 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	20 December 2017
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	9	WARD: Tadworth and Walton

APPLICATION NUMBER:	17/02097/F	VALID:	08/09/2017
APPLICANT:	Devine Homes PLC	AGENT:	
LOCATION:	LAND TO REAR 9-17 SHELVERS WAY, TADWORTH		
DESCRIPTION:	Erection of 4 dwellings comprising 2 x 4 bedroom detached dwelling and 1 pair of semi detached dwellings, along with access to Shelveys Way utilising the approved access from 17/00016/S73 and all associated landscaping and ancillary work.		
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.			

This application is referred to Committee in accordance with the Constitution

SUMMARY

The application relates to a backland site within the urban area towards the eastern end of Shelveys Way, a residential thoroughfare composed mainly of properties fronting the road. The site is immediately to the west of land to the rear of 1-7 Shelveys Way, which has the benefit of planning permission for 6 dwellings, being implemented (17/00016/S73). Various trees on the site are the subject of a Tree Preservation Order (TPO). It is proposed to erect 4 detached/semi-detached houses with access provided to Shelveys Way via an elongation of the access drive serving the approved backland scheme.

The original application proposed 5 dwellings but, following discussions with the applicant, this has been reduced to 4, which has opened the way to layout alterations giving a greater sense of spaciousness around buildings and opportunities for additional landscaping scheme and subordinating the vehicular parking aspects. The revised application with one less dwelling and with layout reducing the impact of the parking element and being less regimented and having a spacious air, is acceptable.

The proposal, as amended, would provide a layout and a scale of development with similar house designs and opportunity for landscaping consistent to the development permitted, on appeal that is currently being implemented on the land to

the rear of Nos 1 – 7 Shelveys Way. The Inspector in determining the appeal on application 15/02752/F, which is the 6 house scheme built out, concluded in that case that whilst *“The two detached and four semi-detached dwellings would occupy smaller plots than is characteristic along the south side of Shelveys Way and the spacing between the four building blocks would be less generous. However in the context of a new group of buildings that would be seen primarily from within the development, rather than in association with the Shelveys Way street scene, the plot sizes and the spacing between the buildings would not be unusual for this type of development: they would not result in an unduly cramped form of development.”* With regard to the layout and landscaping the Inspector concluded also that: *“The width of the corridor for the access road and the overall layout in front of the houses would create opportunities for additional landscaping despite the relatively small spaces of differing sizes and shapes directly in front of each house.”*

In view of the amendments to the proposal to increase the spaciousness of the development and landscaping opportunity it is considered that the proposal represents an acceptable continuation of the approved scheme. In light of this and the similar residential impacts on amenity and privacy with neighbouring houses to that already considered to be consistent with policy and approved it is concluded that this proposal would provide a suitable residential environment and not be harmful to the local character or amenity of neighbouring properties.

Significant concern has been raised in representation about the intensification of the access onto Shelveys Way that this proposal would result in. The Impact on the highway network has been the subject of survey analysis and close review by SCC as the County Highway Authority (CHA) and the CHA are satisfied that the access is safe and suitable to accommodate the additional traffic that would be generated by the proposed development which at the time of the analysis was for 5 dwellings. The reduction to 4 dwellings will lessen the level of use of the access and is therefore also, on this basis, acceptable.

RECOMMENDATION

Subject to receipt and consideration of any representations received on expiry of the 21 day notice period on the revised ownership certificate (in conjunction with the Chairman and Ward Councillors), planning permission is **GRANTED** subject to conditions.

Consultations:

Highway Authority: recommends conditions relating to parking provision and Construction Transport Management Plan. The Highway Authority has given full consideration to the local traffic implications concerns raised locally, as evinced by the detailed explanation set out in the "Access and Parking" section.

Banstead Commons Conservators: wishes to draw the applicant's attention to the proximity of the site to Banstead and the need for the Commons' protection.

Tadworth and Walton Residents' Association: objects on grounds of cramped form of development, threat to trees' wellbeing and highway safety.

Representations:

Letters were sent to neighbouring properties on 13 September 2017 and a site notice was posted 18 September 2017, regarding the original proposal. Letters regarding the amended proposal were sent on 8 December.

One letter of support has been submitted. 60 responses have been received raising the following issues:

Issue	Response
Inadequate parking	See paragraphs 6.8 & 6.9
No need for the development	Consideration on merits
Noise & disturbance	See paragraph 6.7
Inconvenience during construction	See paragraph 6.7
Overdevelopment	See paragraphs 6.3 & 6.4
Increase in traffic and congestion	See paragraph 6.9
Out of character with locality	See paragraphs 6.3 & 6.4
Hazard to highway safety	See paragraph 6.9
Harm to Conservation Area	Not in a Conservation Area
Conflict with covenant	Not a planning consideration
Crime Fears	Site capable of surveillance
Harm to MGB	Not in MGB
Harm to wildlife habitat	No wildlife designation
Loss of/harm to trees	See paragraph 6.6
Overbearing effect	See paragraph 6.7
Overlooking and Loss of privacy	See paragraph 6.7
Property devaluation	Not a planning consideration

1.0 Site and Character Appraisal

- 1.1 The application site with an area of 0.25ha is on the south side of Shelveys Way close to its eastern end, near the junction with the A217 (Brighton Road) dual carriageway in a predominantly residential neighbourhood approximately 1.7 km to the south east of Tattenham Corner Local Shopping Centre and approximately 1km to the east of Shelveys Way Local Shopping Centre. Immediately to the south is Urban Open Land. The site is immediately to the west of the approved development of six houses on the demolished Stanton Lodge and to the rear of 1-7 Shelveys Way, works for which are in progress (ref. 17/00016/S73) following the grant of planning permission, on appeal, Ref: 15/02752/F. The current proposal would be served by an extension of the access drive serving the development to the rear of nos. 1-7.
- 1.2 The Council's Local Distinctiveness Design Guide identifies the locality as 1930s-1950s Suburbia. The development pattern comprises detached dwellings in long plots interspersed with small infill post 1970's cul-de-sacs and more recent infill development. Regard must also be had to the approved backland development to the east to the rear of 1-7 Shelveys Way, in course of construction: this is a new element modifying the neighbourhood's traditional character of frontage houses with long rear gardens.
- 1.3 To the east, beyond the approved development, is a landscaped buffer with mature trees alongside the A217, within the Metropolitan Green Belt (MGB). Land immediately to the south is designated as Urban Open Land, in the ownership of The Tadworth Children's Trust. Land to the north and west consists of the residential curtilages of properties in Shelveys Way.
- 1.4 A Tree Preservation Order (TPO) RE1462A covers 1-31 Shelveys Way. The site does not fall within a Conservation Area or Residential Area of Special Character (RASC) nor is it recognised as a significant wildlife habitat.
- 1.5 Vegetation along the site boundaries provides screening.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: the applicant did not approach the Council for pre-application advice therefore the opportunity to secure improvements did not arise
- 2.2 Improvements secured during the course of the application: reduction in number of dwellings by one, reduction in scale of proposal houses, changes to layout to give greater air of spaciousness and allow for enhanced landscaping.

- 2.3 Further improvements could be secured: by conditions relating to landscaping, materials and detailing.

