

## ADDENDUM

### MEETING OF THE PLANNING COMMITTEE

WEDNESDAY 8<sup>th</sup> JUNE 2022

#### ITEM NO: 7

#### PLANNING APPLICATION: 21/03303/F - Titan House Crossoak Lane Salfords Surrey RH1 5EX

#### **AMENITY**

To aid members three of the drawings provided by the applicant, but not on the agenda, are included in the addendum appendices showing the relationship with Empire Villas to the north including:

- Appendix A – site layout plan showing distances to the nearest properties and 45 degree line with no.11 Empire Villas
- Appendix B – cross section between unit B and 11 Empire Villas, including 45 degree line. Cross Section between unit A and 5 Empire Villas, including 25 degree line
- Appendix C - Cross Section between unit A and 5 Empire Villas, including 25 degree line. North Site Boundary elevation looking from Empire Villas.

#### **CONDITIONS**

The following amendments to conditions are recommended (amendments in italics and underlined>. Deleted have strikethrough):

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Section Plan	2105-PL-0020	P2	21.04.2022
Elevation Plan	2105-PL-0021	P2	21.04.2022
Roof Plan	2105-PL-1002	P2	21.04.2022
Roof Plan	2105-PL-1006	P2	21.04.2022
Elevation Plan	2105-PL-1015	P2	21.04.2022
Elevation Plan	2105-PL-1016	P2	21.04.2022
Section Plan	2105-PL-1020	P2	21.04.2022
Site Layout Plan	2105-PL-0001	P3	06.05.2022
Site Layout Plan	2105-PL-0003	P3	06.05.2022
<i>Location Plan</i>	<i>2105-EX-0099</i>	<i>P1</i>	<i>06.06.2022</i>
Landscaping Plan	21-120-P-01	A	10.01.2022
Existing Plans	2105-EX-0001	P1	29.12.2021
Existing Plans	2105-EX-0020	P1	29.12.2021
Existing Plans	2105-EX-0021	P1	29.12.2021
Other Plan	2105-PL-0002	P1	29.12.2021
<i>Floor Plan</i>	<i>2105-PL-1000</i>	<i>P1</i>	<i>29.12.2021</i>
Floor Plan	2105-PL-1001	P1	29.12.2021
Floor Plan	2105-PL-1005	P1	29.12.2021

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.

22. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with approved plan numbered 2105 PL 001 Rev3 and/or 2105 PL 0003 Rev 3 . for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in

forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

23. The development hereby approved shall not be occupied unless and until each of the proposed parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and an electrical supply for future fast charge sockets in accordance with the approved plans numbered 2105 PL 001 Rev3 and/or 2105 PL 0003 Rev 3 and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

27. No development shall commence, excluding demolition and enabling works, until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The CEMP shall include, but not be limited to:
- a) Map showing the location of all of the ecological features
  - b) Risk assessment of the potentially damaging construction activities
  - c) Practical measures to avoid and reduce impacts during construction
  - d) Location and timing of works to avoid harm to biodiversity features
  - e) Responsible persons and lines of communication
  - f) Use of protected fences, exclusion barriers and warning signs.
  - g) Tree Removal and Bats Strategy and Method Statement

The development shall only be carried out in accordance with the agreed mitigation measures.

Reason: To ensure that any potential impact to protected species is adequately mitigated in accordance with the provisions of the National Planning Policy Framework and policy NHE2 of the Development Management Plan 2019.

**ITEM NO: 8**

**PLANNING APPLICATION: 21/03185/F- OLDBURY ENGINEERING LTD, 8-12 BALCOMBE ROAD HORLEY RH6 9HT**

Additional 3D illustrative plans are provided at Appendix D and a revised side elevation at Appendix E

**Consultations**

Regulatory Support Services: No objection raised subject to a condition requiring the submission of details of balcony screening for the upper floor flats to mitigate against noise disturbance from surrounding land uses.

**Correction to report**

Paragraph 2.3 to read as follows:

Further improvements could be secured: Further improvements could be sought by way of conditions.

Following concerns raised about under-provision of car parking, it is considered that additional parking may be possible within the scheme and condition 3 is therefore amended accordingly.

To ensure adequate balcony screening, an additional condition, 13, is also suggested.

### **Conditions**

3. No development shall take place above slab level until details of parking have been submitted to and approved in writing by the local planning authority. The details shall aim to provide parking for a minimum of 5 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 area shall be retained and maintained for their designated purposes.  
Reason: in order try and make best use of available space for vehicular parking and so 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) as well as Policy TAP1 for Parking, Access, and Servicing and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.
  
13. No development shall commence until details of proposed balcony screening has been provided in a scheme to be submitted to and approved in writing by the Local Planning Authority.  
Reason: To preserve the amenity of future occupiers in accordance with Policies DES1 and DES2 of the Development Management Plan 2019.

