 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	27 <sup>th</sup> July 2022
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Hollie Marshall
	<b>TELEPHONE:</b>	01737 276010
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<b>AGENDA ITEM:</b>	8	<b>WARD:</b> Lower Kingswood Tadworth And Walton

<b>APPLICATION NUMBER:</b>	21/02108/F	<b>VALID:</b>	5 <sup>th</sup> August 2021
<b>APPLICANT:</b>	Devine Homes PLC	<b>AGENT:</b>	
<b>LOCATION:</b>	<b>64 &amp; REAR OF 62 SHELVERS WAY TADWORTH SURREY KT20 5QF</b>		
<b>DESCRIPTION:</b>	<b>Demolition of 64 Shelveys Way and the erection of 3 x 4 bedroom dwellings and 1 x 3 bedroom dwelling. As amended on 08/02/2022 and on 23/05/2022.</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

This item was deferred from the 6<sup>th</sup> July Planning Committee as there was not enough time to hear the item.


The addendum items have been incorporated into the report and shown in italics.

Further amendment:

Policy DES7 of the DMP requires that on sites of 5 or more homes at least 20% of homes should meet the Building Regulations requirements for 'accessible and adaptable dwellings'. *As this development is for a net addition of 3 dwellings, this is not be required in this instance and condition 16 is removed.*

## RECOMMENDATION(S)

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

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	6 <sup>th</sup> July 2022
	<b>REPORT OF:</b>	HEAD OF PLANNING
	<b>AUTHOR:</b>	Hollie Marshall
	<b>TELEPHONE:</b>	01737 276010
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## SUMMARY

This is a full application for the demolition of 64 Shelvers Way and the erection of a replacement dwelling as well as three new dwellings on land to the rear of 64 and 62 Shelvers Way. The replacement dwelling would be a 3 bedroom, detached bungalow with accommodation in the roof served by a rear facing dormer. To the rear of the site, 3 x 4 bedroom detached houses are proposed. All the dwellings would have an individual design, with a traditional style.

During the course of the application amendments were sought to reduce the number of dwellings and avoid a cramped, overdevelopment of the site. The proposal was reduced from six dwellings at the rear of the site to three. The plot sizes for the three proposed dwellings, as well as the new frontage dwelling, would be smaller than those of the dwellings fronting Shelvers Way, particularly those for the detached dwellings. However, they would nonetheless be proportionate to the size of the dwellings and so the layout is considered acceptable. The dwellings would have spacious gaps between them and to side boundaries, similar to the pattern of development in Shelvers Way. Therefore, the development would broadly reflect the pattern of development in the area and is not considered to result in an unacceptable increase in density or loss of the spacious character.

The proposal would meet the Council's parking standards as set out within the Development Management Plan. The County Highways Authority have raised no objection to the proposal subject to recommended conditions.

Within the rear part of the site and beyond the site boundaries, trees are protected by way of a group tree preservation order. Following amendments to the proposal and a reduction in the number of dwellings, the Tree Officer is satisfied the plots will not experience excessive shading during the day and two conditions are recommended to ensure tree protection during the works.

The proposal, whilst representing a change, is not considered to result in a harmful impact upon neighbour amenity.

### **RECOMMENDATION(S)**

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

## **Consultations:**

Highway Authority: The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to condition.

The developer is providing car parking fully in accordance with Reigate and Banstead Parking Standards which states that the developer should be providing 10 car parking spaces for the dwellings, visitor parking is not required. But the developer is proposing 13 spaces. One of the four dwellings has three parking spaces, two dwellings have one garage and a two parking spaces. The fourth dwelling has a double garage and two parking spaces.

The site layout includes space for refuse vehicles to enter and leave the site in forward gear. This would allow refuse vehicles to enter the site to collect refuse. However it will mean that parking restrictions need to be provided at the access so that refuse vehicles can enter the site without obstruction by parked cars.

In order to avoid this situation, the refuse collection point could be located to a point within 25 metres of the highway. This would allow refuse collection from Shelveys Way. However, this would mean residents of the development would potentially be walking further than 30 metres to reach the refuse collection point of the development.

Housing: no comments received

Sutton and East Surrey Water Company: no comments received

Tadworth and Walton Residents Association: Objects on the grounds of harm to/loss of trees, future pressure to prune trees, cramped, inadequate parking, amenity for future occupants, noise and disturbance, overdevelopment, loss of biodiversity, lack of infrastructure, flooding, drainage, hazard to highway safety, bat survey required.

Surrey County Council SUDS: As the application sites outside our Statutory Duty requirements, as the LLFA we would have no comments.

Drainage Consultant: 'There is no specific FRA or drainage strategy submitted so I have undertaken a data capture.

The site is within Flood Zone 1 and so does not need a FRA to the NPPF. It should also pass the sequential and exception tests.

There is a noted surface water flow route across the site, but this is not present in the "medium" risk scenario. Therefore, it is likely to be low risk and just needs to be considered as part of any proposed drainage strategy.

The site is located on topsoil over loam over chalk so there may be opportunity for infiltration devices on site. Any infiltration design should be supported by BRE Digest 365 soakage testing.

I can find no reason to refuse the scheme on flood risk or drainage, noting that a drainage design should be submitted prior to commencement as a standard condition on approval.'

Surrey Wildlife Trust:

*The Local Planning Authority (LPA) has a duty to conserve biodiversity in line with the planning and legislative context. Relevant legislation and planning policies are detailed in Appendix 1. We have reviewed the relevant application documents submitted on the planning portal, and other relevant publicly available information, and assessed these against published best practice guidance to determine whether submitted information was sufficient in order for the LPA to assess the planning application. Following this, we assessed the proposals against relevant legislation and planning policy and recommended appropriate course of action to ensure the LPA is fulfilling its duty to conserve biodiversity.*

*We have reviewed the following reports:*

- Preliminary Ecological Appraisal and Preliminary Inspection for Bats (aLyne Ecology, 2022)*
- Bat Survey Report (aLyne Ecology, 2022)*
- Arboricultural Report (David Archer Associates, 2022)*

*Mole Gap to Reigate Escarpment SAC*

*In the Preliminary Ecological Appraisal and Preliminary Inspection for Bats report it states that Natural England and Reigate and Banstead Borough Council should be consulted to confirm whether an Assessment of Likely Significant Effects is required in relation to Mole Gap to Reigate Escarpment SAC. We would advise that the project is assessed against the requirement for a Screening Assessment.*

*Protected species - bats*

*The legal protection afforded to bats is presented in Appendix 1.*

*The applicant should be made aware of the requirement for them to apply for a bat mitigation licence from Natural England where development activities may cause an offence. The licence can only be applied for once planning permission has been granted.*

*The above referenced Bat Survey Report appears appropriate in scope and methodology and has identified the likely absence of active bat roosts within B1 on the development site. We therefore advise that bats do not appear to present a constraint to the proposed demolition of B1.*

*Protected species – badger*

*Three badger setts were recorded by aLyne Ecology on the northern site boundary (Preliminary Ecological Appraisal and Preliminary Inspection for Bats report). In Table 14 it states that the development could cause disturbance to an active badger sett, therefore further survey is required. In Section 7.7 it states that badgers are likely to forage on the site.*

*In conflict with Table 14, in Section 8.2 it states that "However, as the current scheme shows gardens at the rear of the site, it is unlikely that the badger setts will require closure. If the scheme changes, and disturbance of the setts is likely, further survey for badgers will be required". This appears to imply that no further survey of the badger setts is required. We would advise that this is clarified.*

*The exact location of the badger setts is unknown due to confidentiality. Therefore we must assume that it covers the whole northern boundary of the proposed development site, as a precaution. The Tree Protection Plan in the Arboricultural Report shows the removal of a Laurel, a Magnolia and H5 within 15m of the northern boundary. In addition, taken together the Wider Context Plan (Vision Architects, 2021) and the Accommodation Schedule (Vision Architects, 2021) shows the location of houses within approximately 10-15m of the northern boundary of the proposed development.*

*On our review, we would advise the LPA that the construction of three houses, and associated tree and hedge clearance within 15m of three badger setts has the potential to disturb badgers or obstruct how badgers use the sett (s) which would be breach of the legislation afforded to badger. Without further detail on the dimensions and structure of the badger setts, we cannot advise on whether the project has the potential to damage the badger setts.*

*Natural England advise that to understand the level of mitigation needed, the development proposal must show how likely it is that badgers will be affected by any development work. We would advise the LPA that we have not reviewed sufficient evidence to conclude that badger will not be affected by the proposed development work.*

*Prior to determination, we would advise that the Applicant provides the LPA with further information on the potential impact of the proposed development upon badger, in line with the Protection of Badgers Act 1992. We would advise that this includes information on the type of badger setts present, the level of activity present, the potential impacts of the proposed development, the distance of the setts in relation to the operational and construction phases of the project and a mitigation strategy.*

#### *Construction Environmental Management Plan (CEMP)*

*Given the presence of ecological receptors on site, there is a risk of causing ecological harm resulting from construction activities. Should the LPA be minded to grant permission for the proposal the applicant should be required to implement the development only in accordance with an appropriately detailed CEMP. This document will need to be submitted to and approved by the LPA in writing, prior to the commencement of the development. The CEMP should 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) Invasive Plant Species Management and Removal Plan.*

#### *Sensitive Lighting*

*Nocturnal species including bats are known to be present at the development site. These species are sensitive to any increase in artificial lighting of their roosting and foraging places and commuting routes.*

*Paragraph 185 of the NPPF (2021) states that planning policies and decisions should “limit the impact of light pollution from artificial light on ... dark landscapes and nature conservation.”*

*The applicant should ensure that the proposed development will result in no net increase in external artificial lighting at primary bat foraging and commuting routes across the development site, in order to comply with above referenced legislation and the recommendations in BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby”.*

*We advise that compliance with this best practice guidance is secured through a Sensitive Lighting Management Plan submitted to the LPA for approval in writing prior to commencement of development.*

*Landscape and Ecological Management Plan (LEMP)*

*Should the LPA be minded to grant planning permission for this proposed development, we recommend that the LPA requires the development to be implemented in accordance with an appropriately detailed landscape and ecological management plan (LEMP).*

*This document should be submitted to and approved in writing by the LPA prior to the commencement of development. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the above referenced report and should include, but not be limited to following:*

- a) Description and evaluation of features to be managed*
- b) Ecological trends and constraints on site that might influence management*
- c) Aims and objectives of management*
- d) Appropriate management options for achieving aims and objectives*
- e) Prescriptions for management actions, together with a plan of management compartments*
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period*
- g) Details of the body or organisation responsible for implementation of the plan*
- h) Ongoing monitoring and remedial measures 4*
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.*
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme*
- k) Ecological Enhancement Plan*

*This LEMP should be written in line with Section 7.2 of the Preliminary Ecological Appraisal and Preliminary Inspection for Bats report which states “Native trees should be retained, where possible and any trees lost as a result of the proposed development, should be replaced with equivalent numbers of native species”.*

*Invasive Plant Species Management and Removal Plan*

*Section 7.3 of the Preliminary Ecological Appraisal and Preliminary Inspection for Bats report sets out the presence of non-native invasive plant species on the proposed development site.*

*Should the LPA be minded to grant planning permission of the proposed development, we recommend the LPA requires the applicant to submit an invasive species management plan, prepared by a suitably qualified individual that details how the control of invasive species will be managed on site, including roles and responsibilities. This should be submitted as part of the CEMP.*

**Representations:**

Letters were sent to neighbouring properties on 6<sup>th</sup> August 2021. Neighbours were re-notified on the revised plans for a 14 day period commencing 8<sup>th</sup> February 2022.

86 responses have been received raising the following issues:

<b>Issue</b>	<b>Response</b>
Inadequate parking	See paragraph 6.21 – 6.24
Increase in traffic and congestion	See paragraph 6.21 – 6.25
Hazard to highway safety	See paragraph 6.21 – 6.25
Inconvenience during construction	See paragraph 6.15 and condition 5
Out of character with surrounding area	See paragraph 6.3 – 6.9
Overdevelopment	See paragraph 6.3 – 6.9
Overbearing relationship and loss of outlook	See paragraph 6.10 – 6.14
Health fears	See paragraph 6.15
Poor design	See paragraph 6.3 – 6.9
Overlooking and loss of privacy	See paragraph 6.10 – 6.14
Loss of / harm to trees	See paragraph 6.26 – 6.28 and conditions 10 and 11
Replacement of telegraph pole and street lamp	See paragraph 6.39
Flooding	See paragraph 6.31 and conditions 13 and 14
Crime fears	See paragraph 6.17
Harm to wildlife habitat	See paragraph 6.29 – 6.30
Harm to green belt / countryside	See paragraph 6.40
Drainage/sewage capacity	See paragraph 6.31 and conditions 13 and 14



Harm to Conservation Area	See paragraph 6.40
Pollution	See paragraph 6.17
Noise & disturbance	See paragraph 6.16
Increased demand to utilities and services with no infrastructure proposed	See paragraph 6.37 and 6.38
No need for the development	Each scheme must be assessed on its own planning merits
Property devaluation	This is not a material planning consideration
Alternative scheme preferred	Submitted scheme must be assessed on its own planning merits
Loss of private view	Not a material planning consideration
Benefit to housing need	See paragraph 6.1
Community/regeneration benefit	See paragraph 6.1
Economic growth/jobs	See paragraph 6.1
Visual amenity benefits	See paragraph 6.3 – 6.9

## **1.0 Site and Character Appraisal**

- 1.1 The application site comprises 64 Shelveys Way and the rear part of the garden of 62 Shelveys Way. No. 64 includes a detached bungalow, set in a generous plot on the northern side of Shelveys Way. The rear garden of the site, and that of No. 62 contains mature trees protected by way of Tree Preservation Order ref: BAN114. The site is relatively flat.
- 1.2 The surrounding area is characterised by residential dwellings varying in style and scale. The dwellings in this part of Shelveys Way are set in generous plots and have a spacious character. To the rear of the site is a small parcel of land and beyond this are dwellings fronting Fleetwood Close. These are terrace houses set in modest sized plots. On the southern side of Shelveys Way are semi-detached houses that lie within elongated plots. Towards the eastern entrance to Shelveys Way there is an example of more recent residential development at Stanton Grove.