3.0 Relevant Planning and Enforcement History

- | | | | |
|-----|--------------|--|---|
| 3.1 | 15/02752/F | 6 dwellings, Stanton Lodge and r/o
1-7 Shelvers Way | Refused
31 March 2016
Appeal allowed
14 November 2016 |
| 3.2 | 16/01437/F | 5 dwellings, Stanton Lodge and r/o
1-7 Shelvers Way | Refused
1 September 2016
Appeal allowed
28 December 2016 |
| 3.3 | 17/00016/S73 | 6 dwellings, Stanton Lodge and r/o
1-7 Shelvers Way | Granted
1 March 2017 |

4.0 Proposal and Design Approach

- 4.1 This is a full application for four 2 storey pitched roofed dwellinghouses to the rear of dwellings at 9 to 17 Shelvers Way, involving the rearmost parts of the gardens of those properties. The houses are arranged in a east/west line with two detached 4 bedroom dwellings (Plots 1 & 2) towards the eastern end of the site and a pair of 3 bedroom semi-detached buildings towards the western boundary. As regards parking provision, Plot 1 would be served by a single attached garage and a parking space, Plot 2 by a single attached garage and two parking spaces and Plots 3 & 4 by a double garage and two parking spaces, nine spaces in total. Plots 1 & 2 would feature catslide roofs. Principal habitable room windows would be to the north and south elevations. The designs are traditional in appearance with a variety of materials including Unspecified facing brickwork, render, plain roof and hanging tiles, uPVC windows and doors and timber boarding. The houses would be lesser in scale (approximately 1m lower in height) than the approved six dwellings on land to the east in the applicant's ownership and with the benefit of permission ref. 17/00016/S73. Access to the site from Shelvers Way would be via an extension to the access drive serving the above-mentioned approved development.
- 4.2 The scheme as it now stands has emerged from detailed discussions between the applicant and officers regarding number of dwellings, scale and layout. The proposal as now amended incorporates rear gardens measuring at least 11m in depth from the main rear walls, parking provision arranged so as to avoid undue car dominance, comfortable accommodation of the protected cherry tree and the opportunity for planting/landscaping along the northern boundary running along the remaining back gardens of the donor properties.

- 4.3 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.
- 4.4 Evidence of the applicant's design approach is set out below:

Assessment	The character of the surrounding area is assessed as predominantly residential, reflecting 1930s-1950s suburbia with detached dwellings in large elongated plots are interspersed with small infill post 1970s cul-de-sac's and more recent infill development.
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.
Design	The applicant's reasons for choosing the proposal from the available options were an addition to and access via approved development on land in the applicant's ownership

- 4.5 Further details of the development are as follows:

Site area	0.25ha
Existing use	C3
Proposed use	C3
Proposed parking spaces	9
Parking standard	8+ (recommended maximum)
Number of affordable units	0
Net increase in dwellings	4
Existing site density	N/A
Proposed site density	16dph
Density of the surrounding area	8.8dph (extent of coverage of site location plan)

5.0 Policy Context

5.1 Designation

Urban area
Tree Preservation Order RE1462A (1-31 Shelveys Way)
Adjacent to Urban Open Land

5.2 Reigate and Banstead Core Strategy

CS1 (Sustainable Development)
CS2 (Valued Landscapes and Natural Environment)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development)
CS10 (Sustainable Development)
CS11 (Sustainable Construction)
CS14 (Housing Needs)
CS15 (Affordable Housing)

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Housing	Ho9, Ho9A, Ho13, Ho14, Ho16
Movement	Mo5

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development Planning Obligations and Infrastructure SPD
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

6.0 Assessment

6.1 The site is within the urban area in a residential neighbourhood, where in principle there would be no objection to residential development. However this must be tempered with how effectively the proposed development reflects the character of its surroundings and is sensitive to local amenities

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity
- Access and parking
- Impact on trees
- CIL
- Affordable Housing

Design

6.3 The scale, massing and external traditional appearance of the proposed dwellings, whilst on smaller plots, are comparable with the existing predominantly two storey semi-detached properties fronting Shelveys Way and the approved dwellings on the site immediately to the east, indeed lesser in scale thereto. Reduction in number of dwellings from the original 5 to 4 allows for a more fluid arrangement of buildings sitting more comfortably on the site with a more spacious air. In particular, the revised parking arrangement, with garages/spaces to the side rather than front of each dwelling gives the opportunity for more amenity space and additional planting and mitigates any impression of a car parking dominated layout; the pair of semi-detached dwellings in the middle of the site (originally Plots 2 & 3) has been reduced to a single detached dwelling (Plot 2); garages set back and in a single block for the semi-detached houses at the western end (amended plots 3 & 4) and giving increased separation distance between the side elevations of Plots 2 and 3; and the back gardens are greater in depth by approximately 1m, important as regards the woodland immediately to the south.

6.4 The scheme constitutes backland development which was atypical of the vicinity until that approved for the site immediately to the east also in the applicant's ownership, planning permission for which is now being implemented. This development can also be viewed as putting into effect the NPPF's advice that local planning authorities should not require developers to conform to certain development forms or styles, subject to promotion or reinforcement of local distinctiveness. Policy Ho14 of the Reigate and Banstead Borough Local Plan 2005 sets out criteria for acceptable backland development, for example that *"...the general pattern and form of the development in the area is maintained..."* and that *"...the proposed plot styles and spacings between buildings reflects the predominating in the surrounding area..."*. The Amplification to this Policy states inter alia that *"...proposal will only be acceptable to the Borough Council where existing back gardens are excessively long and the back gardens created for the new dwellings and those left for the existing properties would still conform to that prevalent in the general area..."*. The Council's Local Distinctiveness Design Guide recommends that, as regards 1930s-1950s Suburbia, *"...New infill development should not provide parking or garaging which dominates the street frontage..."* and *"...Building form and massing should reflect dwellings within the vicinity..."*. It is considered that the present scheme presents an identifiable sense of frontage with the "public" sides of the dwellings oriented

to the new street and, in its amended layout, constituting a spacious layout with any car parking domination avoided and giving the benefit of acceptable planting and landscaping.. This is a scheme that, taking into account the features itemised above, adheres to the above advice respects local distinctiveness.

- 6.5 The site is on the edge of the urban area beyond which, to the east of the approved backland development, there is the MGB. The proposal comprises a built complex on the margin of the built up area where it is to be expected that development would “trail off”. The present proposal for four dwellings, one less than originally proposed under this application, allows for a more “informal” and less regimented layout than originally proposed.
- 6.6 The Council’s Tree Officer’s views have been sought as the development may effect trees the subject of a Tree Preservation Order. As regards the original scheme, the Tree Officer commented that *“With the exception of the T5 which is subject to a TPO, the remaining trees are low quality specimens and their removal will not have noticeable impact on the visual amenity of the local area.”* However as a result of his concern about *“the location of the dwellings is close to the off-site woodland”* leading to *“considerable pressure to prune or even fell the trees”* the proposed layout was revised to increase the distance between the dwellings and the woodland edge to overcome this concern. I therefore consider that the proposal, as amended is acceptable subject to suitable tree protection conditions..

Neighbour amenity

- 6.7 As has been noted, the traditional pattern of existing development has been typified by long rear gardens. Given this feature and the separation distances therefore between existing properties and the proposal which are comparable to the development being built out to the rear of houses 1 – 7 Shelveys Way,, it is unlikely that harm to neighbouring residential amenities would occur as regards overlooking, overshadowing or overbearing effect. Disturbance as a result of construction would be a temporary aberration which could be ameliorated by a condition requiring a Construction Transport Management Plan. As regards living conditions for future occupiers, the layout and positioning of habitable room windows (to the north and south elevations) are such that no potential for overlooking, overshadowing or overbearing effect would arise.

Access and parking

- 6.8 Access to the site via the drive serving the approved backland development to the east. This drive debouches at a point close to the junction of Shelveys Way with the A217, which has excited local concerns. Conditions are recommended by the Highway Authority relating to parking provision and Construction Transport Management Plan.
- 6.9 The County Highway Authority acknowledges that a large number of objections have been raised by local residents and the Tadworth & Walton Residents

Association (TWRA) in relation to the proposed development, particularly in terms of its impact upon traffic congestion, highway safety, and on street parking. The local concerns and objections have been fully considered in the assessment of this application. However, the CHA has reached a different conclusion in terms of the severity of the impact of the development on the local highway network. The CHA has addressed the main highway concerns below.

“Highway Safety

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are "severe". The CHA acknowledges that the proposed development of 5 dwellings, together with the permitted development of 6 dwellings on land to the rear of 1-7 Shelveys Way, would have a cumulative impact in terms of increasing the number of vehicular movements to and from the site via Shelveys Way. However, an increase in traffic does not necessarily equate to a reduction in highway safety. The net additional traffic generated by an an additional 5 dwellings would have a very slight, negligible impact on congestion, which would be well within the limits of the daily fluctuations in traffic flow, when compared with the level of traffic generated by the permitted scheme of 6 dwellings. The CHA therefore considers that the development would not have a “severe” impact on the safety and operation of Shelveys Way, or on the capacity of the A217 junction. The fact that Shelveys Way is used as a 'rat run', and that traffic along Shelveys Way has increased as a result of the A217 road works, is an existing and temporary problem. The CHA considers that a small development of only 5 dwellings would not materially worsen this existing situation. The CHA's views on traffic impact have been supported by the Planning Inspectorate. In the Appeal Decision for application 16/01437, which was for the erection of 5 dwellings on land to the rear of 1-7 Shelveys Way, the Inspector concluded: "A development of 5 dwellings would not be likely to generate a great deal of traffic, and in the wider context of the junction of Shelveys Way with the A217, is unlikely to materially affect current conditions". Likewise, in the Appeal Decision for application 15/02752, which was for 6 dwellings on land to rear of 1-7 Shelveys Way, a different Inspector stated: "I have borne in mind that Shelveys Way is a relatively busy road and that the proposed access drive would meet it at a point relatively close to the junction with the A217 On balance I find insufficient grounds to conclude the access arrangements for a net increase of five dwellings in this location would compromise highway safety".

