	REV	DATE	BY
W2 Extensions 23 The Oaks Square Epsom Surrey KT19 8AR T: 01372289864 M: 07933599582 E: we_barcelo@yahoo.co.uk			
CLIENT MR. & MRS. RODRIGO YABUT	SCALE 1:100@A3		
PROJECT 69 HATCH GARDEN TADWORTH KT20 5LD	DATE AUGUST 2018		
DRAWING TITLE PROPOSED ELEVATIONS AND SECTION	BY WB		
	JOB No. 16-311		
STATUS PLANNING	DWG No. PR03-B-REV01		