## **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: During the course of the application amendments have been sought to address concerns over the proposal resulting in a cramped development. The proposal has since been reduced from a proposal for 7 dwellings, to 4 dwellings.
- 2.3 Further improvements to be secured through the use of conditions regarding the use of materials, landscaping, tree protection, ecology, highways and drainage would be attached to a grant of planning permission.

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

There is no recent planning history relevant to the proposal at 62 or 64 Shelveys Way.

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

- 4.1 This is a full application for the demolition of 64 Shelveys Way and the erection of a replacement dwelling as well as three new dwellings on land to the rear of 64 and 62 Shelveys Way. The replacement dwelling would be a three bedroom, detached bungalow with accommodation in the roof served by a rear facing dormer. To the rear of the site, three x four bedroom detached houses are proposed. All the dwellings would have an individual design, with a traditional style.
- 4.2 A new access road would be created into the site from Shelveys Way. Along the access road would be space for landscaping to either side and two visitor parking spaces. To the rear of the replacement dwelling would be a car barn and 2 parking spaces to the front and to the eastern end of the access road would be a double garage and another 2 parking spaces to the front. Plots 2 and 3 would have 1 parking space to the front of each dwelling and the replacement dwelling would have car parking space for 3 vehicles to the front.
- 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 and comprises a mix of detached and semi-detached houses. Land to the north of the site comprises residential development . Land to the
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	east is also primarily residential with some Urban Open Space Land around Fleetwood Close, with Waterhouse Lane Local Centre 0.6mi away across the A217. To the south comprises residential development fronting on to Shelvers Way. There has been a number of new dwellings built on land at 1-41 Shelvers Way.
	Site features meriting retention are listed as mature trees where possible.
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 informed by a character appraisal of the surrounding area, undertaken to understand the character and features of properties within the local area.

4.5 Further details of the development are as follows:

Site area	0.31 hectares
Proposed parking spaces	14
Parking standard	9.5 (minimum)
Net increase in dwellings	3
Existing site density	5 dwellings per hectare
Proposed site density	16 dwellings per hectare
Density of the surrounding area	7.5 dwellings per hectare 58 – 74a Shelvers Way 25 dwellings per hectare – Stanton Grove 25 dwellings per hectare 115 – 118 Fleetwood Close

**5.0 Policy Context**

5.1 Designation

Urban area  
Tree Preservation Order BAN114  
Surface Water Flood Model 1 in 1000 years  
Parking standards – low accessibility

5.2 Reigate and Banstead Core Strategy

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

### 5.3 Reigate & Banstead Development Management Plan 2019

Design, Character and Amenity (including housing)	DES1, DES2, DES4, DES5, DES7, DES8,
Landscape & Nature Conservation Infrastructure Transport, Access and Parking Climate Change Resilience and Flooding	NHE2, NHE3, INF3 TAP1, CCF1, CCF2

### 5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Vehicle and Cycle Parking Guidance 2018 Householder Extensions and Alterations Affordable Housing
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 Conservation of Habitats and Species Regulations 2010

## 6.0 **Assessment**

6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.

6.2 The main issues to consider are:

- Design appraisal
- Neighbour amenity

- Housing mix
- Amenity for future occupants
- Highway matters
- Impact on trees
- Ecology
- Drainage and flooding
- Sustainable construction
- Affordable Housing
- Community Infrastructure Levy
- Infrastructure contributions
- Other matters

### Design appraisal

- 6.3 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
- 6.4 DMP Policy DES2 which relates to development of residential garden land seeks to ensure that backland developments are of high-quality. The policy requires, amongst other things, that garden land developments should be designed to respect the scale, form and external materials of existing buildings in the locality and a height, mass and bulk to be in keeping with the existing street scene. DES2 requires that developments do not create an undue disruption in the street scene and that developments should ensure that a good standard of amenity is retained for existing and future occupants. The policy also encourages the retention of mature trees and hedges.
- 6.5 The application proposes the demolition of No. 64, and the construction of a replacement dwelling and new access road into the rear of the site in its place. The frontage dwelling would be a detached bungalow. This dwelling would follow the building line of Shelveys Way and would have a gap of 3m to the side boundary with No. 66 Shelveys Way and a gap of 1m to the access road. The separation distances are such that the dwelling would not appear cramped, conforming to the spacious appearance of this part of Shelveys Way. The bungalow would have a fully hipped roof with front face gable that would include a bay window. There would be accommodation in the roof served by side elevation roof lights and a rear facing dormer window, the design of which would accord with the Council's design guidance. To the front of the dwelling would be a driveway utilising the existing access from Shelveys Way, and space for 3 cars to park. There are areas of soft

landscaping proposed adjacent to the front of the house and the front boundary.

- 6.6 Turning to the rear of the site, three detached, two storey houses are proposed. The design of the dwellings would be traditional with fully pitched, hipped roofs and front gable features. The dwellings would have an individual design however a cohesive appearance in terms of the style. The three dwellings would be similar in scale and appearance although with a variance in some features such as the window design, porch design and layout; this variety is considered a positive design approach and akin to the variety of designs seen in the streetscene.
- 6.7 The rear gardens for these dwellings would have depths of between approximately 12.5m – 14.5m. The plot sizes for the proposed dwellings would be smaller than many of those of the dwellings fronting Shelveys Way, particularly those for the detached dwellings. However, they would nonetheless be proportionate to the size of the dwellings and commensurate with plots on the southern side of Shelveys Way and at Fleetwood Close and so the layout is considered acceptable. The dwellings would have gaps of between 2.5 – 3m between them. Plot 2 would be set away from the side boundary with No. 66 by 4.3m and plot 4 would be set away from the side boundary with No. 62 by 5.5m. The spacing between the detached dwellings would be similar with the pattern of development in Shelveys Way. Therefore, the development would broadly reflect the pattern of development in the area and not result in an unacceptable increase in density or loss of the spacious character.
- 6.8 Within the site, to the front of the dwellings and along the access road, there is space for soft landscaping, providing areas for planting to soften the appearance of the development. This would accord with the landscaped frontages in the streetscene.
- 6.9 Overall, it is considered that the proposal would respect the character of the existing area and would accord with policies DES1 and DES2.

#### Neighbour amenity

- 6.10 The proposed development has been considered with regards to its impact on the amenity of neighbouring properties. The proposed dwellings would be well separated from the donor property fronting Shelveys Way by approximately 30m (from rear elevation of No. 62 the front elevation of Plot 4). This is sufficient to ensure that no material adverse harm would occur to the property by way of overlooking, loss of light or overbearing impact.
- 6.11 The new access road would be sited between the replacement dwelling and No 62. The design of the proposed access road, its width and the opportunities for landscaping and suitable boundary treatment on either side, it is considered that the proposal would not seriously affect the living conditions of neighbouring residents.

- 6.12 To the east and west of the site are 66 and 62 Shelveys Way. Plot 2 would be set away from the side boundary with No. 66 by 4.3m and plot 4 would be set away from the side boundary with No. 62 by 5.5m. The level of separation is such that it is considered the proposal would not result in a harmful impact in terms of overbearing and domination and these gaps would allow for landscaping along these boundaries to soften the visual impact of the development. First floor side facing windows (serving bathrooms) would be conditioned to be obscure glazed to avoid issues of overlooking and loss of privacy.
- 6.13 Further beyond to the east are 115 – 118 Fleetwood Close. These dwellings would have a separation distance from their rear boundaries to the site boundary of approximately 24m, and gaps of between 34 – 39m between the flank elevation of plot 4 and the garage and the rear elevations of these dwellings. In view of the level of separation, the proposal is not considered to result in a harmful impact in terms of overbearing, domination or harm to outlook.
- 6.14 To the rear of the site, beyond an open parcel of land, are dwellings 73 – 80 Fleetwood Close. The proposed dwellings would have a separation distance of approximately 36m to the rear elevations of these dwellings, with mature trees to be retained between the two sites. Given the level of separation, the proposal is not considered to result in harmful impact upon the amenities of these dwellings.
- 6.15 Objection has been raised from neighbouring properties regarding inconvenience during construction, noise and disturbance, pollution, crime and health fears. Some inconvenience may occur during the construction of the proposal; however, this is part and parcel of development and would not form a sustainable reason for refusal. Statutory nuisance legislation does however exist to control any significant harm that may occur, and a construction method statement would be secured by planning condition were the application to be approved.
- 6.16 The proposed development may result in some additional noise and disturbance; however, the development would be in residential use and this would not be significant enough to warrant refusal of the application.
- 6.17 The proposal would result in the redevelopment of rear gardens, new boundary treatment is proposed, and the development is not considered to cause crime issues. No significant health or pollution issues are considered to arise as a result of the planning application. Given the scale of the proposed development and residential nature, the proposal is not considered to result in a harmful impact in regard to light pollution or nuisance from headlights. The separation distances to neighbouring dwellings is satisfactory so as to avoid a harmful impact in terms of outlook or an oppressive appearance.

#### Housing mix

6.18 DMP Policy DES4 relates to Housing Mix and states that all new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must on sites of up to 20 homes, have at least 20% of market housing provided as smaller (one and two bedroom) homes. In this case, the scheme would provide 3 x 4 bedroom dwellings and 1 x 3 bedroom dwelling. The replacement dwelling at the front of the site has a floor plan with 1 bedroom at ground floor and 2 bedrooms the roof space. The layout of the ground floor could be versatile in this instance, with the front room used as a second reception room to the kitchen/lounge/diner at the rear of the dwelling and would accord with the terms of the policy by providing a two bedroom home equating to 25% of this development.

#### Amenity for future occupants

6.19 The NPPF provides that planning decisions should provide a high standard of amenity for future users. DMP Policy DES5 relates to the delivery of high quality homes and requires, inter alia, that as a minimum, all new residential development (including conversions) must meet the relevant nationally described space standard for each individual units except where the Council accepts that an exception to this should be made in order to provide an innovative type of affordable housing that does not meet these standards. In addition, the policy also requires all new development to be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight.

6.20 All units would exceed the minimum internal spaces standards. Each dwelling would be orientated to face south eastwards and main habitable rooms would be afforded adequate levels of daylight and sunlight. The resultant plot sizes are considered to create an adequate level of amenity for future occupants with acceptable private outdoor amenity space for each dwelling and the proposal is therefore considered to comply with the requirements of policy DES5.

#### Highway matters

6.21 The site is located in an area which is assessed as having a low accessibility rating. In such areas, the Council's adopted parking standards require the provision of 2 spaces for each 2/3 bedroom house, 2.5 spaces for each 4 bedroom house. The application proposes a total of 14 parking spaces. This number includes the provision of 2 visitor parking spaces. The DMP requires a minimum of 9.5 parking spaces for a development of this size and therefore the proposal meets and exceeds the minimum requirement.

6.22 The proposed development has been considered by the county highway authority who having assessed the application on safety, capacity and policy grounds, and made the following comments:

*The developer is providing car parking fully in accordance with Reigate and Banstead Parking Standards which states that the developer should be*



*providing 10 car parking spaces for the dwellings, visitor parking is not required. But the developer is proposing 13 spaces. One of the four dwellings has three parking spaces, two dwellings have one garage and a two parking spaces. The fourth dwelling has a double garage and two parking spaces.*

*The site layout includes space for refuse vehicles to enter and leave the site in forward gear. This would allow refuse vehicles to enter the site to collect refuse. However it will mean that parking restrictions need to be provided at the access so that refuse vehicles can enter the site without obstruction by parked cars.*

*In order to avoid this situation the refuse collection point could be located to a point within 25 metres of the highway. This would allow refuse collection from Shelveys Way. However this would mean residents of the development would potentially be walking further than 30 metres to reach the refuse collection point of the development. (It is important to note that the above suggestion would in no way meet with the Borough Councils own refuse collection design criteria with the submitted layout being more appropriate)*

- 6.23 The application proposes 3 spaces to the front of the bungalow. 1 parking space would be provided to the front of both plots 2 and 3. A car barn for 2 vehicles to park and 2 further parking spaces would be provided to the front of plot 2. This would create 3 parking spaces each for plots 2 and 3. A double garage and 2 parking spaces would be provided to the front of plot 4. The double garage would be 6.1m in width. The DMP notes 'garages will only be counted as car parking spaces if they are a minimum of 3.5m by 6m. The average width of the top 20 cars in UK in 2018 was 1.96m. The minimum standard of a 3.5m wide garage would allow for 0.75m either side for door opening and circulation. 2 cars (2m x 2) + 0.75m to each side wall (0.75m x 2) + a minimum of 1m circulation between the cars would require a minimum of 6.5m in width for a garage to be considered to provide 2 parking spaces. In this instance the garage is therefore counted as 1 additional space. This would create 3 parking spaces for plot 4. The proposal also includes 2 visitor parking spaces. This brings the total number of spaces to 14.
- 6.24 The County Highways Authority have recommended a condition to secure parking restriction measures. Conditions are also recommended to secure 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. A condition is also recommended to require the development not to be occupied until a 1.8 metres wide footway has been provided on the east side of the access road north of the termination point of the western footway of the access road and the eastern footway shall extend to the parking spaces numbered 10 to 13 in accordance with a revised scheme to be submitted to and approved in writing with the Local Planning Authority
- 6.25 Finally conditions are recommended to secure a construction transport management plan and electric vehicle fast charge sockets

Impact on trees

- 6.26 The site contains and is bordered by mature trees protected by way of Tree Preservation Order ref: BAN114. The application has been supported by tree constraints plan, tree survey plan, arboricultural report. Following the submission of amended plans to show a reduction in the number of dwellings, the Tree Officer has commented the updated arboricultural report includes a shade assessment the off-site trees will have on each plot, which concludes the plots will not experience excessive shading during the day. The report acknowledges plot 2 will be shaded because of the buildings and not the trees, but the garden will be unshaded during the afternoon.
- 6.27 The distance between the off-site trees and the side elevation of plot 2 has increased compared to the previous scheme but will require remedial works to be carried out to increase the distance between the canopy and building.
- 6.28 Therefore, based on the existing layout he raises no objection subject to recommended tree protection conditions being attached to the decision notice.