Access

Local residents and the TWRA have expressed strong concerns regarding the suitability of the site access, in terms of it being located in close proximity to the junction of Shelveys Way with the A217 Brighton Road. An independent speed survey has been carried out on behalf of the applicant, and the recorded 85th percentile speed on approach to the site access from both directions was 20-21mph. The site access has been provided with a visibility splay of 2.4m 'x' distance by 27.5m 'y' distance to the east, which is appropriate for speeds of 20-21mph, based on the guidance in 'Manual for Streets'. Furthermore, there is an existing speed table located on Shelveys

Way between the A217 junction and the site access, which will help to control traffic speeds and ensure that speeds on approach to the access from this direction remain low. The CHA is therefore satisfied that the site access is both safe and suitable to accommodate the additional traffic that would be generated by the proposed 5 dwellings. The site access is 4.8m wide, which is sufficient to allow two cars to enter and exit the site simultaneously. The applicant has also demonstrated that a 2.5m wide by 10.3m long refuse vehicle would be able to turn around within the site and exit in forward gear. The CHA is therefore satisfied that the proposed development would not result in any vehicles waiting or queuing on Shelveys Way to access the site, or to vehicles reversing out of the site onto the public highway, in close proximity to the A217 junction.

Parking

Local residents and the TWRA are concerned that the off-street parking provision for the proposed development is insufficient. The CHA has assessed the parking provision against the parking standards in the Reigate and Banstead Borough Local Plan (2005), and Surrey County Council's 'Vehicular and Cycle Parking Guidance' (2012). The guidance in these documents recommends that new dwellings with 3 or more bedrooms should be provided with 2 car parking spaces each.

On this basis, the proposed development of 4 x 3 bedroom houses and 1 x 4 bed house should be provided with 10 car parking spaces. The proposed development does in fact provide 12 parking spaces, which is in excess of the parking standards. Therefore, the CHA does not share the view that the parking provision is inadequate. It should be emphasised that the CHA will only raise an objection regarding parking if there is a shortfall that would lead to danger on the adjoining highway. In this case, there is not a shortfall in parking, so it is unlikely that the development would lead to displacement parking on Shelveys Way or the surrounding roads. Nevertheless, if displacement parking were to occur, the CHA considers that this would not create a highway safety issue, as there are double yellow line waiting restrictions around the junctions in the vicinity of the site, which would prevent on street parking from taking place in locations where it would be considered dangerous. Displacement parking on Shelveys Way is more likely to create an amenity issue rather than a safety issue, which is a matter for the Local Planning Authority to take into account in their assessment of this application."

- 6.10 The Impact on the highway network has, as reported above, been the subject of survey analysis and close review by SCC as the County Highway Authority (CHA) and given that the CHA are satisfied that the access is safe and suitable to accommodate the additional traffic that would be generated by the proposed development which at the time of the analysis was for 5 dwellings the principle of this proposal is acceptable Since this analysis the reduction to 4 dwellings and the increase on the car parking provision to in excess of the recommended standard by 1 space will lessen the level of use of the access and will also provide sufficient car parking within the site to service the development. Any demand for any on-street parking in Shelveys Way is therefore also minimised.

CIL

- 6.11 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, roads, public transport and community facilities which are needed to support new development. This development would be CIL liable although the exact amount would be determined and collected after the grant of planning permission. Affordable Housing

Affordable Housing

- 6.12 Core Strategy Policy CS15 and the Council's Affordable Housing SPD require financial contributions towards affordable housing to be provided on housing developments of 1-9 units. However, in November 2014, the Government introduced policy changes through a Written Ministerial Statement and changes to the national Planning Practice Guidance which restrict the use of planning obligations to secure affordable housing contributions from developments of 10 units or less. These changes were given legal effect following the Court of Appeal judgement in May 2016.
- 6.13 In view of this, and subsequent local appeal decisions which have afforded greater weight to the Written Ministerial Statement than the Council's adopted policy, the Council is not presently requiring financial contributions from applications such as this resulting in a net gain of 10 units or less. The absence of an agreed undertaking does not therefore warrant a reason for refusal in this case.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason:
To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date Received
Site Location Plan	PL01	C	06.12.2017
Prop Site Layout (PSL)	PL02	C	06.12.2017
PSL (coloured)	PL03	C	06.12.2017
Block Plan	PL04	C	06.12.2017
Plot 1 Floor Plans & Elevations	PL05	B	06.12.2017
Plot 2 Floor Plans & Elevations	PL06	C	06.12.2017

Plots 3/4 Floor Plans & Elevations	PL07	C	06.12.2017
Exg/Prop street sections	PL08	C	06.12.2017
Proposed site sections	PL09	C	06.12.2017
Swept path assessment	TR/01	C	06.12.2017
fire appliances			
Ditto large ref vehicles	TR/02	C	06.12.2017
Ditto medium car	TR03	A	06.12.2017
Tree Protection	BLC170141	A	06.12.2017

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), no first floor windows, dormer windows or rooflights other than those expressly authorised by this permission shall be constructed.

Reason:

To ensure that the development does not affect the amenity of the neighbouring property by overlooking and to protect the visual amenities of the area in accordance with Reigate and Banstead Borough Local Plan 2005 policy Ho9.

4. No development shall take place until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9, Ho13 and Ho15.

5. The first floor windows in the west facing (side) elevation of Plot 4 of the development hereby permitted shall be glazed with obscured glass which shall be fixed shut, apart from a top hung opening fanlight whose cill height shall not be less than 1.7 metres above internal floor level, and shall be maintained as such at all times.

Reason:

To ensure that the development does not affect the amenity of the neighbouring property by overlooking with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9.

6. 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 / turning areas shall be retained and maintained for their designated purposes.

Reason:

in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to meet the objectives of the National Planning Policy Framework and having regard to policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.

7. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) measures to prevent the deposit of materials on the highway
 - (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (i) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to meet the objectives of the National Planning Policy Framework and having regard to policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.

8. No development shall commence including groundworks preparation and demolition until all related arboricultural matters, including arboricultural supervision, monitoring and tree protection measures are implemented in strict accordance with the approved details contained in the Tree Protection Plan and Arboricultural Method Statement compiled by Bourne Landscape Consultants on drawing number BLC170141 Rev A dated 1st September 2017.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with policy Pc4 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

9. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, 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 and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

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, shrubs of the same size and species.

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4, Ho9 of the Reigate and Banstead Borough Local Plan 2005.

10. No development, groundworks or demolition processes shall be undertaken until an agreed scheme of supervision for the arboricultural protection measures have been submitted to and approved in writing by the local planning authority. The pre commencement meeting, supervision and monitoring shall be undertaken in accordance with these approved details. The submitted details shall include the following.

- (i) Pre commencement meeting between the retained arboricultural consultant, local planning authority Tree Officer and individuals and personnel responsible for the implementation of the approved development

- (ii) Timings, frequency of the supervision and monitoring regime and an agreed reporting process to the local planning authority.

- (iii) The supervision monitoring and reporting process shall be undertaken by a qualified arboriculturist.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan.

11. The development shall not be occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed before the occupation of the development hereby permitted.