### **ITEM NO: 9**

**PLANNING APPLICATION: 21/02438/F - SALFORDS VILLAGE STORE, 21 BRIGHTON ROAD, SALFORDS**

### **Additional documents**

The applicant has provided a further plan to detail the proposed junction layouts including in respect of the extension to the central island on the A23, road markings, delivery bay and visibility splays. This is not a new plan but incorporates all the highways matters SCC requested during the course of the application centrally in one place. A copy of the drawing is attached at **Appendix F**.

Further the applicant has provided additional information with respect of the delivery and servicing strategy, with further clarifications in respect of the timing and frequency of deliveries and management of vehicles on site. This is provided at **Appendix G**.

### **CONDITIONS**

The following amendments to condition are recommended (amendments in bold italics. Deletions have strikethrough):

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

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date</b>
Elevation Plan	1531 - PL 1310	A	16.03.2022
Elevation Plan	1531 - PL 1311	A	16.03.2022
Street Scene	1531 - PL 1312	A	16.03.2022
Site Layout Plan	1531 - PL 1110-V2	A	16.03.2022
Site Layout Plan	1531 - PL 1111	A	16.03.2022
Floor Plan	1531 - PL 1210-V2	A	16.03.2022
Location Plan	1506-PL 1000		13.09.2021
Block Plan	1531 - PL 1101		13.09.2021
Survey Plan	1531 - PL 1102		13.09.2021
Roof Plan	1531 - PL 1201		13.09.2021
Floor Plan	1531 - PL 1200		13.09.2021
Elevation Plan	1531 - PL 1300		13.09.2021
Elevation Plan	1531 - PL 1301		13.09.2021
Street Scene	1531 - PL 1302		13.09.2021
Section Plan	1531 - PL 1410		13.09.2021
<b>Site Layout Plan</b>	<b>MBSK211117-01</b>	<b>P5</b>	<b>07.06.2022</b>

- 6 ~~No development shall commence on site until~~ **Prior to construction reaching slab level** a scheme for the soft and hard landscaping (including hard surfacing and any street furniture), shall be submitted 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 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 or any existing plants/hedging retained in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.

Reason: To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and Meath Green Conservation Area, and to comply with Reigate and Banstead Borough Development Management Plan 2019 policies NHE3 and DES1, British Standards including BS8545:2014 and British Standard 5837:2012

- 13 Notwithstanding the submitted plan MBSK211117-03 Rev 4 no part of the development shall be commenced, **with the exception of site set up and demolition works**, unless and until the proposed vehicular access to Honeycrook Lane has been constructed and provided with sight lines and a means at the back edge of highway of preventing highway water from entering the private land and water from the private land entering the highway in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority Thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

- 14 Notwithstanding the submitted plans MBSK211117-02 Rev 3 and MBSK211117-08 Rev 4 no part of the development shall be commenced, ***with the exception of site set up and demolition works***, unless and until the proposed vehicular access to Brighton Road and extension to the central island on the A23 to prevent on right turn movements has been constructed and provided with sight lines and a means at the back edge of highway of preventing highway water from entering the private land and water from the private land entering the highway in accordance with a revised scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework and Reigate and Banstead Development Management Plan policy TAP1

20. Before occupation of the development a finalised Delivery and Servicing Management Plan shall be submitted for the approval of the Local Planning Authority. This document shall include specific measures around the control and management of the delivery bay. The approved details shall be implemented upon first occupation of the site.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Policy TAP1 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

#### **ITEM NO: 10**

#### **FIRST HOMES INTERIM POLICY STATEMENT**

Following the deferral of this item from the April Planning Committee meeting, it has been confirmed by the Council's Monitoring Officer that this is a matter for the Planning Committee to consider and is not therefore subject to referral to or call in by Overview and Scrutiny Committee. The reasoning being:

- Planning committee members are trained on planning matters and ultimately must deal with matters that have come before them without outside influence;
- The committee has experience of dealing with complex or controversial matters and are supported by planning officers, democratic and legal in terms of any assistance required to understand any of the issues;
- Planning committee is regulatory and quasi-judicial, on balance, it would not be appropriate for O & S to be involved in a matter that is before the planning committee;
- Referring this matter to O & S risks setting a precedent for future referrals;
- There is no express power or mechanism for the planning Committee to make such a referral.

## Summary

The paper follows the written ministerial statement of May 2021 which mandates for all local authorities to provide a minimum of 25% of new affordable housing as First Homes which must be discounted by at least 30% against the market sales value, sold at no more than £250,000 once the discount has been applied, sold to a person meeting the first homes eligibility criteria and restricted in its use and further sale by a S106 Agreement.