Ecology

- 6.29 The site is not subject to any designation to indicate a particular importance for nature conservation interests, but it does contain many trees and shrubs, some of which would be lost as a result of the development, as well as the demolition of No. 64. Policy NHE2 of the DMP expects in such locations without a particular designation that development proposals be designed, wherever possible, to achieve a net gain in biodiversity. A Preliminary Ecological Appraisal and preliminary inspection for bats, and a bat survey report has been submitted with the application. A dusk emergence survey was carried out on 17<sup>th</sup> May 2022.
- 6.30 At the time of the writing of the committee report, further information has been requested from the Applicant in regard to surveys of the site and screening assessments. Should the issues raised by Surrey Wildlife Trust be satisfactorily addressed prior to the Planning Committee meeting on 6<sup>th</sup> July 2022, this shall be updated within the addendum and conditions added to ensure the development is in accordance with local and national policy in this regard.

*Since the above, the Applicant has submitted two further documents:*

- *Report to Inform Habitat Regulations Assessment Stage 1 (Screening (Arbtech, 2022))*
- *Badger Survey (Arbtech, 2022)*

*Surrey Wildlife Trust has been re-consulted and provided the following comments:*

***'Report to Inform Habitat Regulations Assessment Stage 1 (Screening (Arbtech, 2022))***

*The report appears to be appropriate in scope and has scoped out impacts to Mole Gap to Reigate Escarpment SAC. The conclusion appears to be appropriate.*

***Badger Survey (Arbtech, 2022)***

*The report has assessed that the badger sett recorded by aLyne Ecology (2022)<sup>1</sup> is currently an inactive outlier sett. This assessment has been reached due to the level of inactivity at each of the six entrances to the sett. Therefore no further survey has been recommended prior to determination by Arbtech. Assuming that the outlier sett is inactive, this is a proportionate approach for the planning application.*

*The Arbtech report has advised that further camera monitoring surveys are secured as a pre-commencement condition. We would advise that prior to commencement, the outlier sett should be monitored through a badger sign survey and monitoring surveys to ensure that the project is carried out in line with The Protection of Badgers Act 1992. The results of the survey work should be provided to the LPA in a written report.*

*Should the outlier sett be confirmed as being active, then we would advise that a suitably qualified ecologist designs a badger mitigation strategy. Should this require a licence from Natural England then we would advise that no works commence until the licence is granted by Natural England.'*

*The additional information is considered to be a satisfactory, addressing the outstanding matters from the previous comments received from Surrey Wildlife Trust, and subject to the following recommended conditions, the proposal is considered acceptable in this regard.*

Drainage and flooding

- 6.31 The site is in Flood Zone 1, however there have been known surface water flood events in the locality. A condition is recommended to secure details of the proposed drainage for the site and to make use of SuDS so the development will not create an increased risk of flooding from surface water to the development site and the surrounding area and to ensure that the site is satisfactorily drained with regard to Development Management Plan policy CCF2 and National Planning Policy Framework 2019. Sewage capacity would be dealt with under Building Regulations.

Sustainable construction

- 6.32 DMP Policy CCF1 relates to climate change mitigation and requires new development to meet the national water efficiency standard of 110litres/person/day and to achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. However the 2022 changes to Part L of the Building Regulations have taken effect from 15<sup>th</sup>

June and provide a 30% improvement on emission rates so effectively superseding this policy requirement.

- 6.33 A condition is also recommended to ensure that each dwelling is fitted with access to fast broadband services in accordance with policy INF3 of the DMP.
- 6.34 Policy DES7 of the DMP requires that on sites of 5 or more homes at least 20% of homes should meet the Building Regulations requirements for 'accessible and adaptable dwellings'. *As this development is for a net addition of 3 dwellings, this shall not be required in this instance and condition 16 is removed.*

#### Affordable Housing

- 6.35 Core Strategy Policy CS15 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.
- 6.36 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.

#### Community Infrastructure Levy (CIL)

- 6.37 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, road, public transport and community facilities which are needed to support new development. This development would be CIL liable and, although the exact amount would be determined and collected after the grant of planning permission, an informal calculation shows a CIL liability of around £93,000.

#### Infrastructure Contributions

- 6.38 In terms of other contributions and planning obligations, The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence. In this case, no such

contributions or requirements have been requested or identified. Accordingly, any request for an infrastructure contribution would be contrary to CIL Regulation 122.

#### Other matters

- 6.39 Objection was raised on the basis of the relocation of streetlighting and a telegraph pole. This would be a matter for the Highways Authority at Surrey County Council and British Telecom.
- 6.40 Objection was raised on the grounds of harm to Green Belt/countryside and a Conservation Area. The site is not within nor adjacent to either of these designations and is not considered to result in a harmful impact in this regard.

### **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:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Proposed Plans	211413/TS/01	A	05.10.2021
Proposed Plans	211413/TS/02	A	05.10.2021
Site Layout Plan	21008-A-PL-042	A	08.02.2022
Block Plan	21008-A-PL-031	B	02.02.2022
Site Layout Plan	21008-A-PL-033	B	02.02.2022
Location Plan	21008-A-PL-045	B	02.02.2022
Street Scene	21008-A-PL-039	B	02.02.2022
Site Layout Plan	21008-A-PL-032	B	02.02.2022
Proposed Plans	21008-A-PL-035	B	02.02.2022
Street Scene	21008-A-PL-040	B	02.02.2022
Proposed Plans	21008-A-PL-036	B	02.02.2022
Proposed Plans	21008-A-PL-037	B	02.02.2022
Other Plan	21008-A-PL-012	B	02.02.2022
Section Plan	21008-A-PL-038	B	02.02.2022
Block Plan	21008-A-PL-044	B	02.02.2022
Proposed Plans	21008-A-PL-034	A	07.02.2022
Arboricultural Plan	TCP 01		09.08.2021
Location Plan	21008-A-PL-001	A	02.08.2021
Combined Plan	21008-A-PL-014	A	02.08.2021

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.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan DES1.

4. 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) vehicle routing
  - (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: 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 DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. No development shall commence until a Construction Management Statement, to include details of:
- a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, wildlife. Where potential impacts are identified, mitigation measures should be identified to address these impacts.
  - b) Information about the measures that will be used to protect privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection.
  - c) Means of communication and liaison with neighbouring residents and businesses.
  - d) Hours of work.
- Has been submitted to and improved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The condition above is required in order that the development is managed in a safe and considerate manner to help mitigate potential impact

on the amenity and safety of neighbours and to accord with Reigate and Banstead Development Management Plan 2019 policy DES8.

6. Notwithstanding the submitted plan numbered 21008 A PL 012 Rev B the development shall not be commenced until the proposed belmouth vehicular access to Shelveys Way and the first 20 metres of the new access road have been provided with, parking restrictions in accordance with a revised scheme to be submitted to and approved in writing with 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 Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. 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 plan numbered 21008 A PL 012 Rev B 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.

8. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

9. Notwithstanding the submitted plan 21008 A PL 012 Rev B the development shall not be occupied until a 1.8 metres wide footway has been provided on the east side of the access road north of the termination point of the western footway of the access road and the eastern footway shall extend to the parking spaces numbered 10 to 13 in accordance with a revised scheme to be submitted to and approved in writing with 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 Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalized Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings, type of surfacing for the entrance drive and location of site offices. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

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 to ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE3, DES1 and DES3 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction.

11. 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.
  1. 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
  2. Timings, frequency of the supervision and monitoring regime and an agreed reporting process to the local planning authority.
  3. 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 policy NHE3 of the Development Management Plan.



12. No development shall commence on site until a scheme for the soft and hard landscaping (including hard surfacing and any street furniture), including details of existing landscape features to be retained or pruned, has been 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. No development shall commence until a strategy for the disposal of surface and foul water is submitted to and approved in writing by the Local 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 works shall be carried out in accordance with the approved details.

Reason: To ensure that the site is satisfactorily drained and in order to protect water and environmental quality with regard to Policy CS10 of the Core Strategy 2014, Policy CCF2 of the Development Management Plan 2019 and the NPPF.

14. Prior to the first occupation of the development a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme, or detail any minor variations, it must provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/area, flow restriction devices and outfalls).

The drainage system shall therefore be retained and maintained in accordance with the agreed details.

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDs in order to mitigate against the risk of surface water flooding with regard to policy INF1 and CCF2 of the Reigate and Banstead Development Management Plan 2019.

15. No development shall take place above slab level 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 Development Management Plan 2019 policy DES1.

16. 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 Development Management Plan 2019 policy DES1 and NHE3.

17. Prior to the first occupation of the development full details (and plans where appropriate) of the waste management storage and collection points, (and pulling distances where applicable), throughout the development shall be submitted to and approved in writing by the Local Planning Authority.

All waste storage and collection points should be of an adequate size to accommodate the bins and containers required for the dwelling(s) which they are intended to serve in accordance with the Council's guidance contained within Making Space for Waste Management in New Development.

Each dwelling shall be provided with the above facilities in accordance with the approved details prior to occupation of the relevant dwellings.

Reason: To provide adequate waste facilities in the interests of the amenities of the area and to encourage recycling in accordance with the Development Management Plan 2019 policy DES1.

18. The development hereby approved shall not be first occupied unless and until an Energy and Water Efficiency Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development will:

- a) Ensure that the potential water consumption by occupants of each new dwelling does not exceed 110 litres per person per day
- b) Achieve not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

The development shall be carried out in accordance with the approved details and any measures specific to an individual dwelling(s) shall be implemented, installed and operational prior to its occupation.

Reason: To ensure that the development supports the efficient use of resources and minimises carbon emissions with regard to Policy CS10 of the Reigate & Banstead Core Strategy 2014 and Policy CCF1 of the Reigate & Banstead Development Management Plan 2019.

19. All dwellings within the development hereby approved shall be provided with the necessary infrastructure to facilitate connection to a high speed broadband. Unless otherwise agreed in writing with the Local Planning Authority, this shall include as a minimum:
  - a) A broadband connection accessed directly from the nearest exchange or cabinet
  - b) Cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the development promotes access to, and the expansion of, a high quality electronic communications network in accordance with Policy INF3 of the Reigate & Banstead Development Management Plan 2019.

20. The first floor windows in the side elevations 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 Development Management Plan 2019 policy DES1.

21. *Prior to commencement, the outlier badger sett should be monitored through a badger sign survey and monitoring surveys to ensure that the project is carried out in line with The Protection of Badgers Act 1992. The results of the survey work should be provided to the LPA in a written report.*

*Should the outlier sett be confirmed as being active, then a suitably qualified ecologist shall design a badger mitigation strategy to be submitted and approved by the Local Planning Authority prior to commencement of development. Should this require a licence from Natural England then no works shall commence until the licence is granted by Natural England.*

*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.*

22. *No development shall commence on site until an appropriately detailed Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The CEMP should 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) Invasive Plant Species Management and Removal Plan prepared by a suitably qualified individual that details how the control of invasive species will be managed on site, including roles and responsibilities.*

*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.*

23. *No development shall commence on site until an appropriately detailed Landscape and Ecological Management Plan (LEMP) has been submitted to and approved by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Preliminary Ecological Appraisal and Preliminary Inspection for Bats (aLyne Ecology, 2022) report and should include, but not be limited to following*
- a) Description and evaluation of features to be managed*
  - b) Ecological trends and constraints on site that might influence management*
  - c) Aims and objectives of management*
  - d) Appropriate management options for achieving aims and objectives*
  - e) Prescriptions for management actions, together with a plan of management compartments*
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period*
  - g) Details of the body or organisation responsible for implementation of the plan*
  - h) Ongoing monitoring and remedial measures*
  - i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.*
  - j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme*

*k) Ecological Enhancement Plan*

*This LEMP should be written in line with Section 7.2 of the Preliminary Ecological Appraisal and Preliminary Inspection for Bats report which states "Native trees should be retained, where possible and any trees lost as a result of the proposed development, should be replaced with equivalent numbers of native species.*

*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.*

24. *Prior to occupation, details of external lighting, including proposed operating times and details of shielding to control light spill, shall be submitted to and approved, in writing, by the Planning Authority, and there shall be no variance in external lighting other than as approved.*

*Reason: In the interests of the amenities of neighbouring residential properties and to ensure the protection of the protected species with regard to Development Management Plan 2019 policy NHE2 and Reigate and Banstead Core Strategy 2014 policy CS2, the NPPF and the Natural Environment and Rural Communities Act (2006).*

## **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](http://www.firesprinklers.info).
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions. Further information can be found on the Council website at : [Climate Change Information](#).
3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. All developer enquires on recycling and refuse bin ordering, collections and discussing waste matters is via our department email address RC@reigate-banstead.gov.uk . Please also note our website area for developers [https://www.reigate-banstead.gov.uk/info/20062/recycling\\_and\\_refuse/392/fees\\_for\\_recycling\\_and\\_refuse\\_services/3](https://www.reigate-banstead.gov.uk/info/20062/recycling_and_refuse/392/fees_for_recycling_and_refuse_services/3).
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](http://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 applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for

addresses can be found  
[http://www.reigatebanstead.gov.uk/info/20277/street\\_naming\\_and\\_numbering](http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering)

7. The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837.
8. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above landscaping condition. The planting of trees and native hedging shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate structural landscape 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 sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
9. The applicant is advised that the development should seek to achieve standards contained within the Secured by Design award scheme to ensure that it results in a safe development.
10. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
11. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
12. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road.

Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-andcommunity-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-andcommunity-safety/flooding-advice).