Reason:

To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Pc4.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.
4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

5. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority Local Highways Service Group (0300 200 1003) before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
7. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the proposed access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
10. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues

in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

11. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Advanced Nursery Stock size with initial planting heights of not less than 4.5m, with girth measurements at 1m above ground level in excess of 16/18cm.
12. The site is on or near land forming part of Banstead Commons which are protected by an Act of Parliament and Commons' Byelaws. The applicant is requested to liaise with the Clerk to the Conservators in order to protect the commons against unlawful acts including driving, parking, excavating or storage of materials on the commons. The Clerk may be contacted by writing to PO Box 528, Dorking, Surrey RH4 1NY.

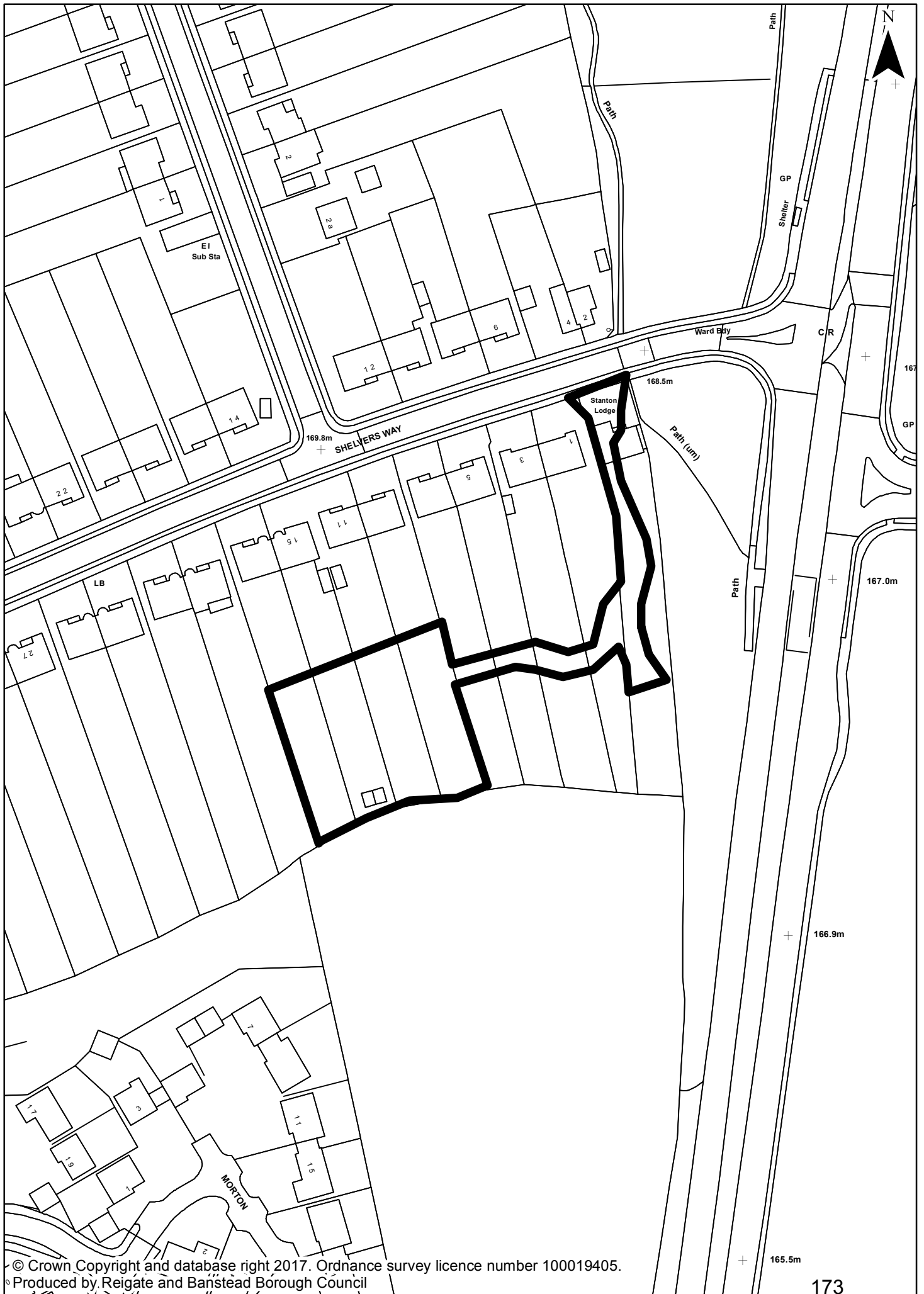
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS2, CS4, CS10, CS11, CS12, CS14, CS15, Pc4, Ho9, Ho9A, Ho13, Ho14, Ho16, Mo5 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statement

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

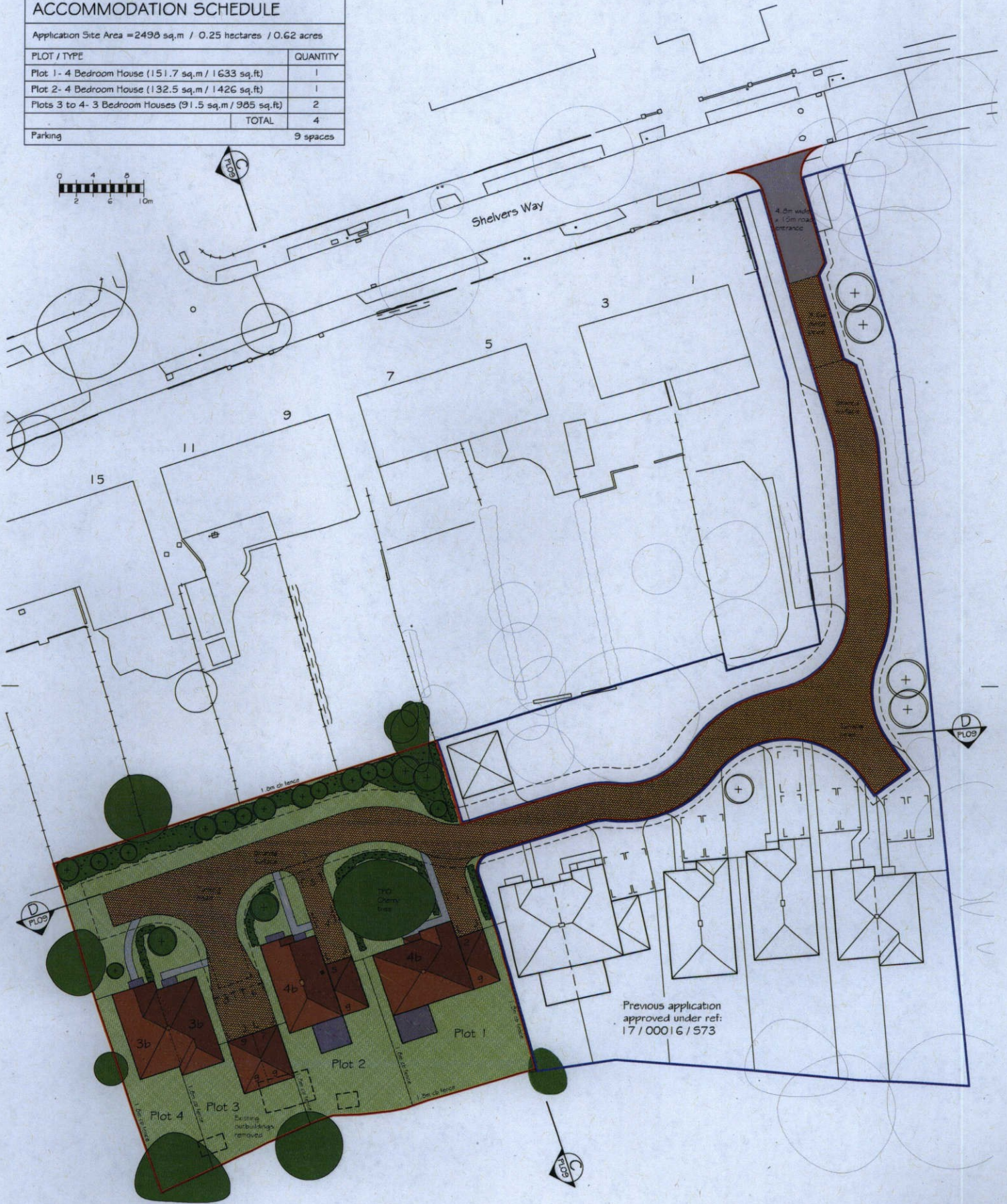
17/02097/F - Land to the rear of 9-17 Shelvers Way, Tadworth