Local authorities have the power to set their own local eligibility criteria which may include:

- setting a discount greater than 30% below market value (where evidence justifies it and it is progressed through a local plan or SPD);
- setting local connection requirements; and / or
- setting a lower “income cap” (if this can be justified with reference to local average first-time buyer incomes),

For the reasons set out in the report, setting a discount greater than 30% would not be at the developer’s cost but would be deducted from the other 75% affordable housing provided on a site and so would mean fewer shared ownership or affordable rented properties being provided.

The 30% discount should enable most 1 or 2 bedroom properties to be provided within the relevant £250,000 cap and this is appropriate to enable first home ownership.

There is therefore no reasonable basis to set a discount above 30%.

The local connection requirements proposed would accord with the local connection requirements applicable to other affordable housing products; and

Given the household incomes in this Borough are higher than nationally, there is no evidence or basis on which to set a lower household income requirement than the £80,000 nationally set.

The paper seeks to set the mechanisms and local eligibility requirements for which to apply First Homes which otherwise default to those nationally set.

Such mechanisms play out in the detailed discussions on Section 106 Agreements which this paper will help aid.

A revised recommendation is therefore suggested as follows:

## Recommendation

It is recommended that the Planning Committee:

- (i) Note the requirements of this new national planning housing policy, and the need to apply it in the borough as set out in this Interim Policy Statement;
- (ii) Note the recommended local eligibility criteria; and
- (iii) Grant delegated authority to the relevant Heads of Service alongside portfolio-holders to amend this Interim Policy Statement as required to reflect lessons learnt through its implementation.

# APPENDIX A



Approximate distances from proposed buildings to existing buildings

45 degree line drawn from corner of 11 Empire Villas

Distances from corner of building to Network Rail fence line

Additional 14 no. covered cycle spaces (from rev P1)

## KEY:

- Planning Application Boundary
- 16,351 m<sup>2</sup> / 4.04 acres / 1.635 hectare
- Proposed fence 2.4m high
- SS Proposed substation location
- ref Proposed refuse enclosure
- EV 20% EV charging bays (18no.)
- EV 20% potential future EV charging bays (18no.)

## GROSS INTERNAL AREAS:

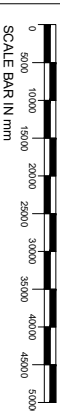
Unit A -	5,091.5 sqm (54,800 sqft)
Warehouse	4,515.5 sqm (48,600 sqft)
Incl office undercroft	288 sqm (3,100 sqft)
Offices on 1st floor	288 sqm (3,100 sqft)
Offices on 2nd floor	288 sqm (3,100 sqft)
Parking incl disabled	65 spaces
Cycle spaces	20 spaces

Unit B -	2,713.5 sqm (29,200 sqft)
Warehouse	2,397 sqm (25,800 sqft)
Incl office undercroft	158.25 sqm (1,700 sqft)
Offices on 1st floor	158.25 sqm (1,700 sqft)
Offices on 2nd floor	158.25 sqm (1,700 sqft)
Parking incl disabled	23 spaces
Cycle spaces	14 spaces

<b>TOTAL -</b>	<b>7,805 sqm (84,000 sqft)</b>
Parking incl disabled	88 spaces
Cycle spaces	34 spaces

Rev	Notes	dd/mm/yyyy	By	Auth
P3	cycle parking numbers shown on plan	05.08.2022	WR	WR/A
P2	14 cycle spaces added, EV charge points shown	04.04.2022	WR	WR/A
P1	Issued for Planning Approval	10.12.2021	WR	WR/A

## PLANNING



**WARREN ROSING ARCHITECTS**  
ARCHITECTURE | INTERIORS | DESIGN

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London, SW17 9ER  
1 200 7999 8247, info@warrosing.co.uk, www.warrosing.co.uk