13. 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).
14. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
15. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.
16. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
17. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
18. The developer is advised that that the parking restrictions required by the above access condition would need to be approved and advertised through Surrey County Council and then provided by the developer. The aforementioned is all at the developer's own expense.
19. *The applicant is made aware of the requirement for them to apply for a bat mitigation licence from Natural England where development activities may cause an offence.*

## **REASON FOR PERMISSION**

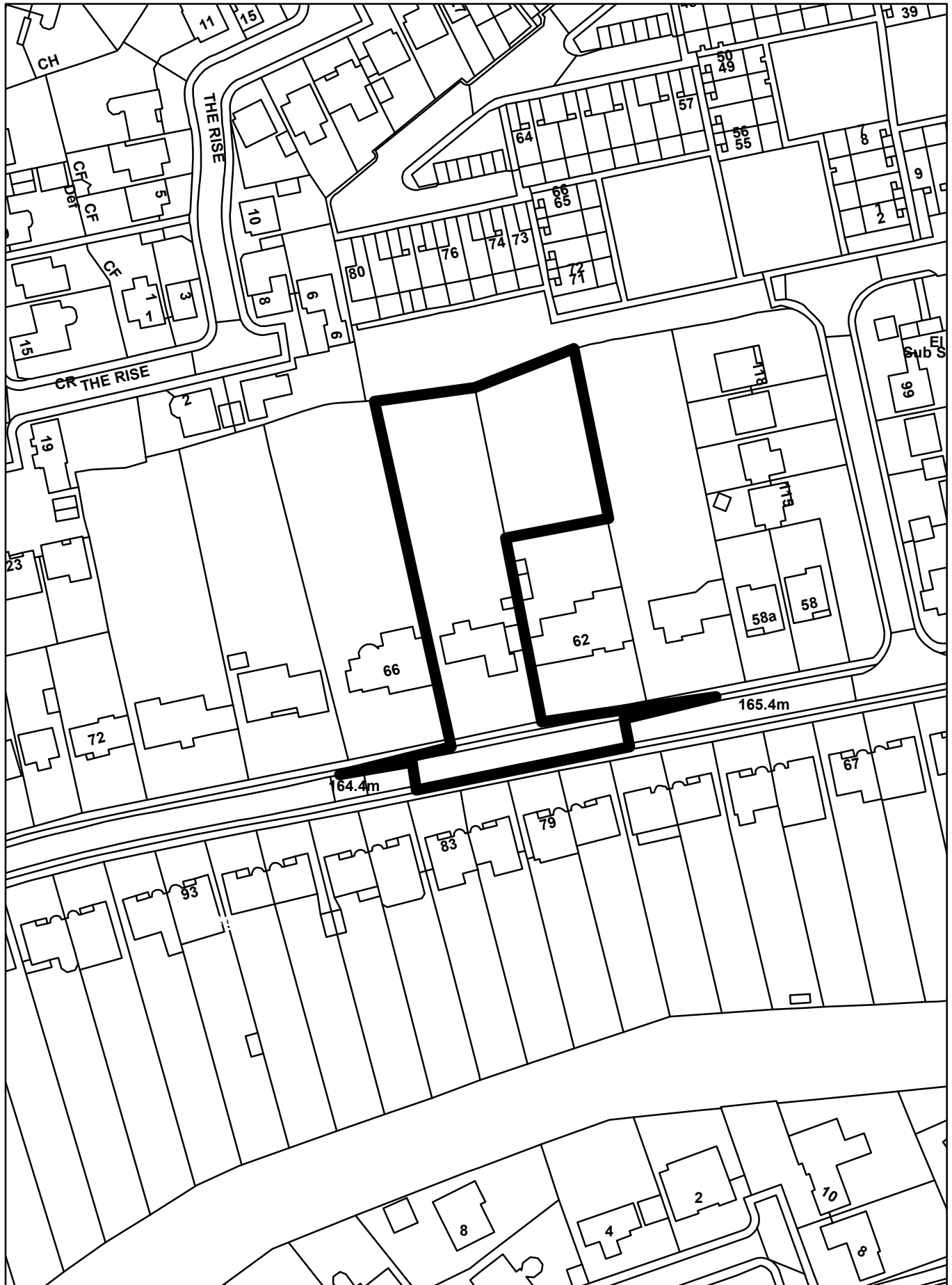


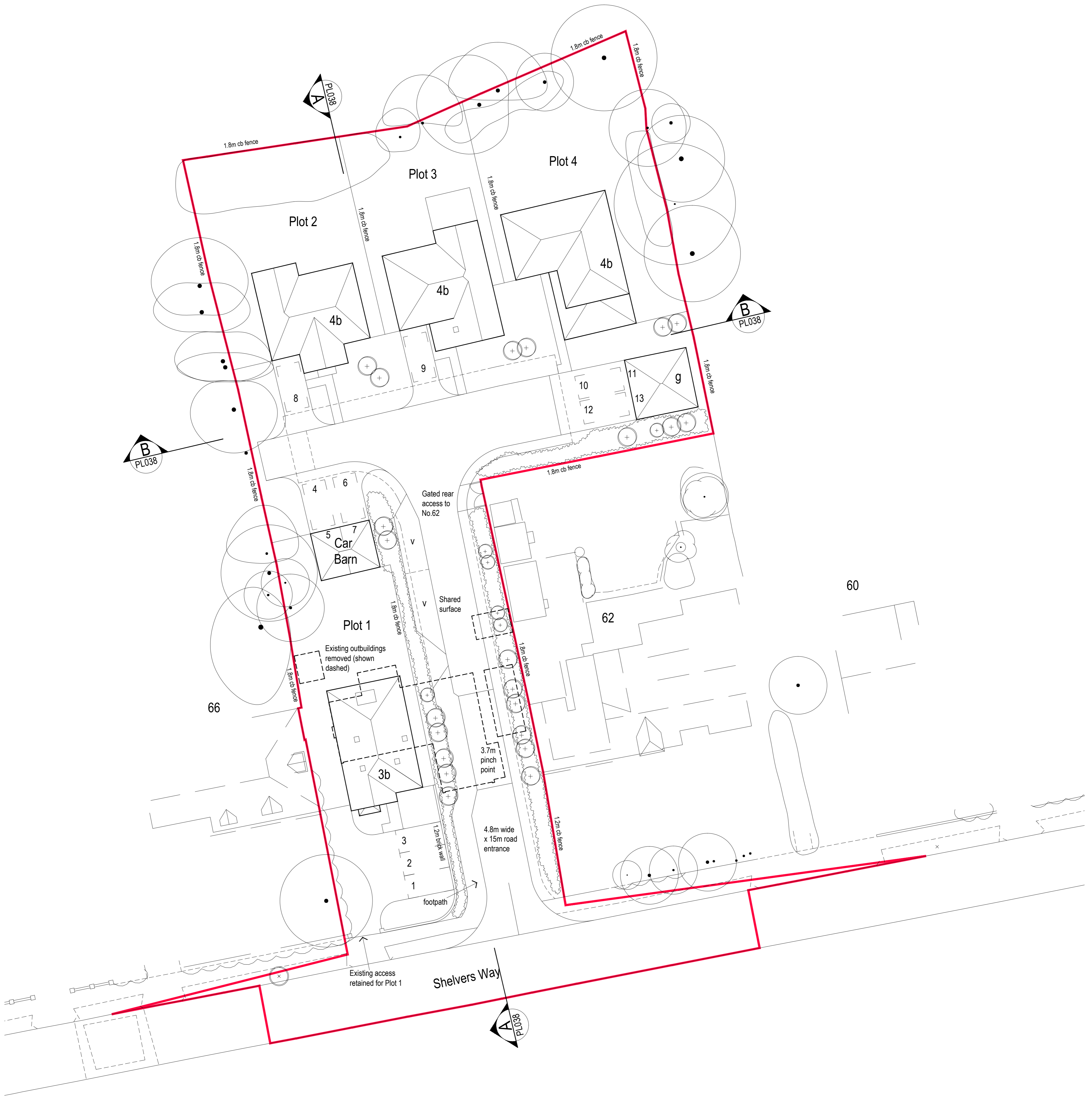
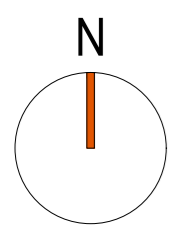
The development hereby permitted has been assessed against development plan policies DES1, DES4, DES5, DES8, DES9, NHE2, NHE3, NHE4, EMP4, TAP1, CCF1, CFF2 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

### **Proactive and Positive Statements**

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

21/02108/F 64 & Rear Of 62 Shelvers Way  
Tadworth KT20 5QF





ACCOMMODATION SCHEDULE	
Application Site Area =2998 sq.m / 0.30 hectares / 0.74 acres	
PLOT / TYPE	QUANTITY
Plot 1- 3 Bedroom Chalet Bungalow (124.58 sq.m / 1341 sq.ft)	1
Plot 2- 4 Bedroom House (167.28sq.m / 1800 sq.ft)	1
Plot 3- 4 Bedroom Houses (192.55 sq.m / 2073 sq.ft)	1
Plot 4- 4 Bedroom Houses (196.65 sq.m / 2117 sq.ft)	1
<b>TOTAL</b>	<b>4</b>
Parking	13 spaces+ 2 visitor spaces

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MODEL FILE REFERENCE - 21008-A-P-PL

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B Revised Scheme- Planning issue  
 A Revised Scheme- Planning issue  
 rev. description

2022.02.01  
 2021.12.20  
 date

AJC dp  
 AJC dp  
 by ch

checked dp

scale: 1:200 @ A1

client: Devine Homes Plc

date: December 2021

project: 62 to 64 Shelvers Way, Tadworth.  
 KT20 5QF.

drawn: AJC

drawing: Proposed Site Layout

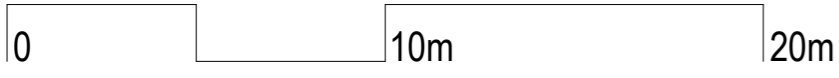
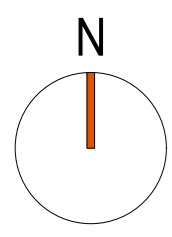
status: PLANNING

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drawing no.: 21008-A-PL-032

revision: B



ACCOMMODATION SCHEDULE	
Application Site Area = 2998 sq.m / 0.30 hectares / 0.74 acres	
PLOT / TYPE	QUANTITY
Plot 1- 3 Bedroom Chalet Bungalow (124.58 sq.m / 1341 sq.ft)	1
Plot 2- 4 Bedroom House (167.28sq.m / 1800 sq.ft)	1
Plot 3- 4 Bedroom Houses (192.55 sq.m / 2073 sq.ft)	1
Plot 4- 4 Bedroom Houses (196.65 sq.m / 2117 sq.ft)	1
	<b>TOTAL 4</b>
Parking	13 spaces+ 2 visitor spaces

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MODEL FILE REFERENCE - 21008-A-P-PL

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Revised Scheme- Planning issue  
 A Revised Scheme- Planning issue  
 rev. description

2022.02.01  
 2021.12.20  
 date

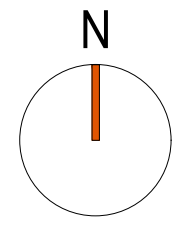
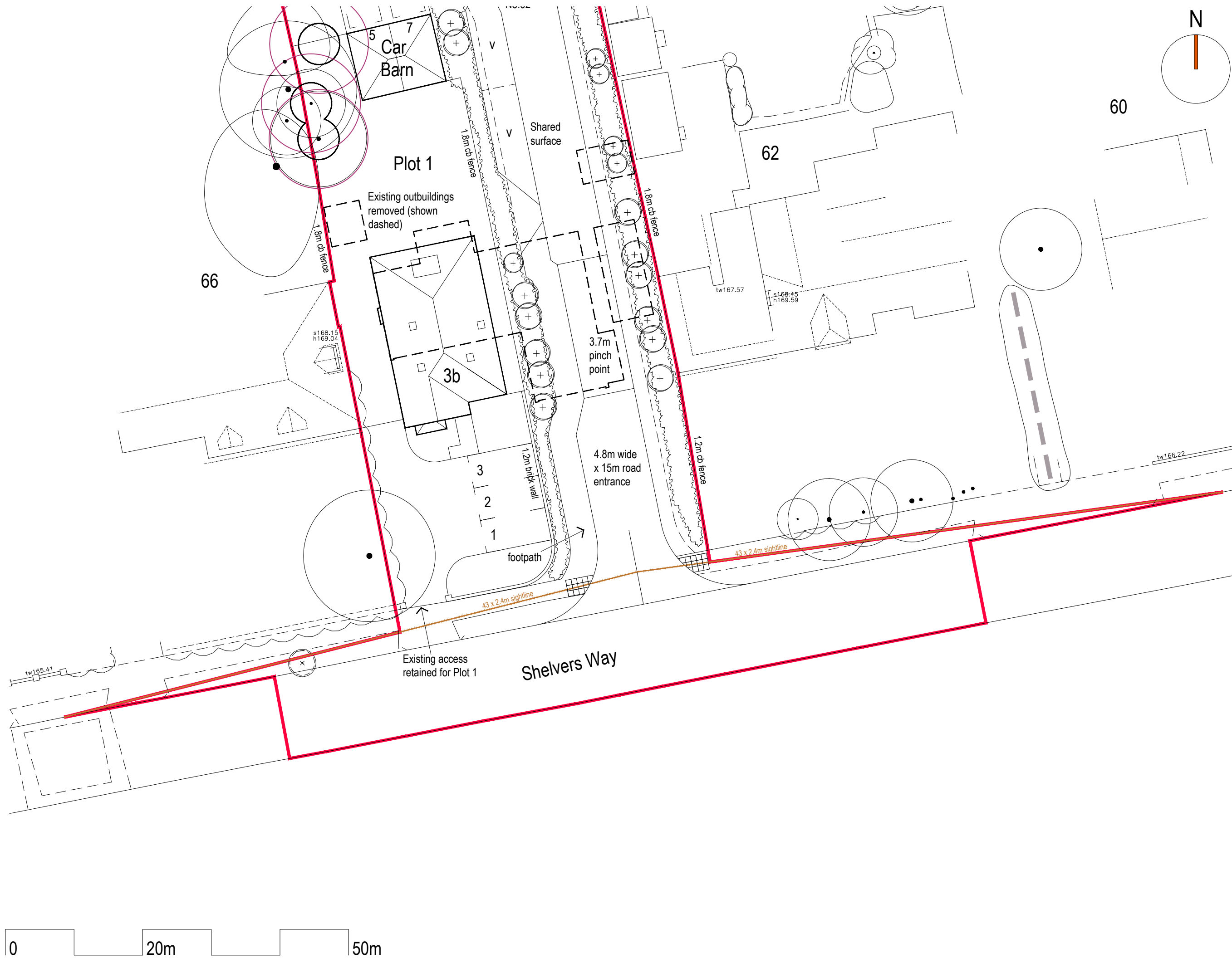
AJC dp  
 AJC dp  
 by ch

scale: 1:200 @ A1  
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 date: December 2021  
 project: 62 to 64 Shelters Way, Tadworth. KT20 5QF.  
 drawn: AJC  
 drawing: Proposed Site Layout (coloured)  
 checked: dp  
 status: **PLANNING**