ACCOMMODATION SCHEDULE

Application Site Area = 2498 sq.m / 0.25 hectares / 0.62 acres

PLOT / TYPE	QUANTITY
Plot 1 - 4 Bedroom House (151.7 sq.m / 1633 sq.ft)	1
Plot 2 - 4 Bedroom House (132.5 sq.m / 1426 sq.ft)	1
Plots 3 to 4 - 3 Bedroom Houses (91.5 sq.m / 985 sq.ft)	2
TOTAL	4
Parking	9 spaces



notes

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MODEL FILE REFERENCE: 17001-A-PL

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rev.	description	date	by	ch
C	Schemes amended to reflect Client and Local Authority comments	2017.11.30	AJC	AJC
B	Client changes 10.07.17	11.07.17	AJC	AJC
A	PLANNING ISSUE.	30.06.17	AJC	AJC
P1	PRELIMINARY ISSUE.	21.06.17	WAH	AJC

scale: 1:200 @ A1
 date: June 2017
 drawn: WAH
 checked: AJC

client: DEVINE HOMES PLC
 project: Land at 9 to 17 Shelvers Way, Tadworth, KT20 5QJ.
 drawing: Proposed Site Layout (coloured)
 status: PLANNING

wessex house upper market street nasfleigh hampshire SO50 9FD
 t: 01794 830600 e: enquiries@vision-architects.org.uk

vision
architects

drawing No: 17001-A-PL03 revision: C



NORTH-WEST ELEVATION



SOUTH-WEST ELEVATION

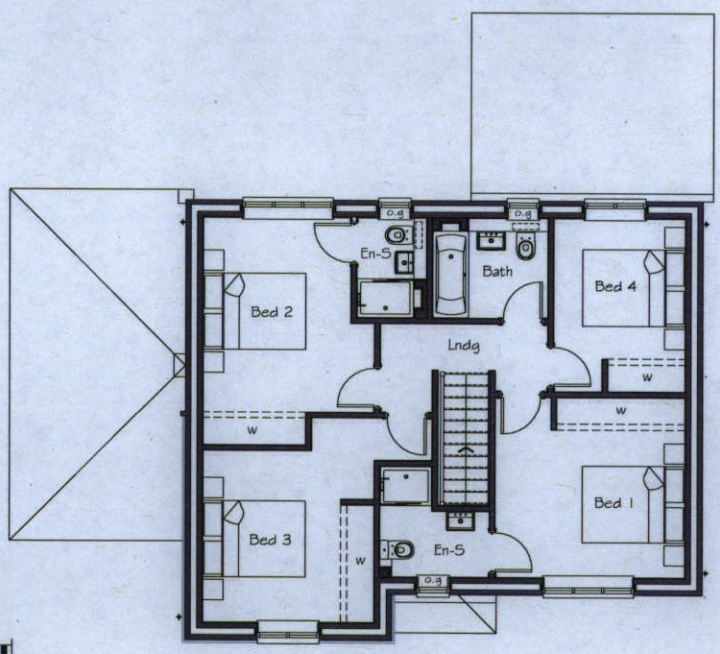
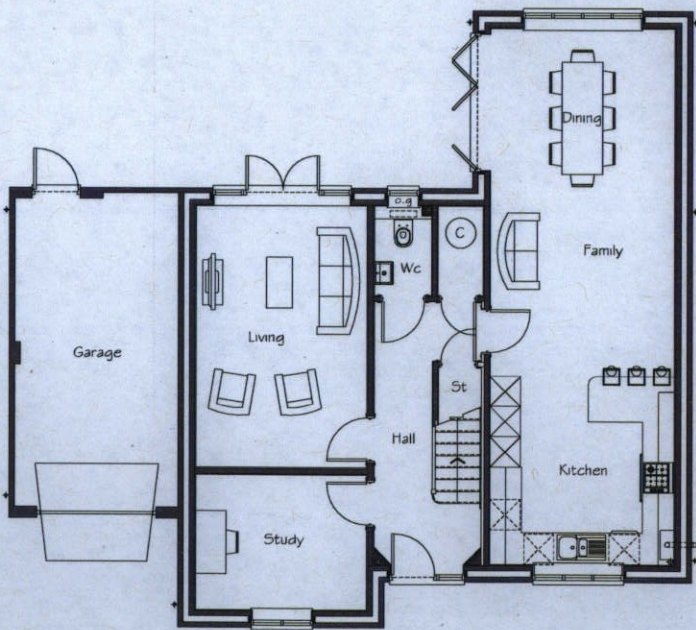


SOUTH-EAST ELEVATION



NORTH-EAST ELEVATION

KEY TO MATERIALS	
1	Facing Brickwork
2	Render
3	Plan Tiles
4	uPVC Windows and Doors
5	Single Ply Membrane
6	Plan Tile Hanging
7	Timber Boarding

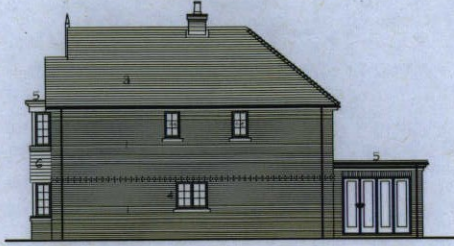


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drawing	Plot 1 - Proposed Floor Plans & Elevations	status	PLANNING

REV	description	date	by	ch
5	TITLE BLOCK UPDATED.	14.08.17	WAH	AJC
4	PLANNING ISSUE.	20.08.17	WAH	AJC
3	SWP DRAWING REVISED. APPLIANCE ADDED TO KITCHEN.	22.08.17	WAH	AJC
2	RE-DRAWN TO SUIT CLIENT COMMENTS EMAIL DATED 20.08.17.	21.08.17	WAH	AJC
1	RE-DRAWN TO SUIT CLIENT COMMENTS EMAIL PRELIMINARY ISSUE.	14.08.17	WAH	AJC



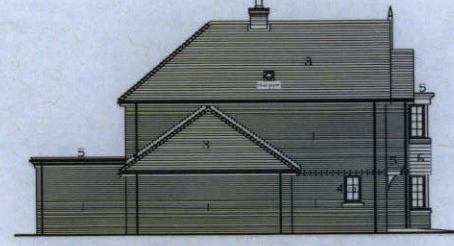
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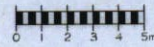
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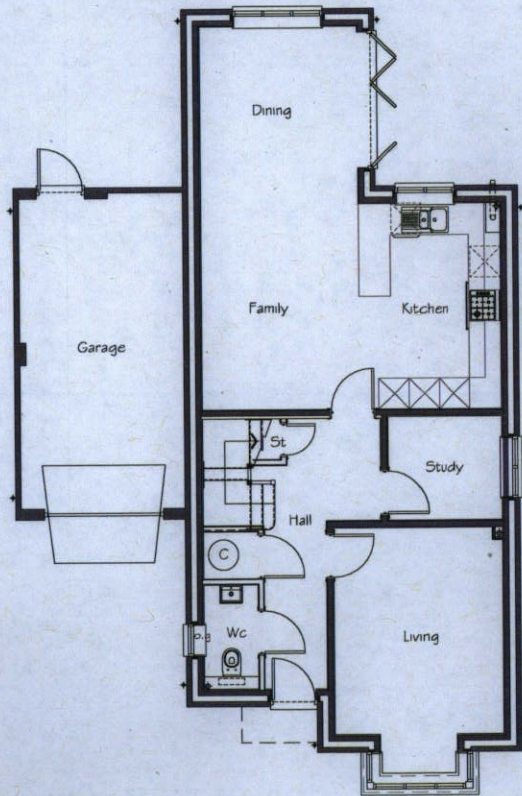
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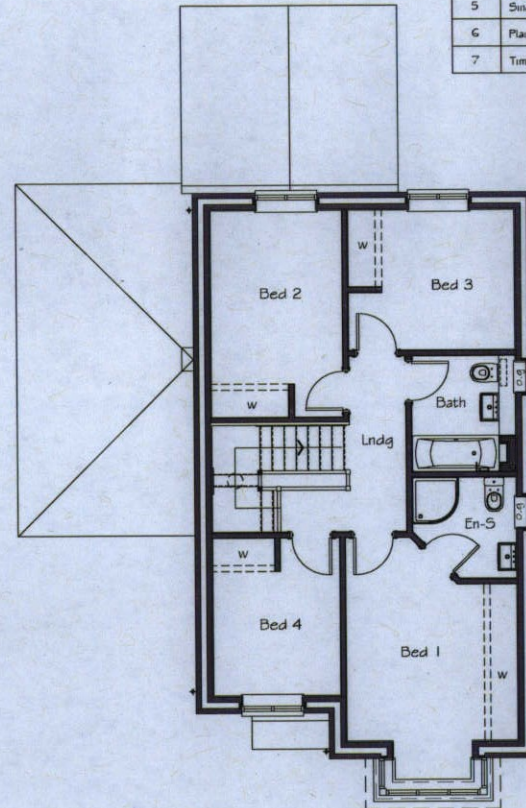
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2	Render
3	Plain Tiles
4	uPVC Windows and Doors
5	Single Ply Membrane
6	Plain Tile Hanging
7	Timber Boarding