**Cross Oak Lane**  
**Redhill RH1 5EX**

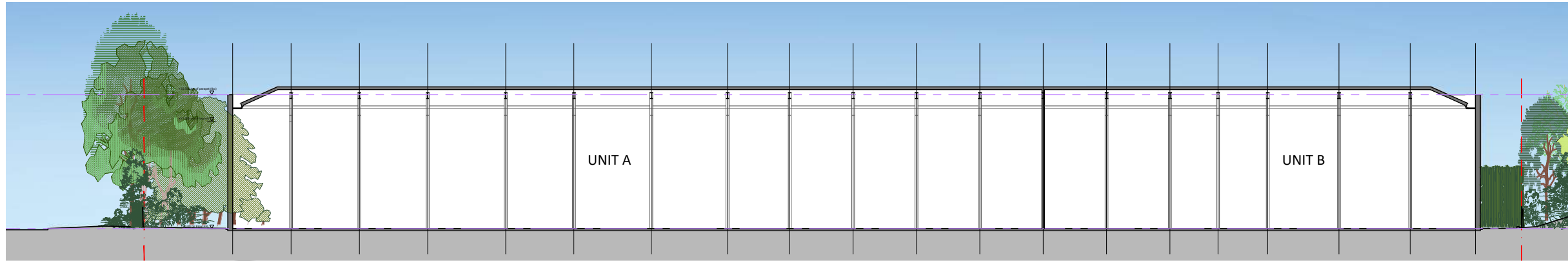
**Proposed Site Plan**

Drawing No.: 2105-PL-0001 Rev: P3

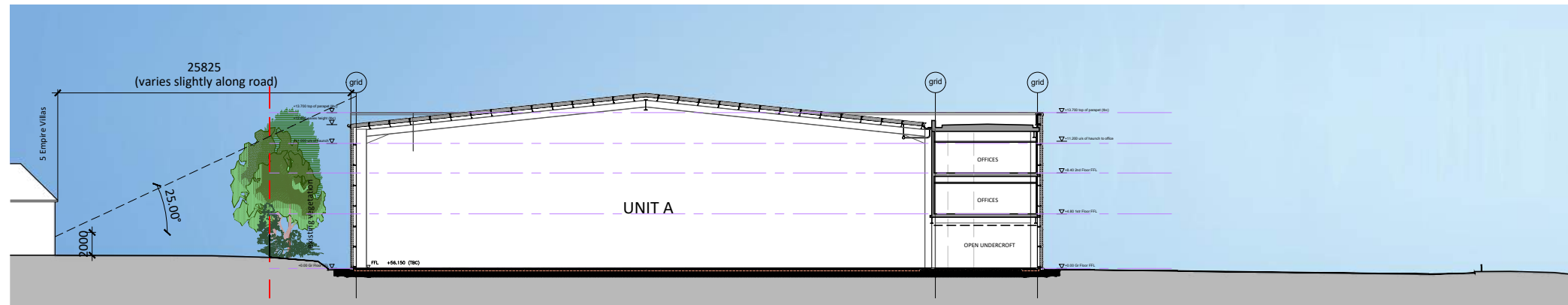
scale: 1:1000 @ A3 10 December 2021

check all dimensions and areas on site  
copyright of pocket door ltd trading as warrenrosing architects

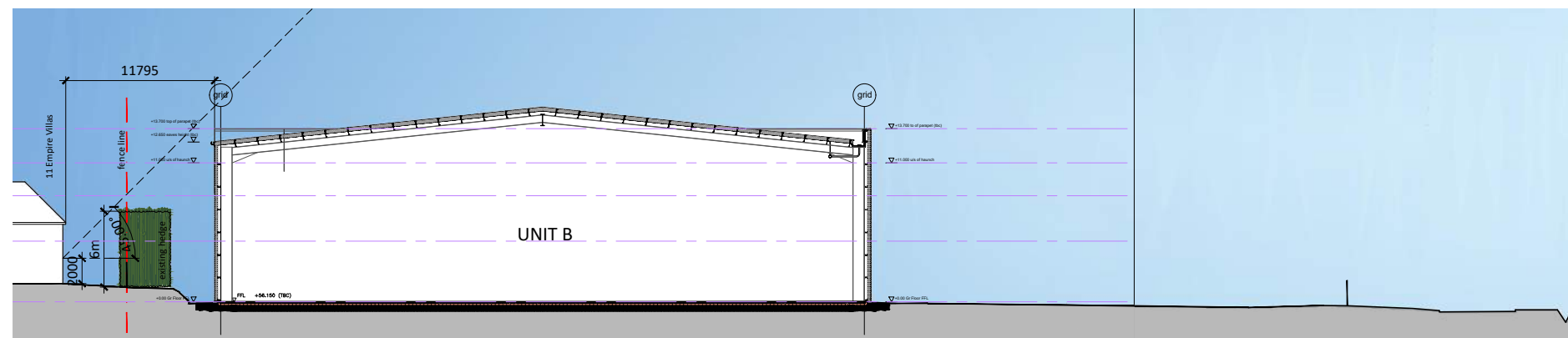
# APPENDIX B



1. LONG SECTION THROUGH UNIT A & UNIT B

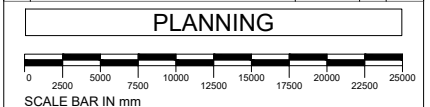


2. CROSS SECTION THROUGH UNIT A & 5 EMPIRE VILLAS



3. CROSS SECTION THROUGH UNIT B & 11 EMPIRE VILLAS

P2	Rear parapet dropped and outboard gutter added	04.04.2022	WR	WRA
P1	Issued for Planning Approval	10.12.2021	WR	WRA
Rev	Notes	dd.mm.yyyy	By	Auth