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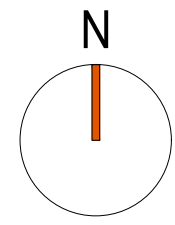
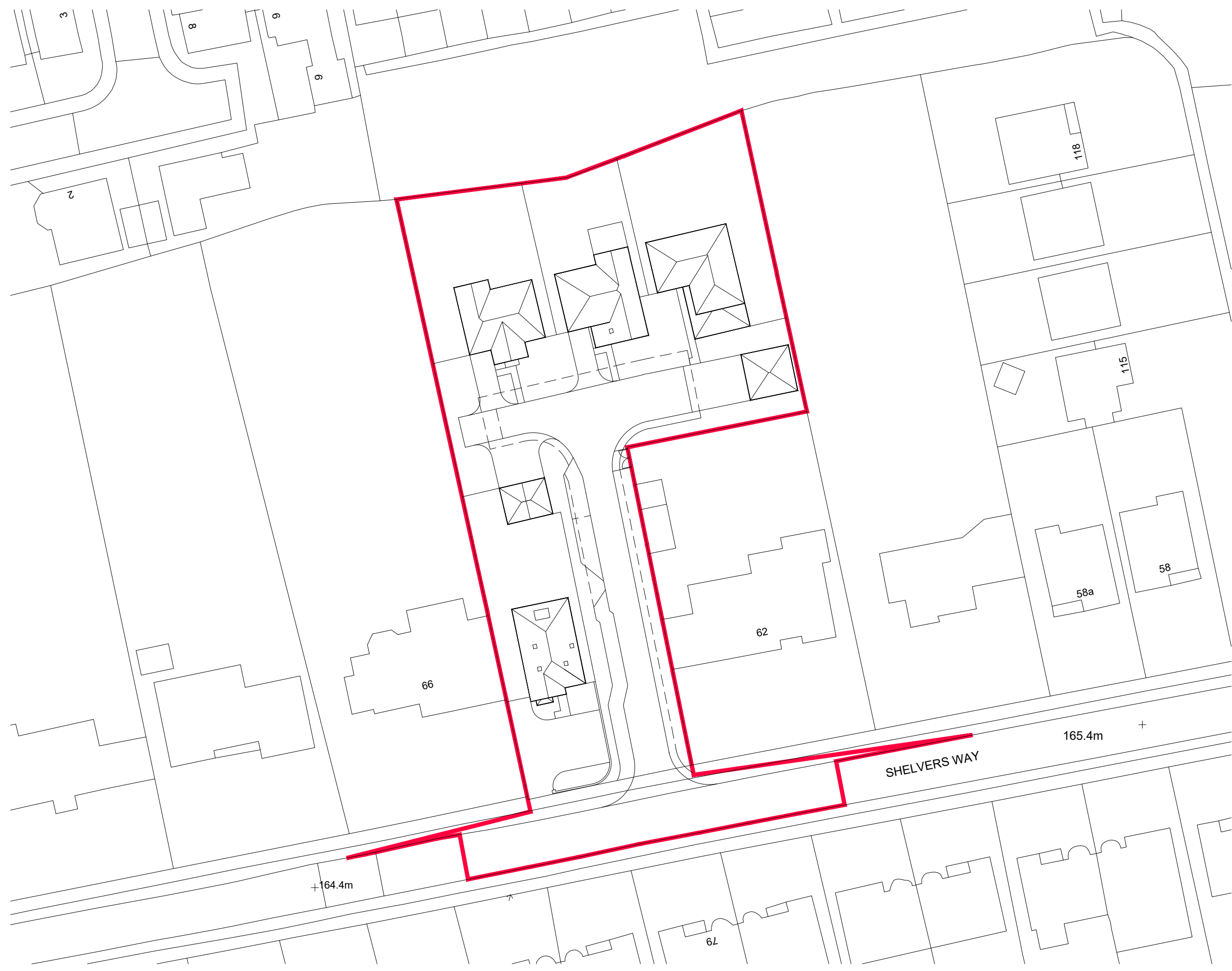
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drawn:	AJC	drawing:	Sight Lines Plan
checked:	dp	status:	PLANNING

rev	A	description	Revised Scheme- Planning Issue	date	2021.12.20	by	AJC	ch.	dp
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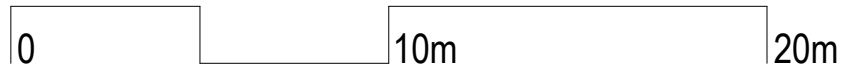
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drawn:	AJC	drawing:	Block Plan
checked:	dp	status:	PLANNING

2022.02.01 A.J.C	dp	ch.
2021.12.20 A.J.C	dp	by
date	date	date

B	Revised Scheme- Planning Issue	rev
A	Revised Scheme- Planning Issue	rev
	description	rev

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t: 01794 830660 e: enquiries@vision-architects.org.uk

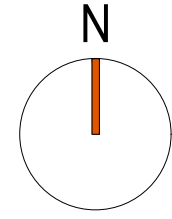
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drawing No: **21008-A-PL-031** revision: **B**



Datum - 160.00



SECTION BB



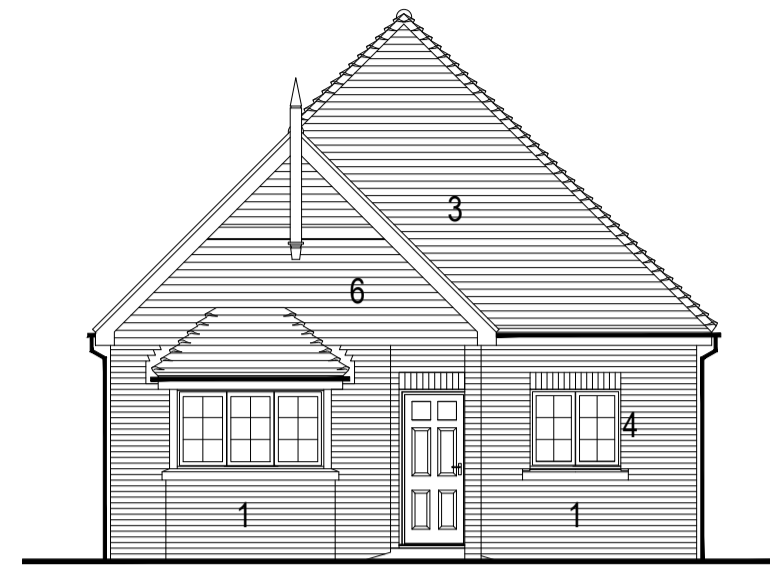
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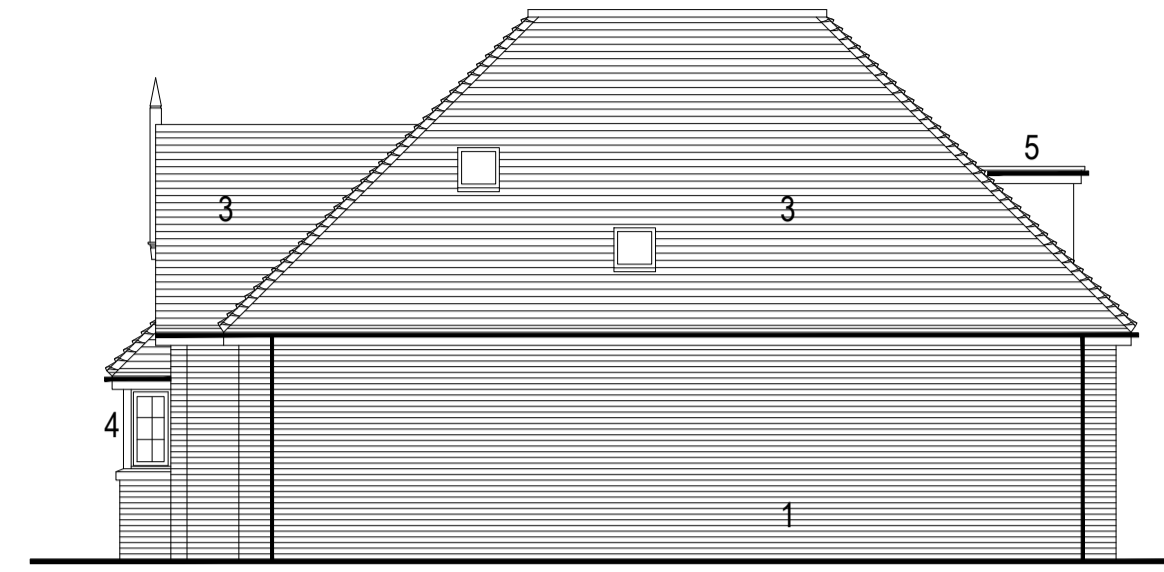
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A	Revised Scheme- Planning issue	2021.12.20	A.J.C	dp

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date:	December 2021	project:	62 to 64 Shelveys Way, Tadworth, KT20 5QF.
drawn:	A.J.C	drawing:	Internal Streetscene (coloured)
checked:	dp	status:	PLANNING



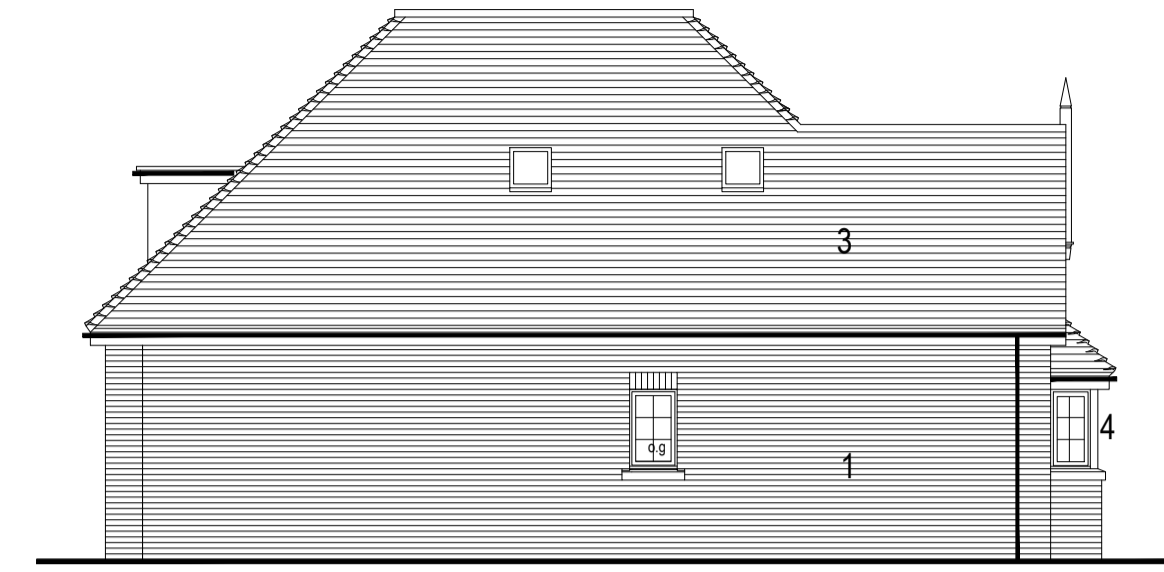
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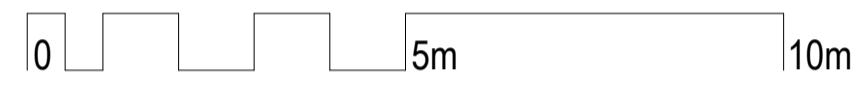
EAST ELEVATION