GROUND FLOOR PLAN



FIRST FLOOR PLAN

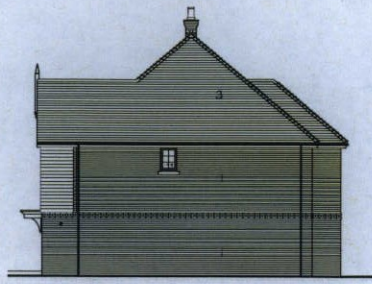
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 project: Land at 6 to 17 Sheehy Way, Tintern, NP23 5QJ
 drawing: Plot 2 - Proposed Floor Plans & Elevations
 date: June 2017
 drawn: WAH
 checked: AJC
 scale: E50/1:100 @ A1

no.	date	description
C	20/11/16	AMENDED TO SINGLE & BEDROOM UNIT
B	16/11/17	TITLE BLOCK UPDATED
PA	22/06/17	VERTICAL DIMENSIONS ADJUSTED
PI	14/06/17	COMMENTS FROM CLIENT
PI	13/06/17	PRELIMINARY ISSUE

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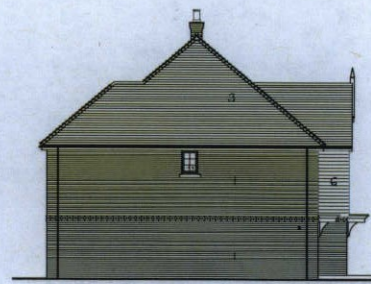
NORTH-WEST ELEVATION



SOUTH-WEST ELEVATION



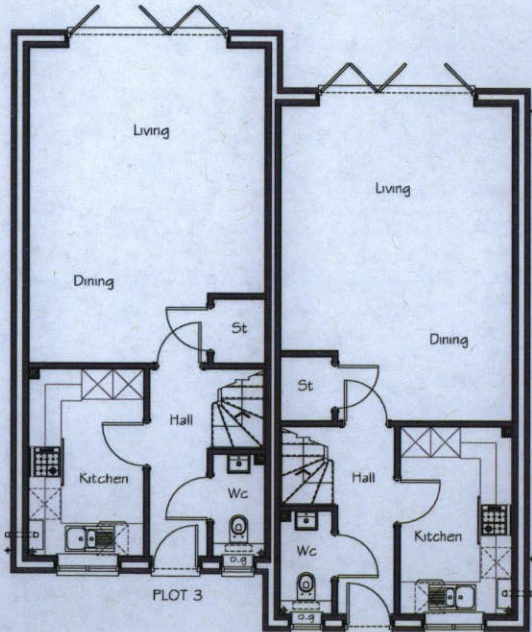
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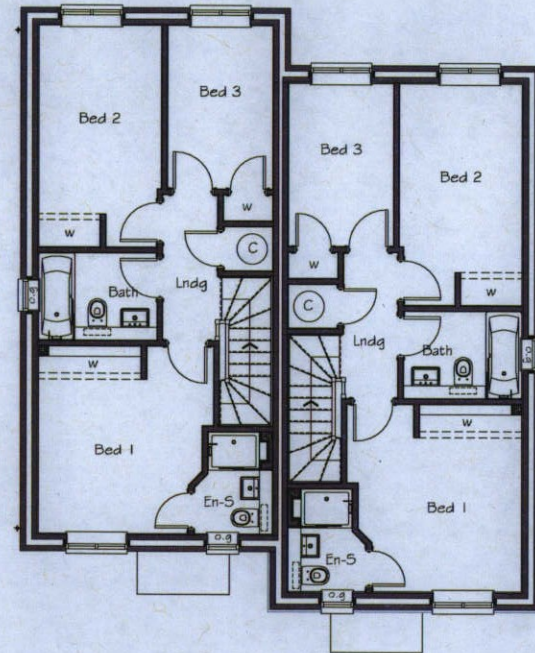
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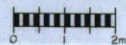
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2	Render
3	Plain Tiles
4	uPVC Windows and Doors
5	Single Ply Membrane
6	Plain Tile Hanging
7	Timber Boarding



GROUND FLOOR PLAN



FIRST FLOOR PLAN



client:	DEVINE HOMES PLC
project:	Land at 9 to 17 Shawley Way, Iddisley, N20 5DU.
drawing:	Plots 4 & 5 - Proposed Floor Plans & Elevations
date:	June 2017
drawn:	WAH
checked:	AC
scale:	1:50 / 1:100 @ A1

code	description	date	by	ch
2017.11.26	AC			
2017.11.17	AC			
2017.11.17	AC			
2017.11.17	WAH			
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2017.11.17	WAH			

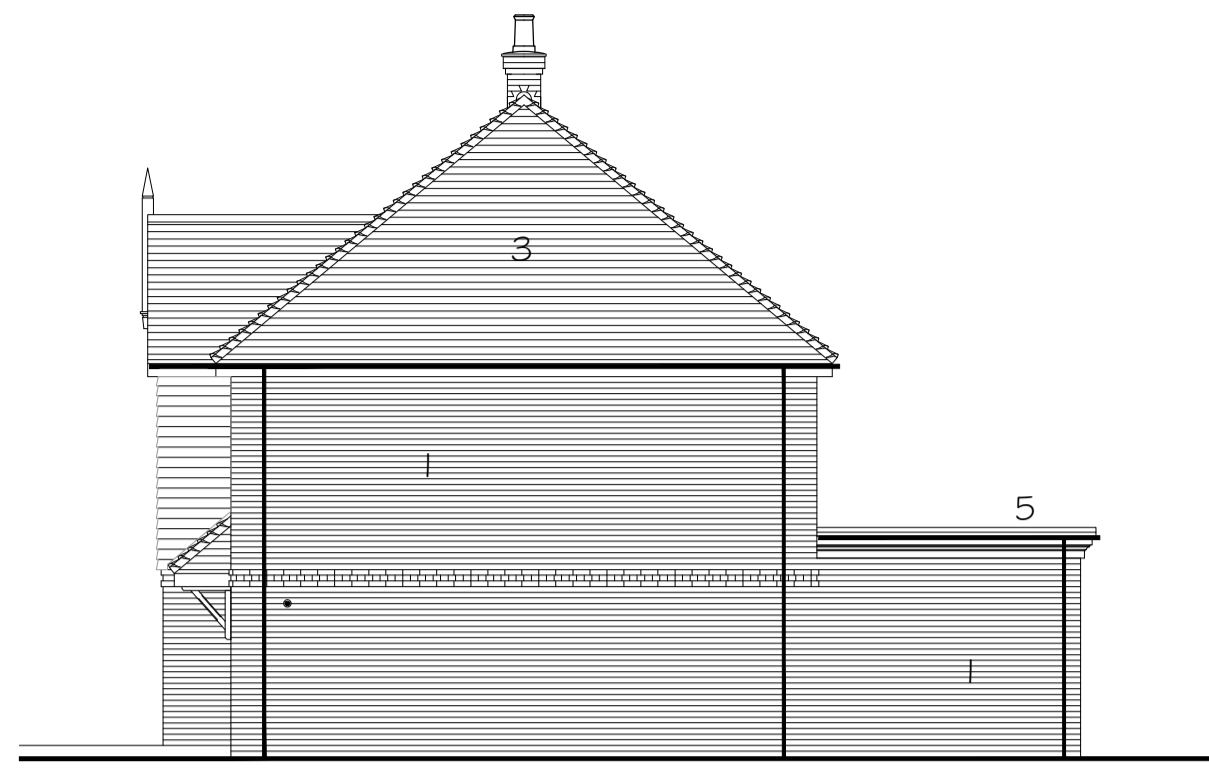
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MODEL FILE REFERENCE: 17001-A-PL07