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**Cross Oak Lane**  
**Redhill RH1 5EX**

Site Sections

Drawing No.: 2105-PL-0020 Rev: P2

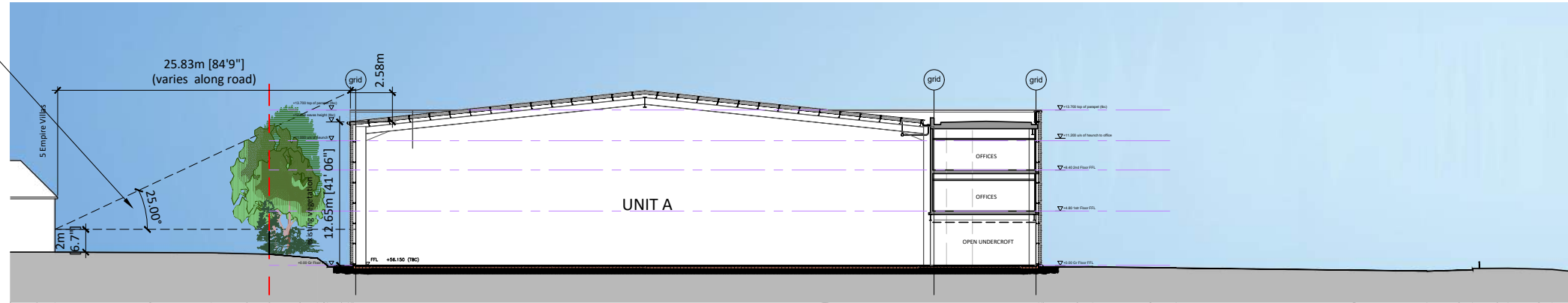
scale: 1:500 @ A3 / 1:250 @ A1 10 December 2021

do not scale this drawing check all dimensions and areas on site  
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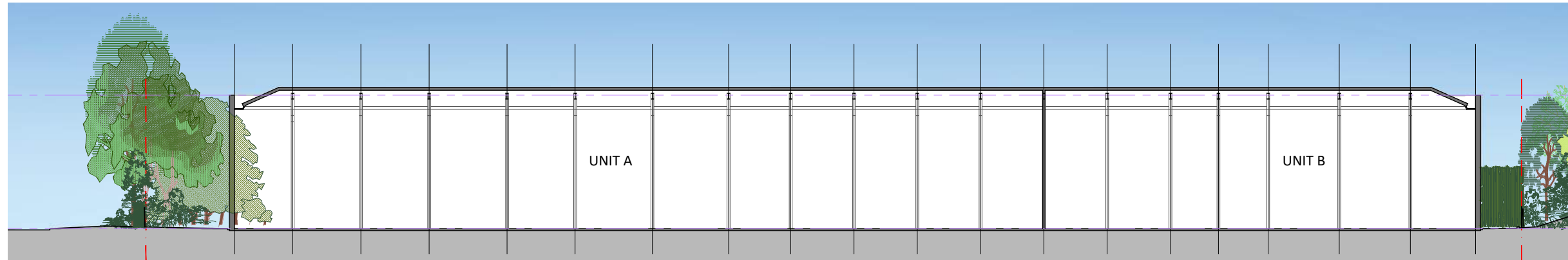


# APPENDIX C

Sight line as set out in Reigate and Banstead pre-application letter - 25 degrees at 2 metres above ground level where there are windows



1. CROSS SECTION THROUGH UNIT A & 5 EMPIRE VILLAS

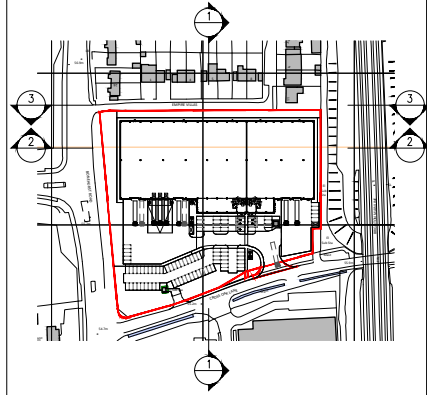


2. LONG SECTION THROUGH UNIT A & UNIT B



3. SITE BOUNDARY ELEVATION - NORTH BOUNDARY (EMPIRE VILLAS)

KEY PLAN:



Rev	Notes	dd.mm.yyyy	By	Auth
	PRELIMINARY			

0 2500 5000 7500 10000 12500 15000 17500 20000 22500 25000

SCALE BAR IN mm

**WARREN ROSING ARCHITECTS**  
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 t 020 7993 8247; info@wr-architects.co.uk; www.wr-architects.co.uk

**Cross Oak Lane**  
 Redhill RH1 5EX

Site Sections & Boundary Elev.  
 to Empire Villas (no parapet)