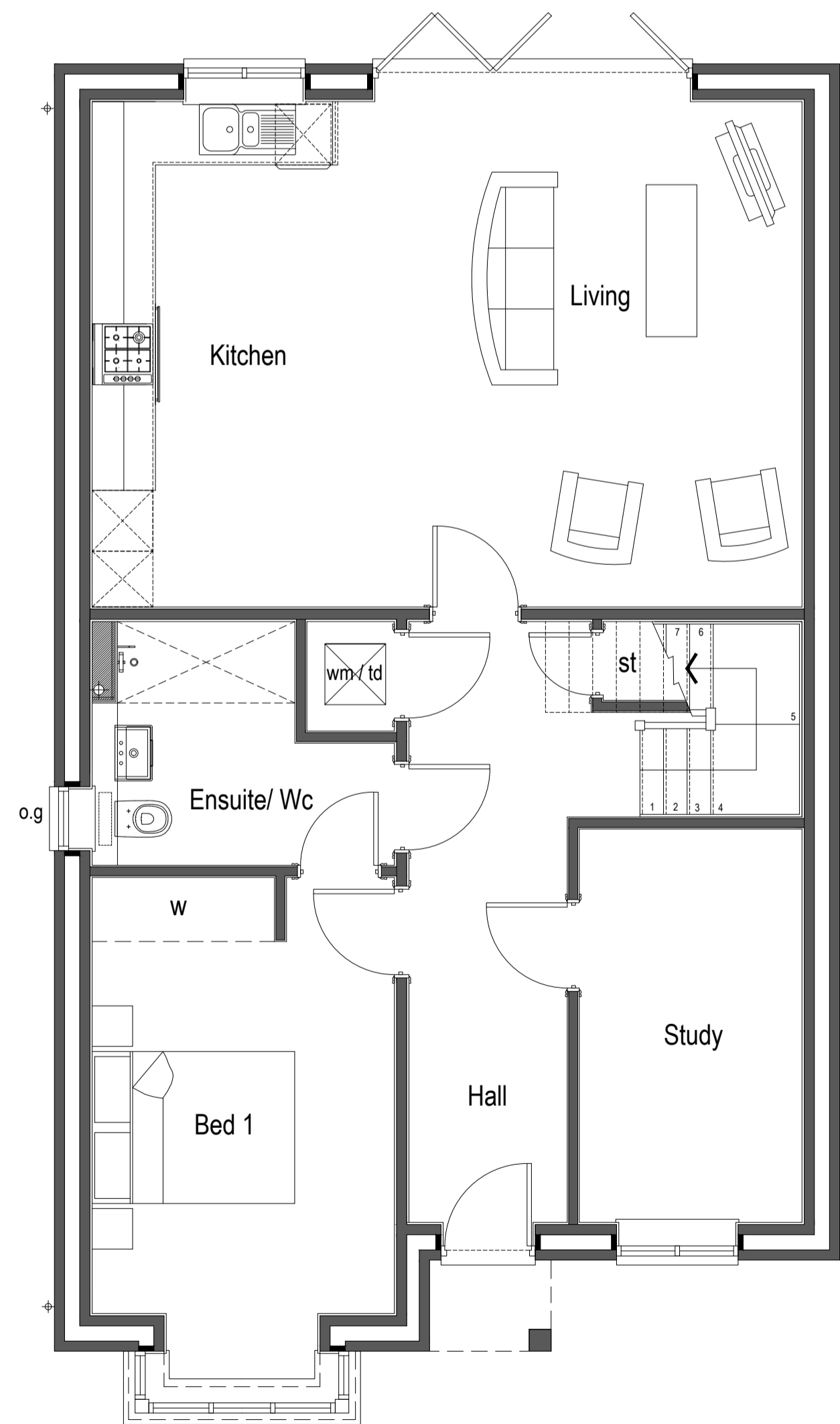
NORTH ELEVATION



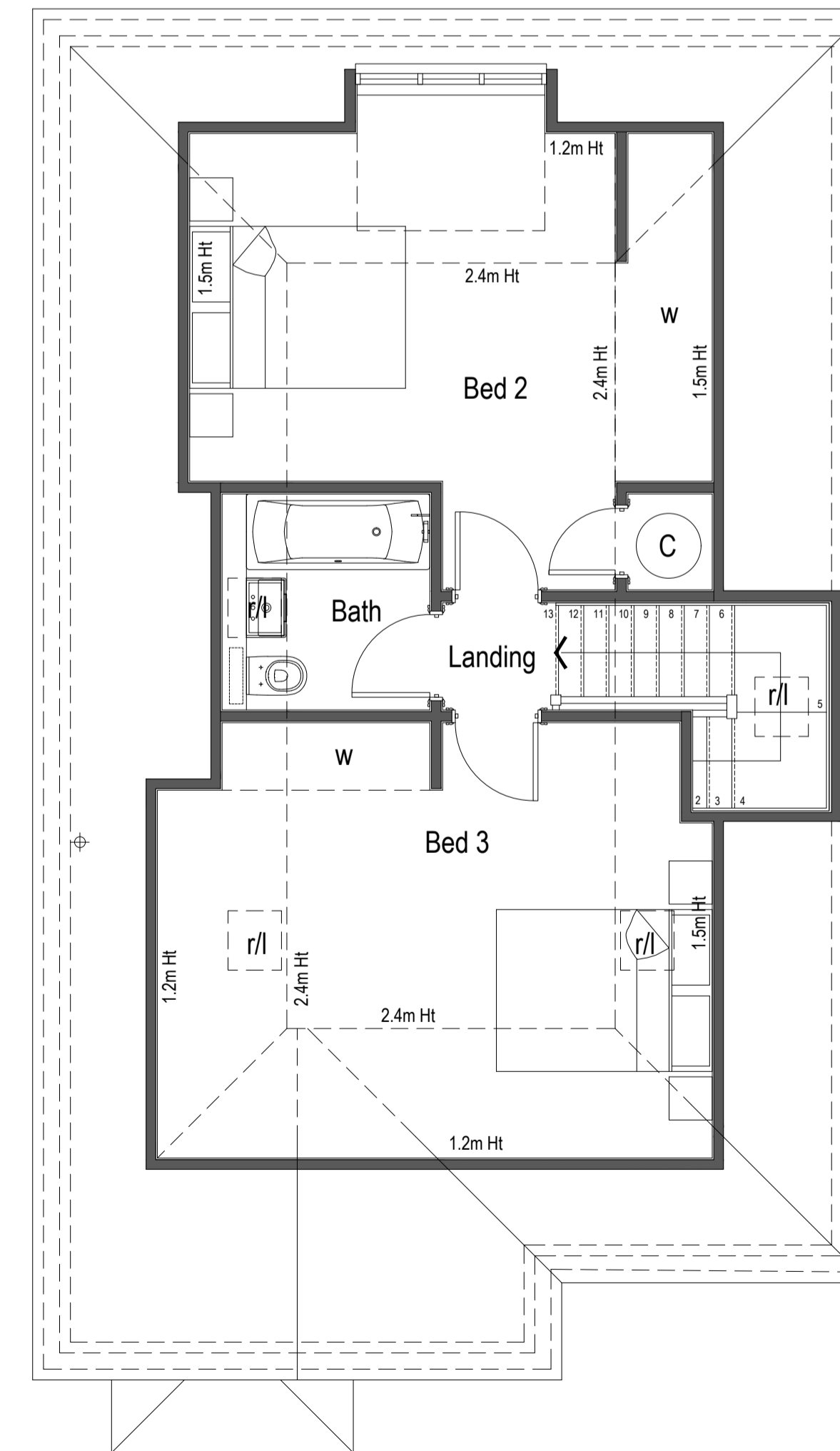
WEST ELEVATION



KEY TO MATERIALS	
1	Facing brickwork
2	Render
3	Plain tiles
4	uPVC windows and doors
5	Single ply membrane
6	Plain tile hanging
7	Timber boarding



GROUND FLOOR PLAN

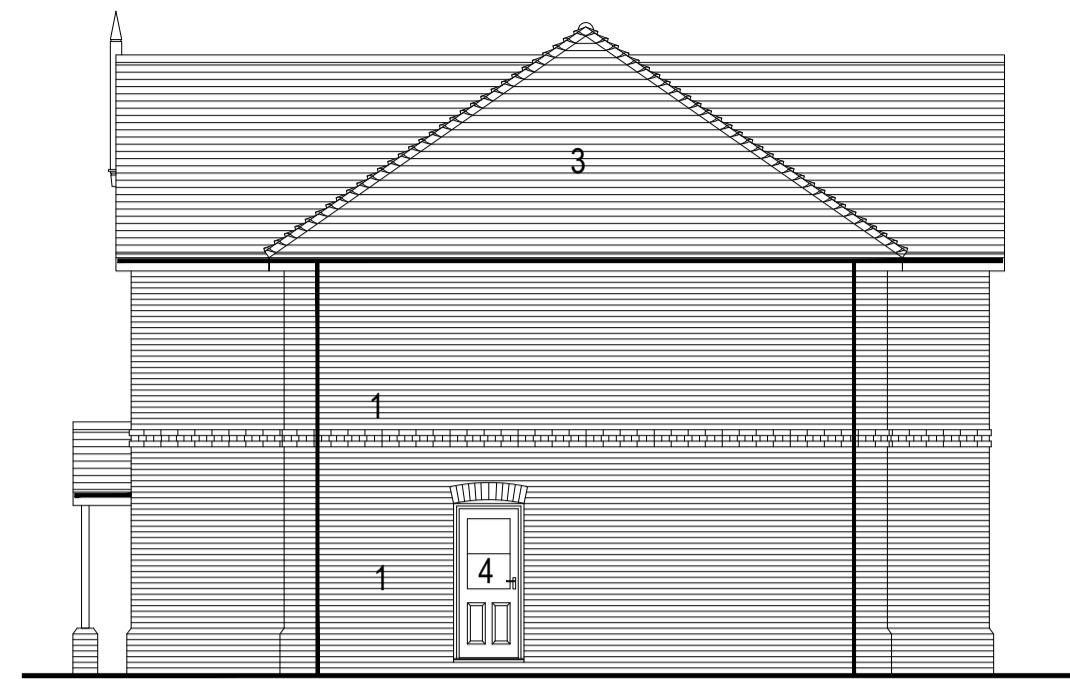


FIRST FLOOR PLAN





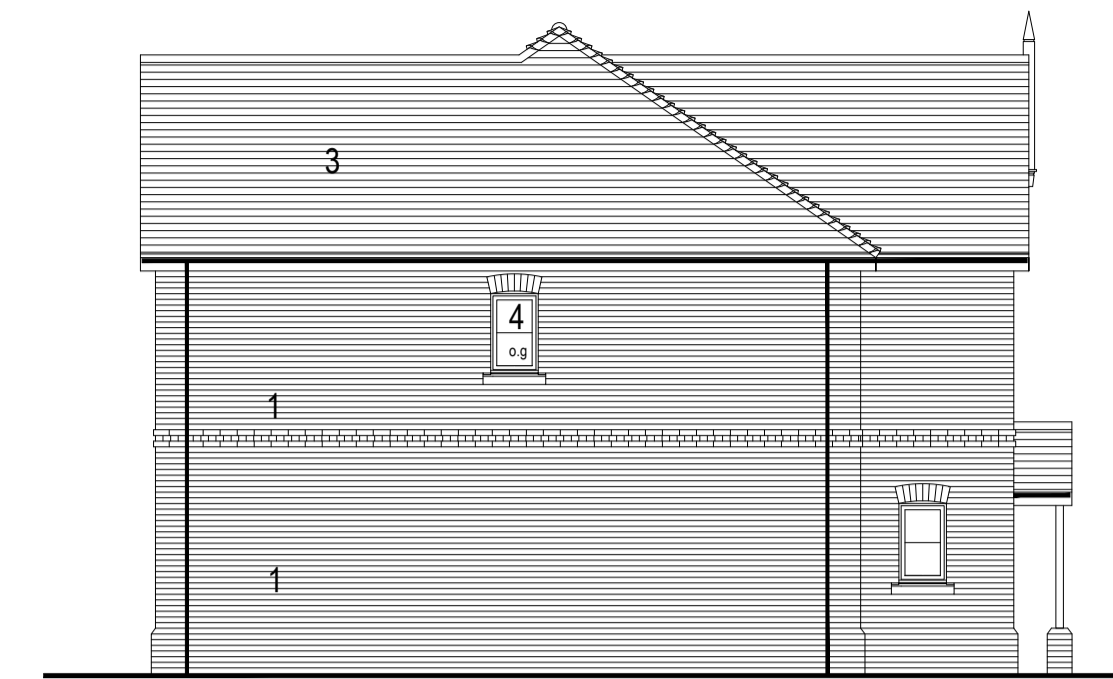
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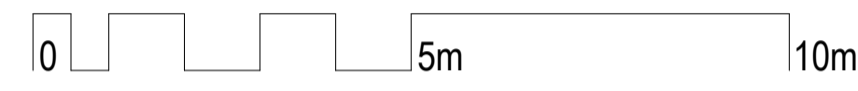
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



KEY TO MATERIALS	
1	Facing brickwork
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

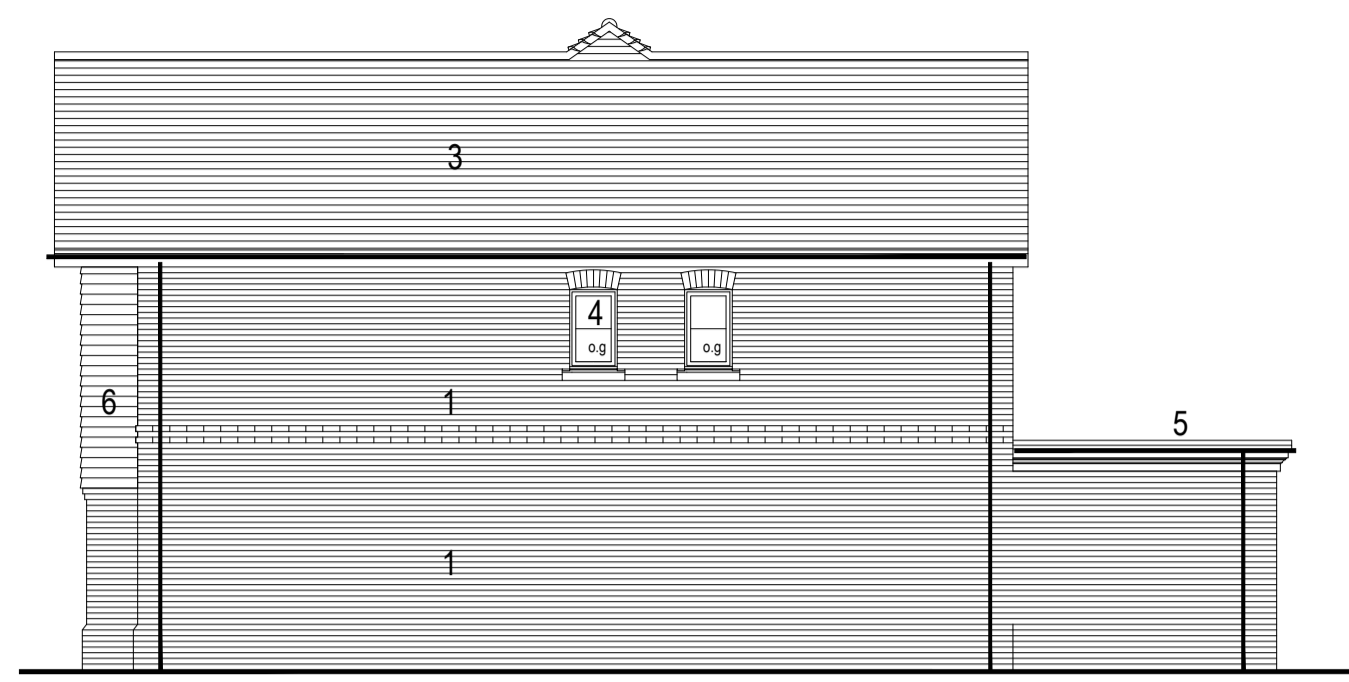
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A	Revised Scheme- Planning Issue	2021.12.20	AJC	dp

scale: 1:50 / 100 @ A1  
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 date: December 2021  
 project: 62 to 64 Shelvers Way, Tadworth. KT20 5QF.  
 drawing: Plot 2 Floor Plans and Elevations  
 drawn: AJC  
 checked: dp  
 status: PLANNING