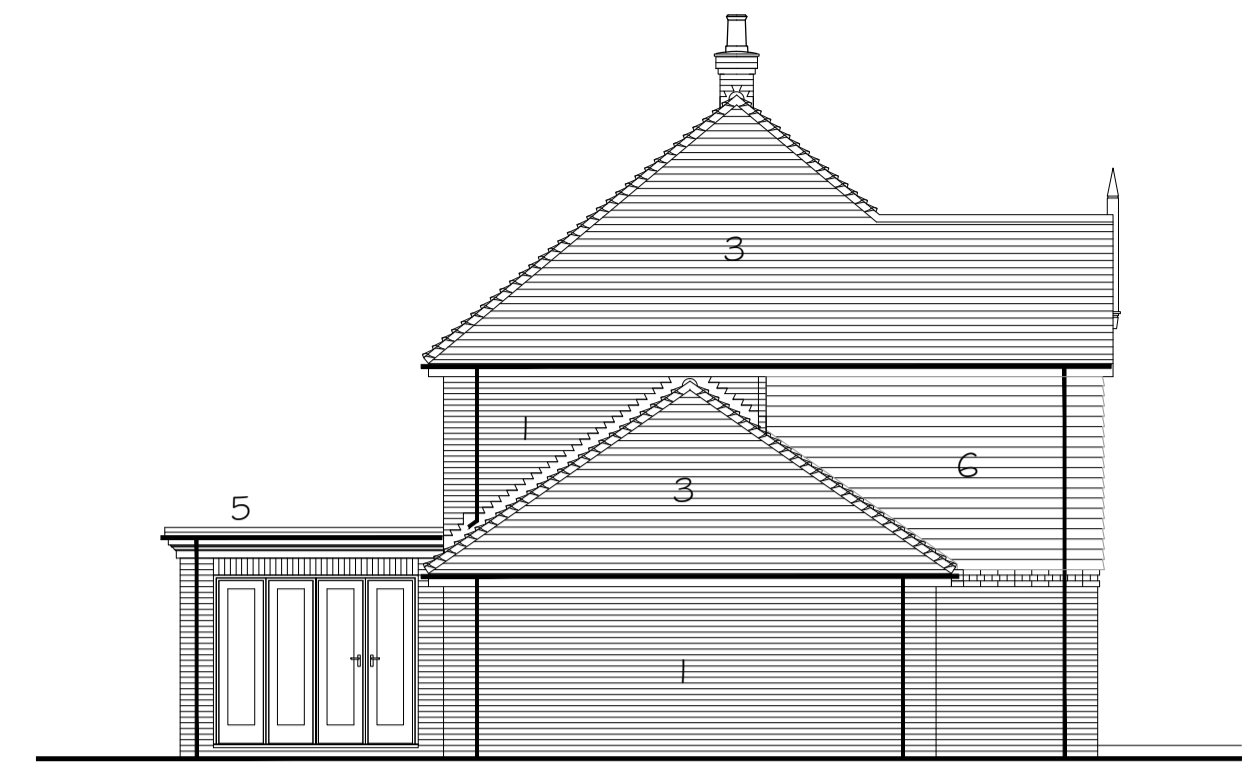
NORTH-WEST ELEVATION



SOUTH-WEST ELEVATION

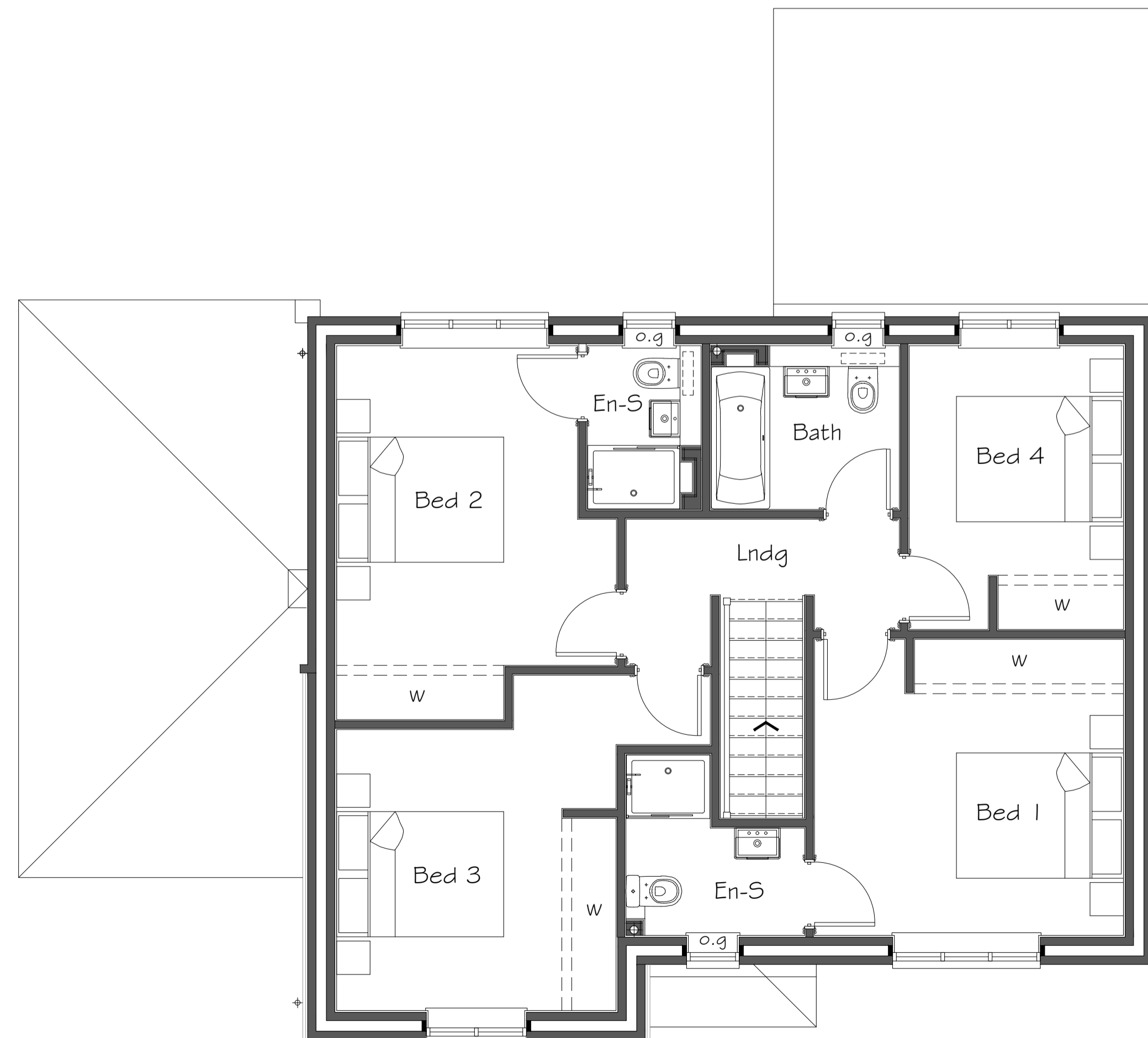
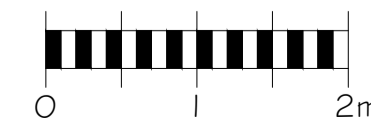
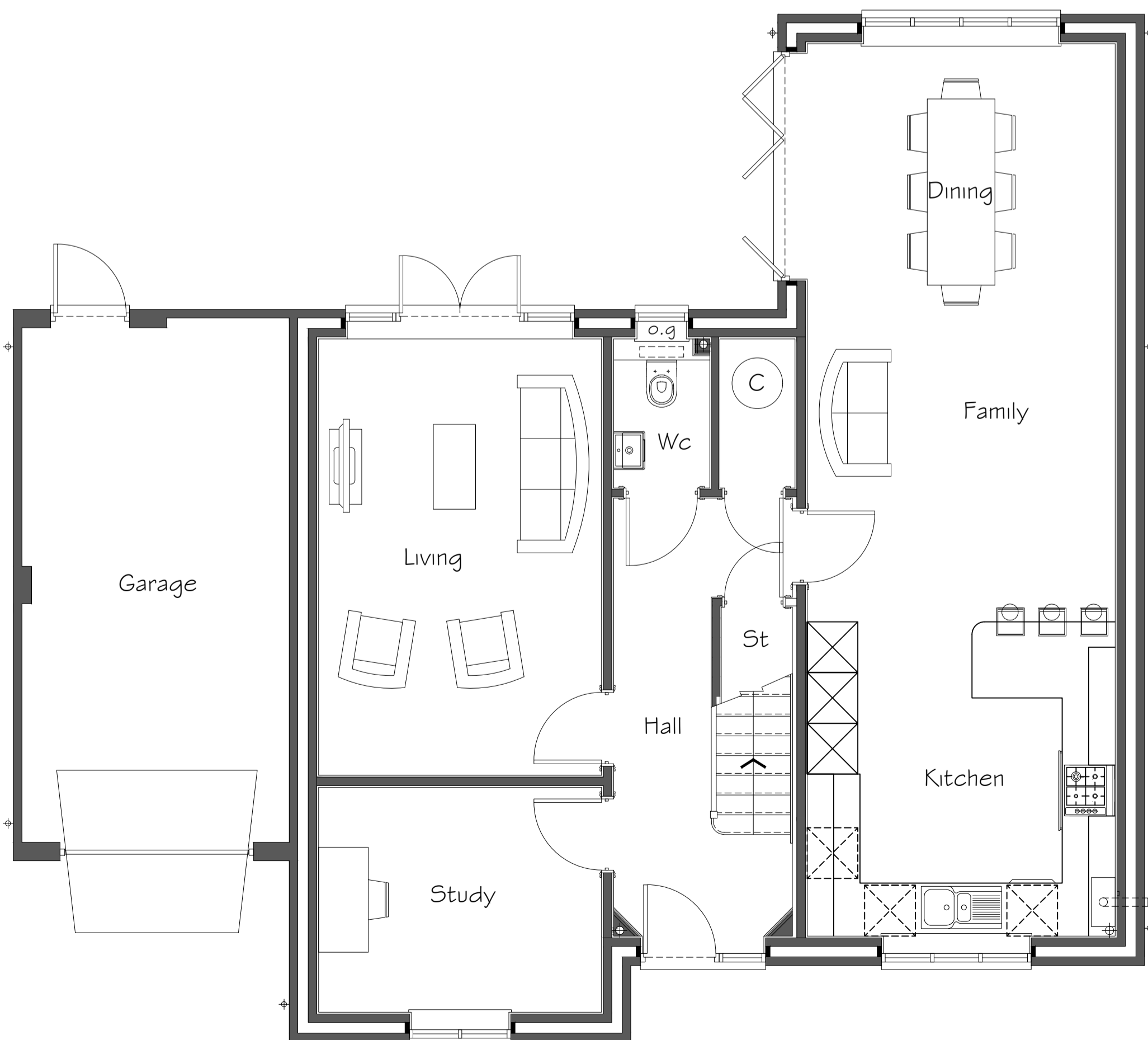
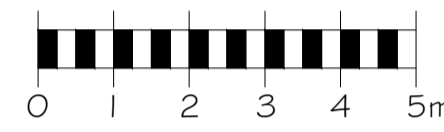