Drawing No.: 2105-SK-0023 Rev:

scale: 1:500 @ A3 / 1:250 @ A1 07 March 2022

do not scale this drawing; check all dimensions and areas on site  
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# APPENDIX D



# APPENDIX D



# APPENDIX D

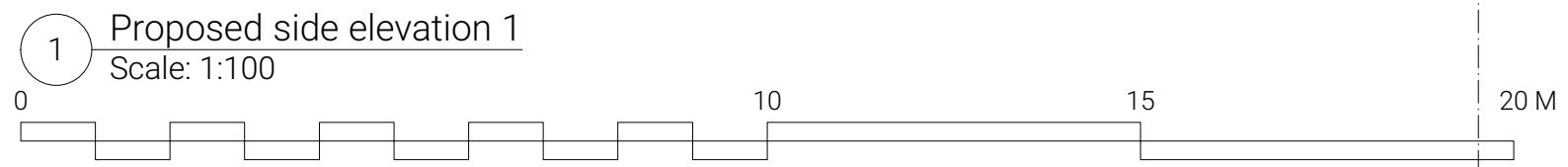
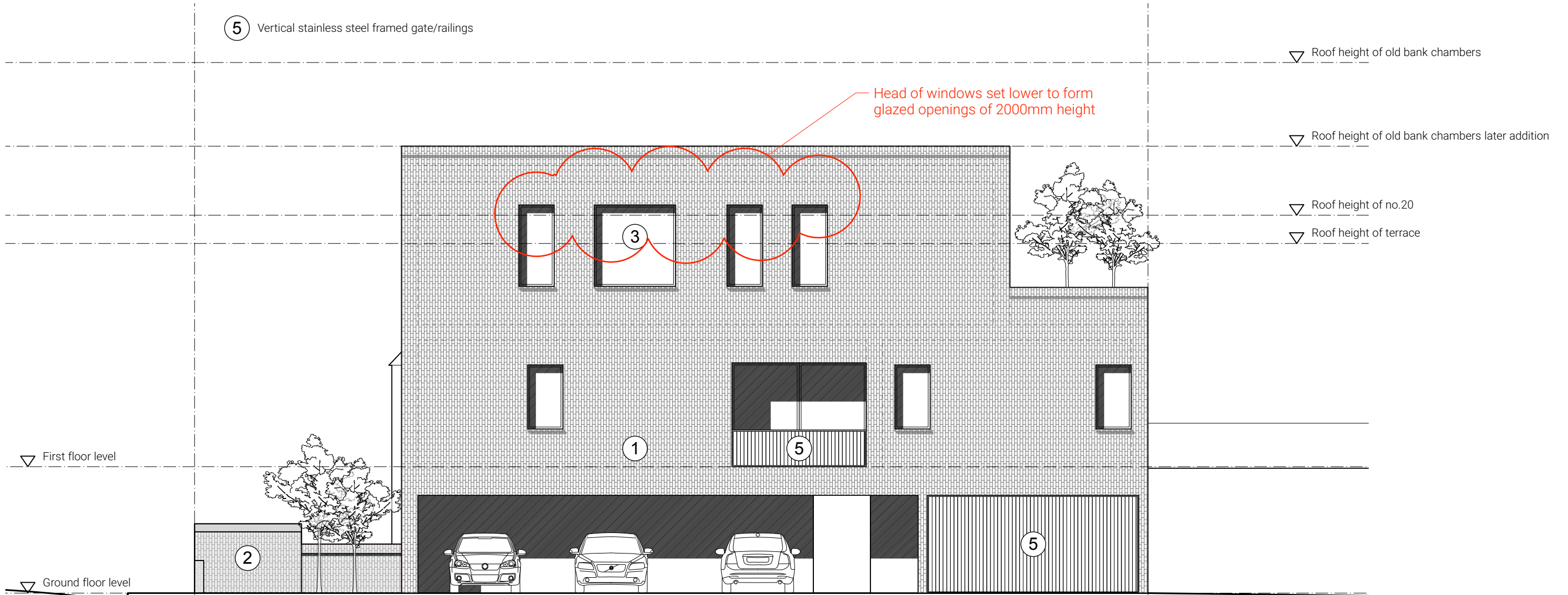


# APPENDIX E

NOTES:  
Copyright: the copyright of this drawing is vested in Studio BAM! It shall not be used without permission by anyone for any purpose. Do not scale drawings - use figured dimensions only. All dimensions to be verified and checked on site. Read the drawing in conjunction with all related drawings and specifications. Notify architect immediately of any discrepancy found therein.