SOUTH ELEVATION



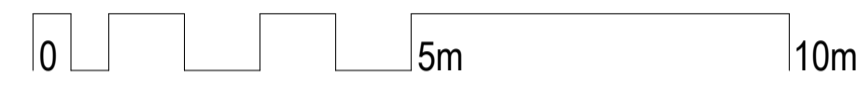
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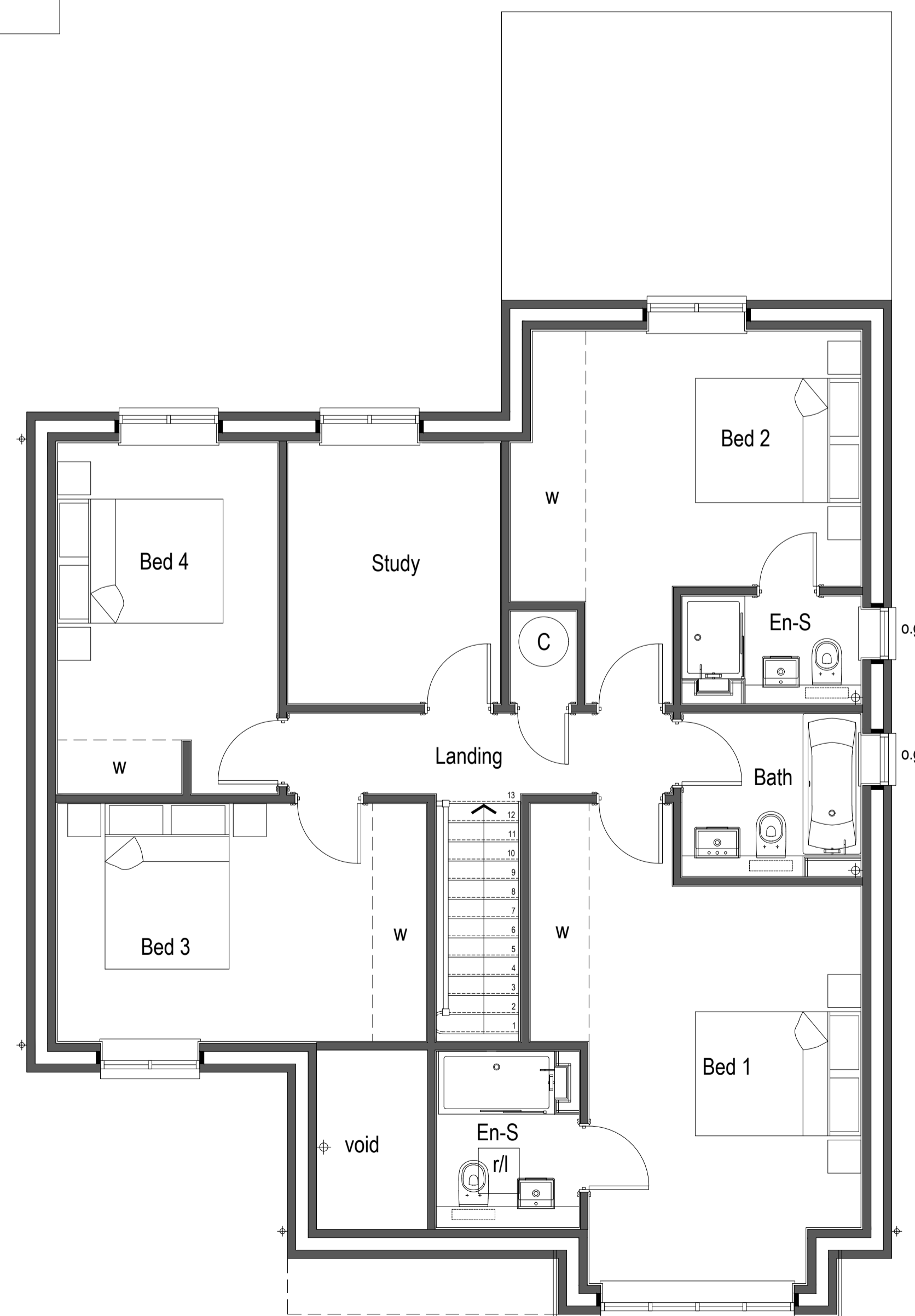
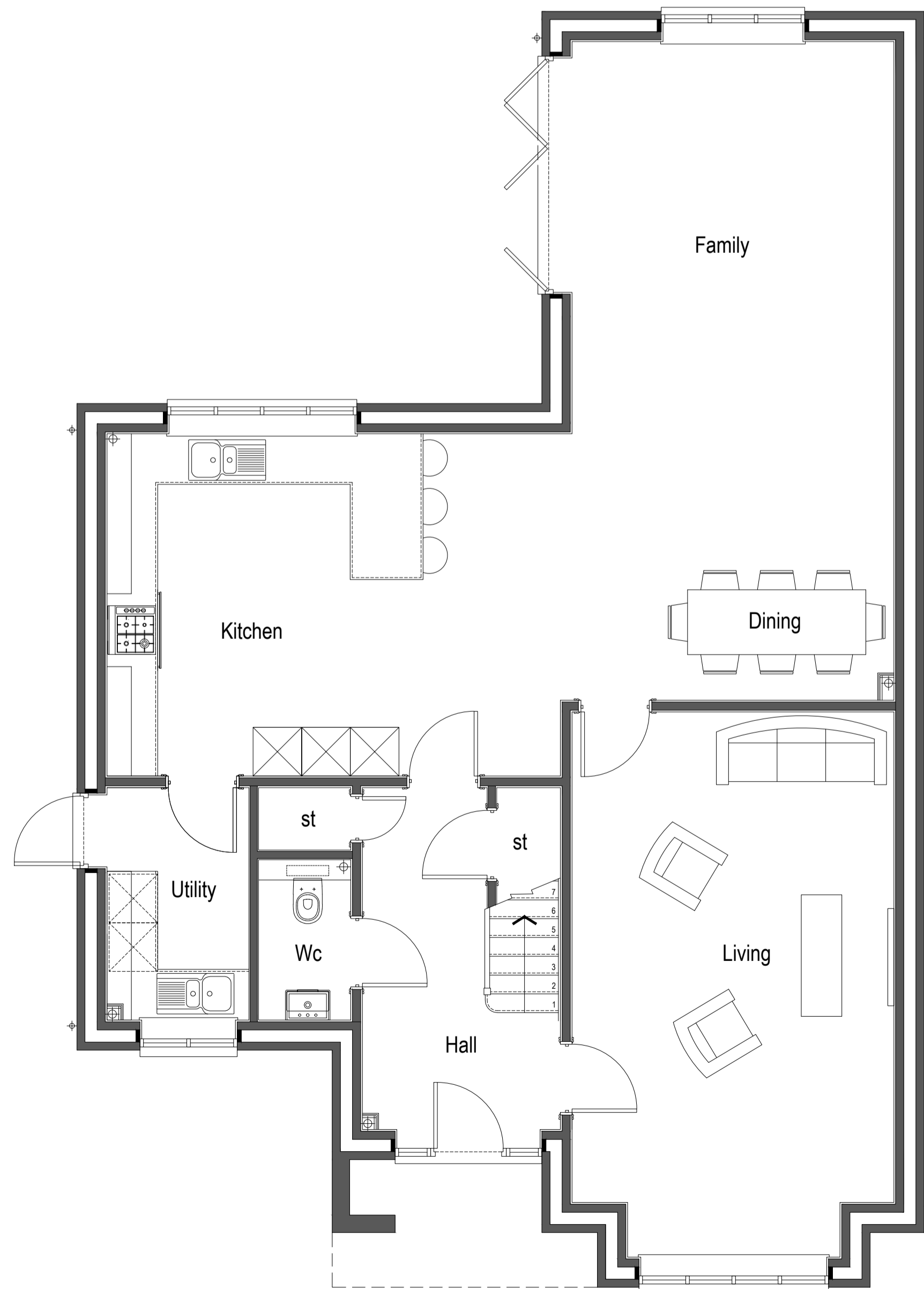
NORTH ELEVATION



WEST ELEVATION



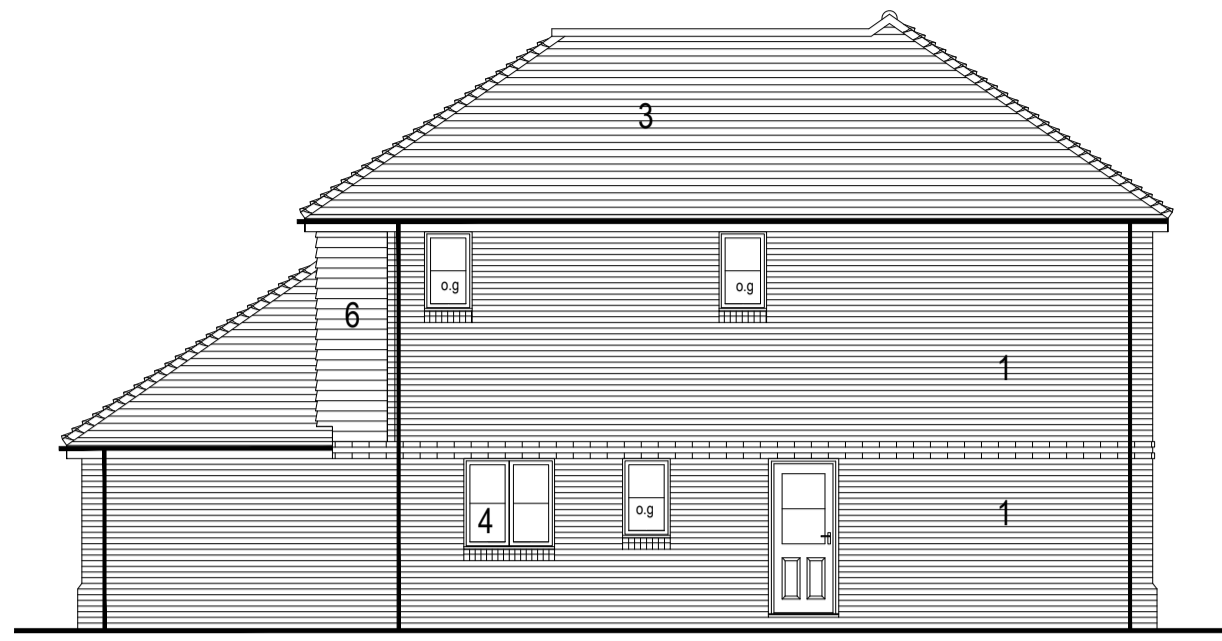
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2	Render
3	Plain tiles
4	uPVC windows and doors
5	Single ply membrane
6	Plain tile hanging
7	Timber boarding



rev.	description	date	by	ch
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A	Revised Scheme Planning Issue	2021.12.20	AJC	dp