SOUTH-EAST ELEVATION



NORTH-EAST ELEVATION

KEY TO MATERIALS	
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2	Render
3	Plain Tiles
4	uPVC Windows and Doors
5	Single Ply Membrane
6	Plain Tile Hanging
7	Timber Boarding



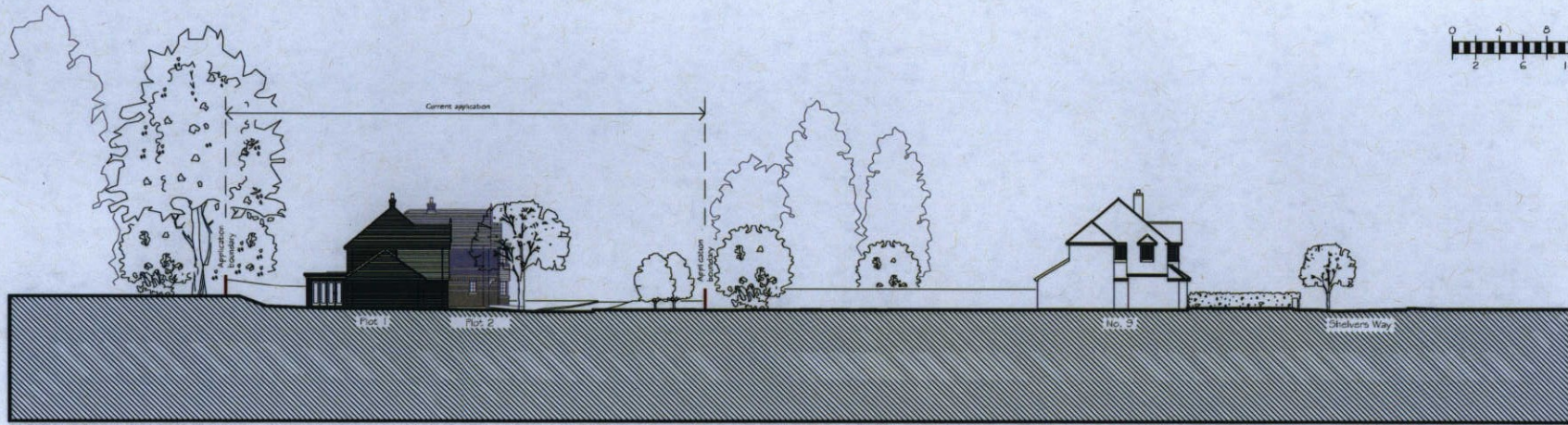
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date:	June 2017	project:	Land at 9 to 17 Shelveys Way, Tadworth, KT20 5QJ.
drawn:	WAH	drawing:	Plot 1 - Proposed Floor Plans & Elevations
checked:	AJC	status:	PLANNING

rev.	description	date	by	ch
B	TITLE BLOCK UPDATED.	11.07.17	AJC	AJC
A	PLANNING ISSUE.	30.06.17	AJC	AJC
P4	SYIP BOXING REVISED. APPLIANCE ADDED TO KITCHEN.	22.06.17	WAH	AJC
P3	RE-DESIGNED TO SUIT CLIENT COMMENTS EMAIL DATED 20.06.17.	21.06.17	WAH	AJC
P2	RE-DESIGNED TO SUIT CLIENT COMMENTS EMAIL DATED 13.06.17.	14.06.17	WAH	AJC
P1	PRELIMINARY ISSUE.	12.06.17	WAH	AJC

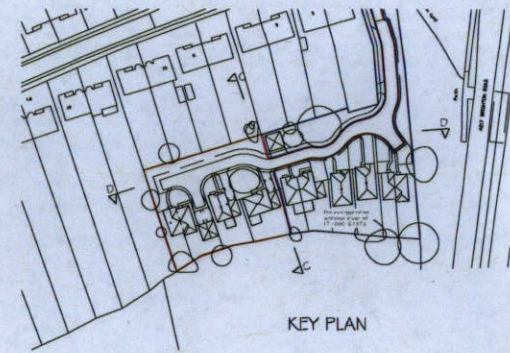
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Datum - 160.00
SECTION CC



KEY PLAN



Datum - 160.00
SECTION DD

client	DEVINE HOMES PLC
project	Lands at 9 to 17 Shelvers Way, Waterlooville, N20 BCU.
drawing	Proposed Site Sections
status	PLANNING
scale	1:200 @ A1
date	June 2017
drawn	WAH
checked	AJC

2017.11.30	AJC	AJC
11.02.17	AJC	AJC
17.07.17	WAH	WAH
21.08.17	WAH	WAH
date	by	ch

Schemes amended to reflect Client and Local Authority comments
 Key plan resubmitted
 PRELIMINARY ISSUE

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