DRAWING NOTES

- ① Light coloured buff brick - stretcher bond
- ② Dark coloured buff brick - stretcher bond
- ③ Powder coated metal slim framed glazing
- ④ Dark coloured standing seam zinc fascia/cladding
- ⑤ Vertical stainless steel framed gate/railings



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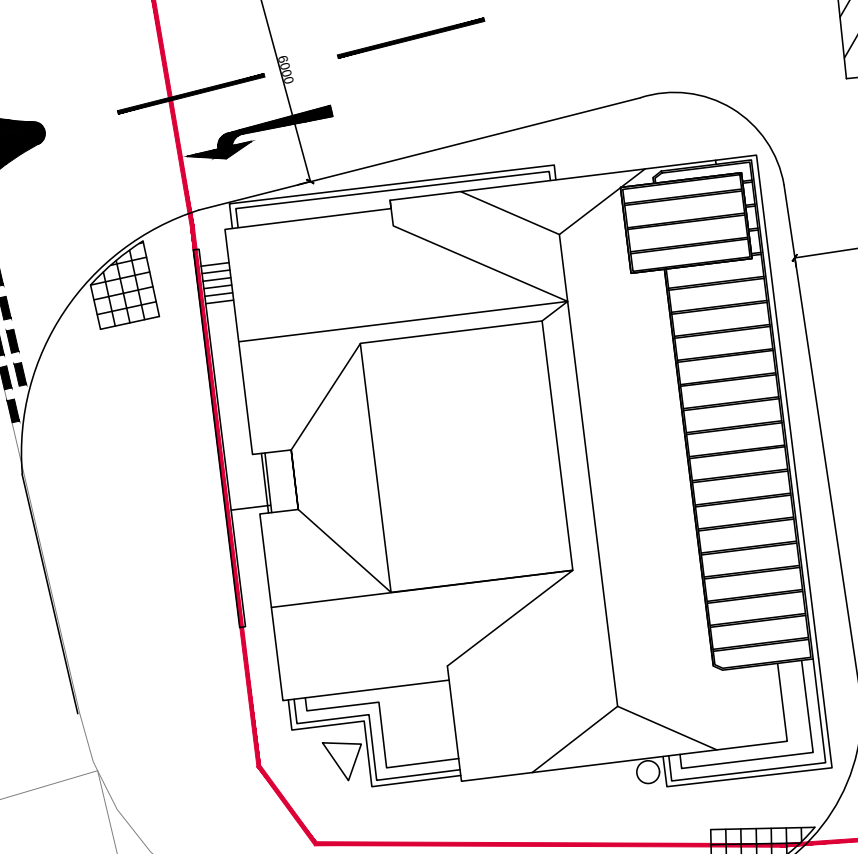
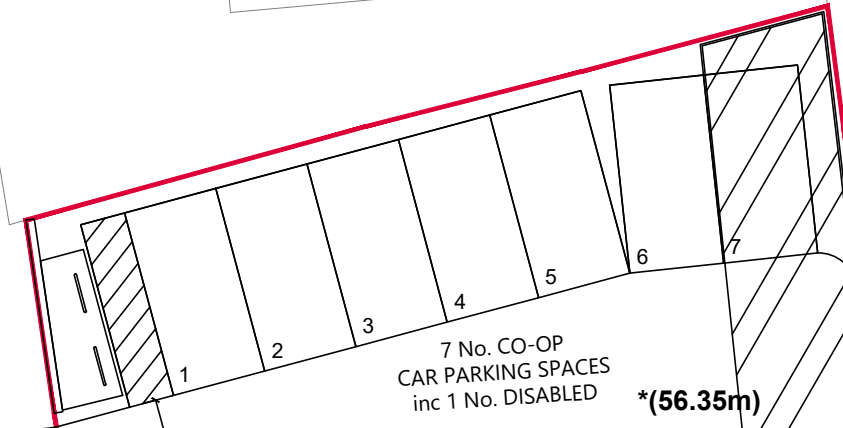
**BAM!**

REV	DATE	DESCRIPTION	PROJECT NO
B	MAY 22	PARKING SPACES REVISED	182
A	FEB 22	GLAZING REVISED FOLLOWING FEEDBACK	
CLIENT		Mr Jamal Elmellas	SCALE
PROJECT		New residential units at;	1:100@A3
ADDRESS		8 - 12 Balcombe Road	POSTCODE
STATUS		PLANNING	RH6 9HU
DRAWING		PROPOSED SIDE ELEVATION 1	DRG NO
			015
			REVISION
			B



Stone

# APPENDIX F



12 to 18

KEEP CLEAR

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client

LITTLEROCK DEVELOPMENTS

project

BRIGHTON ROAD, SALFORDS

title

SITE LAYOUT

scale

1:200 @ A3

drawn by

JME

checked by

JG

date

APRIL 2022

cad file

MBSK211117 P4

suitability

rev.

P5

drawing number

**MBSK211117-01**

## Delivery and Servicing Arrangements

- 1.1. The site will operate a Delivery Servicing Management Plan (DSMP) to ensure that deliveries are received, and that waste is collected, keeping noise nuisance and local traffic disruption to a minimum by the effective and efficient use of the premises.
- 1.2. It is intended, by careful management of deliveries, to ensure the number of individual deliveries to the premises is minimised. This will primarily be achieved by the consolidation of delivery types (where practicable) into one delivery vehicle.
- 1.3. The delivery route to the retail unit will comprise delivery vehicles turning right to Honeycrock Lane from Brighton Road and left in to the site access off Honeycrock Lane before positioning within the on-site loading bay.
- 1.4. Delivery vehicle drivers will call ahead of arrival to provide an accurate time slot for their delivery so that the store staff can act accordingly to prepare the delivery area as necessary. The store management will also have access to GPS information of delivery vehicle locations. The delivery times will not vary significantly from day to day, and therefore any required management measures (i.e. the act of raising and dropping bollards at the appropriate times etc.) will become routine.
- 1.5. Drivers and staff will be briefed of any management measures to be put in place ahead of deliveries. The delivery area will be kept clear ahead of the delivery vehicle arriving (by the use of bollards/cones etc.). Staff will prevent cars exiting via the Honeycrock Lane access as the 10m rigid delivery vehicle arrives.
- 1.6. The on-site loading bay is located on the northeast corner of the site to allow cars to travel past the parked delivery vehicle in both directions.
- 1.7. Movement of goods and refuse to and from the store and delivery vehicles will be via cages or by hand. All deliveries will be under the on-site control of the Store Manager or Duty Manager, who will be responsible for ensuring that the procedures contained within Co-op's DSMP are adhered to.
- 1.8. In order to exit, the delivery vehicle's manoeuvre out of the loading bay will be closely monitored and controlled. The delivery vehicle will then continue out of the site via the Brighton Road access/egress, turning left onto Brighton Road.
- 1.9. The site's proposed delivery programme is set out below, and this clearly demonstrates that the site will require a very small number of daily deliveries (circa. 2-4 visits by 10m rigid delivery vehicles and 2 visit by delivery vans) with no deliveries on Sundays:

Delivery Type	Source	Max. Size of Vehicle	Mon-Sat	Delivery Times
Ambient, Fresh, Frozen, Milk	Co-op Depot	10m rigid delivery vehicle	1-2 per day	8am – 10pm
Bread	Supplier		1-2 per day	
<b>Total Rigid</b>			<b>2-4 Deliveries</b>	-
Newspapers & Magazines	Supplier	Large Transit Van	1 per day	6am – 9am (Short stay)
Sandwiches	Supplier	Small Luton Van	1 per day	7am – 10am (Short stay)
<b>Total Vans</b>			<b>2 Deliveries</b>	-

- 1.10. The occupation of the delivery bay will have a minimal impact on the site's parking capacity and Co-op's ambient, fresh, frozen, milk delivery only lasts for 45 minutes – 1 hour on average. The Bread, sandwich, newspaper & magazine deliveries will only last for a very short duration of time (5-10 minutes on average).
- 1.11. The retailer's delivery management strategy will ensure that regular deliveries are carefully programmed to avoid any conflict between delivery vehicles being used to service the store. Deliveries will be planned on a schedule to avoid coinciding with other delivery vehicles within sufficient time allocated between newspapers, sandwiches, ambient and fresh/frozen deliveries. The Co-operative will be briefed of the short-stay bread deliveries and ensure that Cooperative depot deliveries do not coincide.
- 1.12. Deliveries will be timed where possible to avoid busy times at the store.
- 1.13. Co-op stores do not require separate rubbish collections with stores instead backhauling refuse, i.e. filling the delivery vehicle with waste goods for the return journey daily.
- 1.14. Regular training will be undertaken by the Co-op management to drivers to ensure that their DSMP is adhered to. As well as site specific training, this will include general requirements as outlined below:
- 1.15. General Requirements
- Noise levels to be kept at a minimum
  - Vehicle radios to be turned off
  - Mechanical noise generation from vehicles manoeuvring into unloading positions to be kept to a minimum
  - Drivers should seek to:
    - Engage gears with a minimum of noise
    - Keep engine revs to a minimum and switch off engine when stationary



- Apply brakes gently
- Close doors with minimal noise

1.16. Local Co-op store management will undertake a minimum of weekly checks to ensure that the DSMP is adhered to. The Co-op regional management will undertake unannounced to ensure that the DSMP is being adhered to. Co-op management will liaise, as necessary, with the relevant Council Officers to ensure the DSMP operates in the most effective manner possible and make any improvements.

Author: John Gilby

Date: 7<sup>th</sup> June 2022