SOUTH ELEVATION



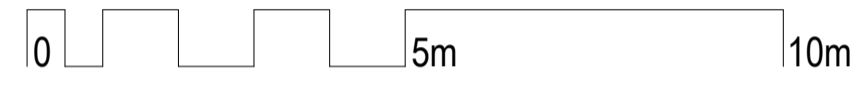
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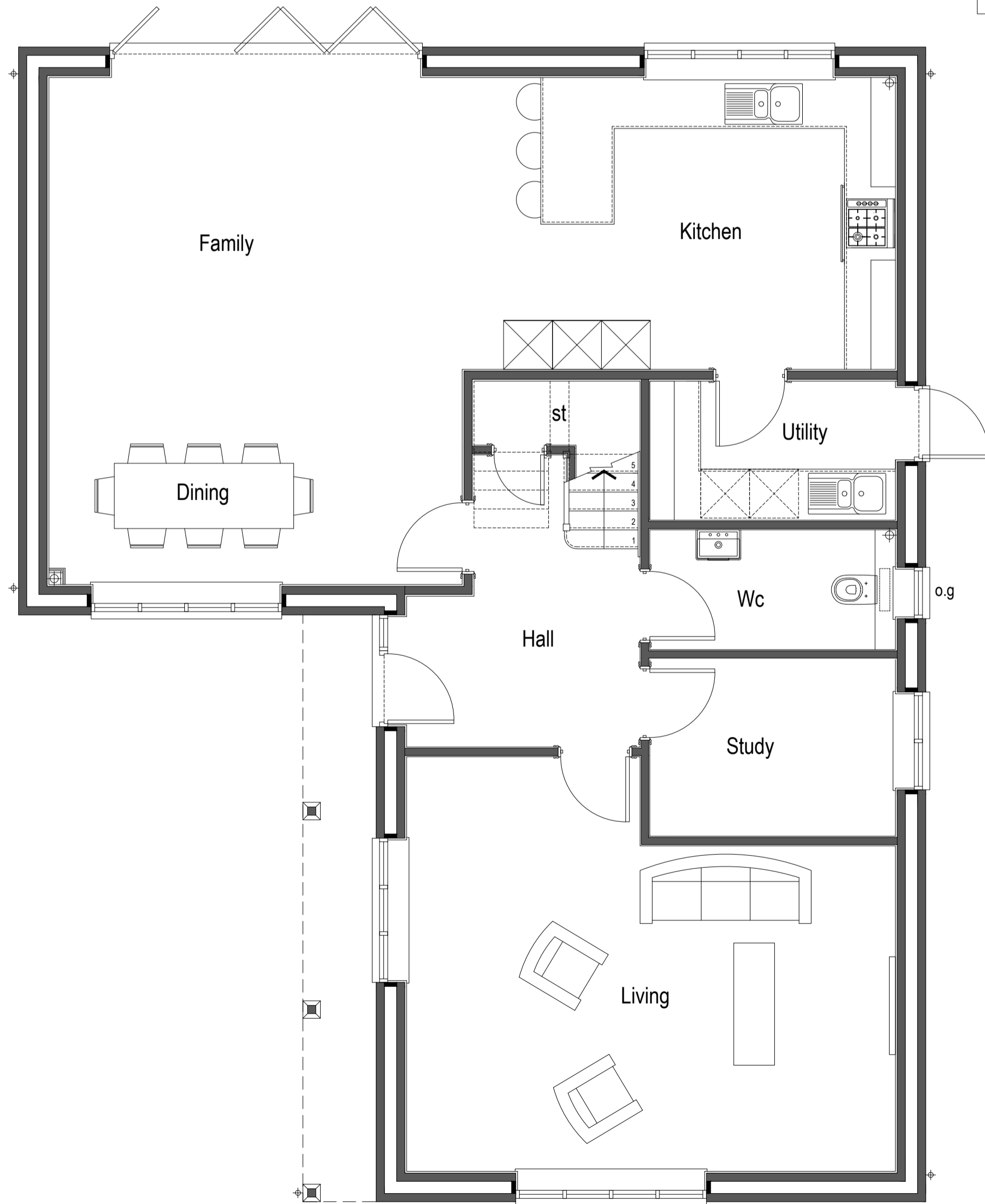
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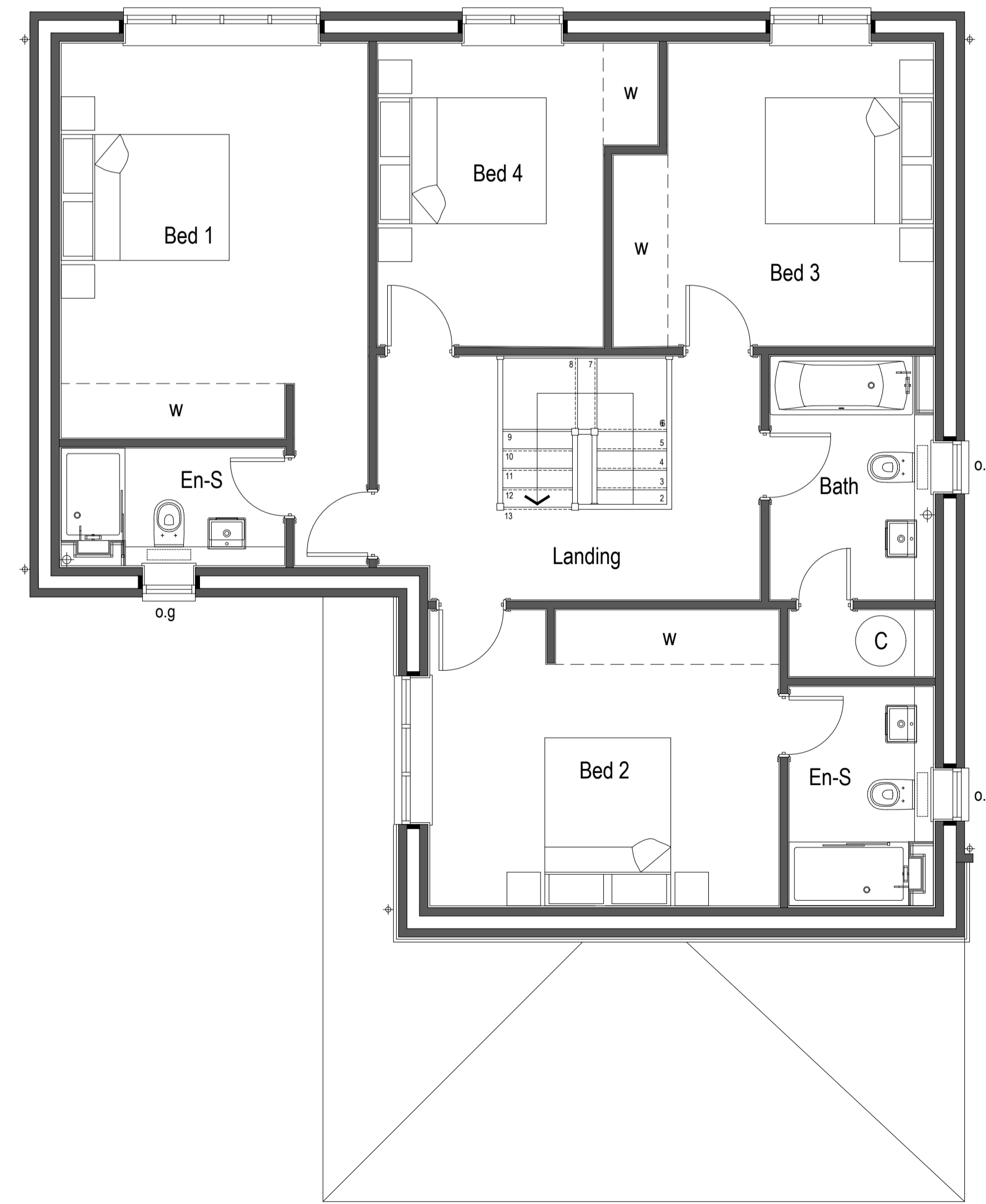
WEST ELEVATION



KEY TO MATERIALS	
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2	Render
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5	Single ply membrane
6	Plain tile hanging
7	Timber boarding



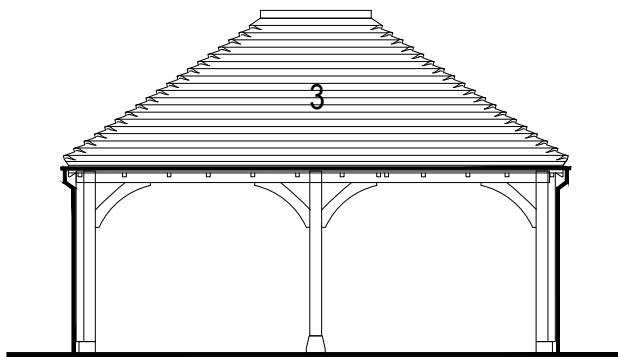
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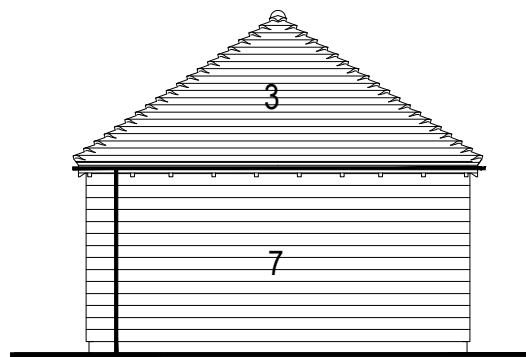
FIRST FLOOR PLAN



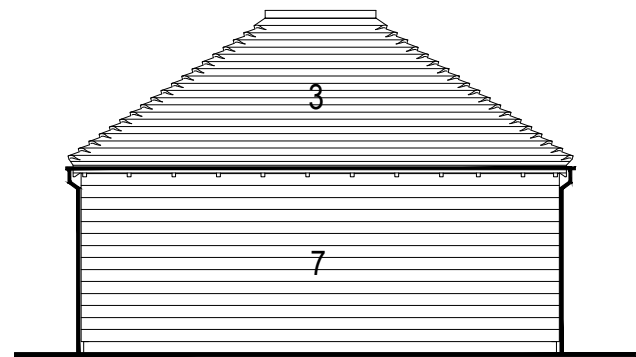
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A	Revised Scheme, Planning Issue	2021.12.20	AJC	dp



NORTH ELEVATION

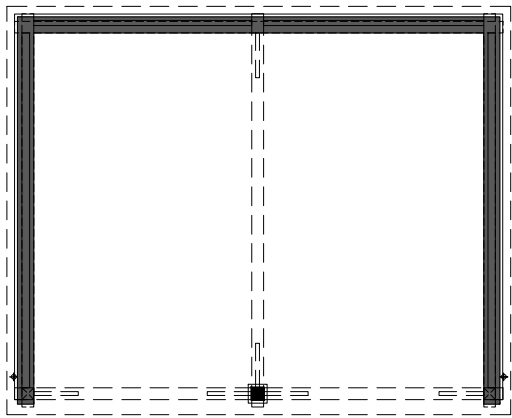


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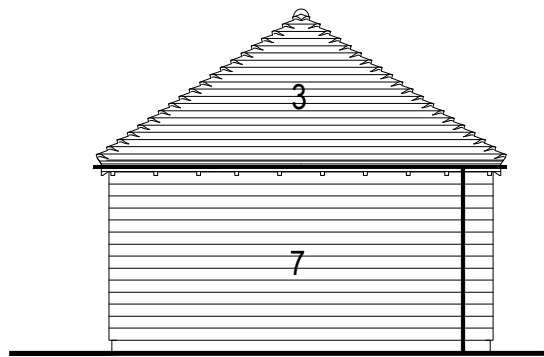


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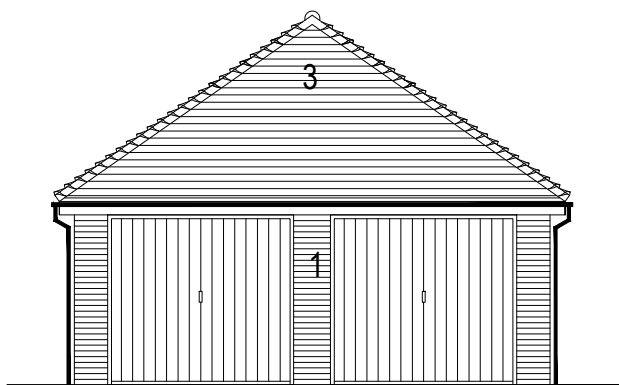
PLOTS 2 & 3 CAR BARN ELEVATIONS



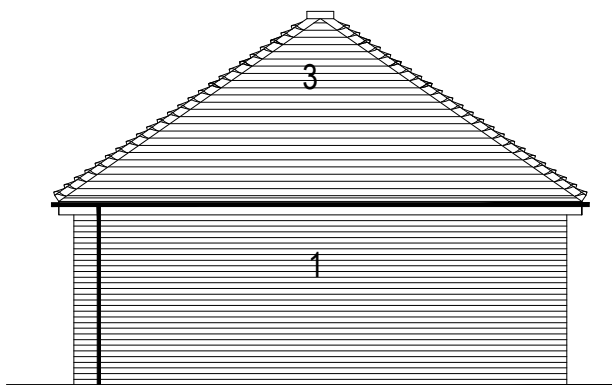
PLOTS 2 & 3 CAR BARN PLAN



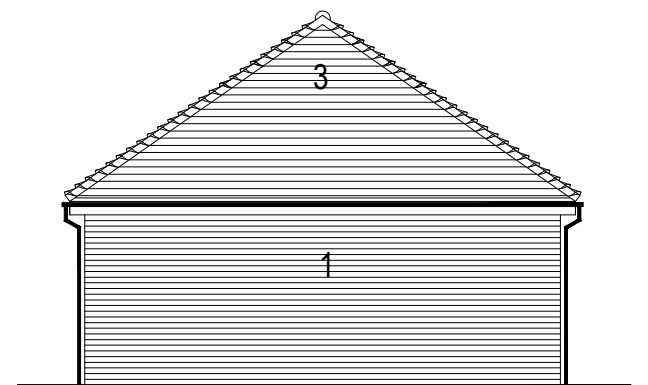
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WEST ELEVATION

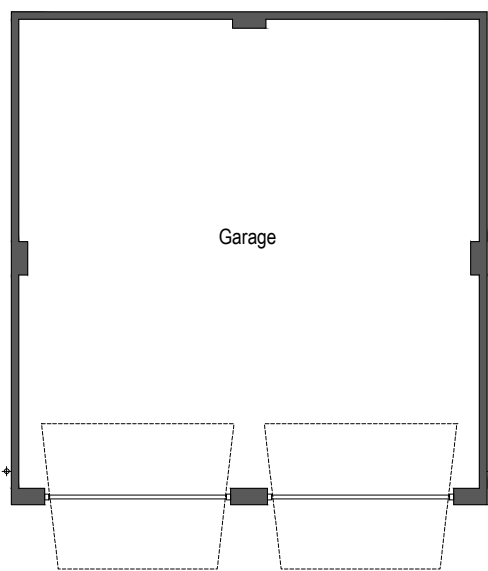


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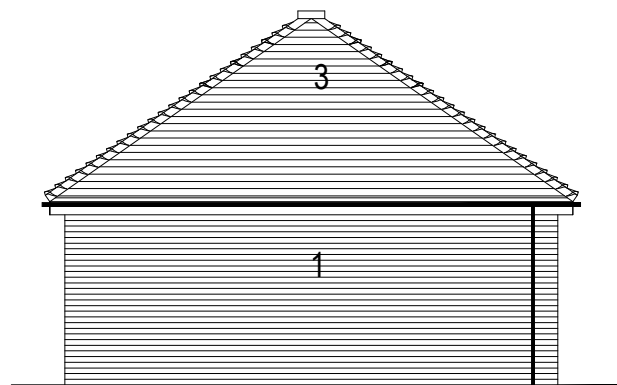


EAST ELEVATION

PLOT 4 GARAGE ELEVATIONS



PLOT 4 GARAGE PLAN



NORTH ELEVATION

KEY TO MATERIALS	
1	Facing brickwork
3	Plain tiles
7	Timber boarding



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MODEL FILE REFERENCE-21008-A-P-PL

A rev Revised Scheme- Planning Issue

2021.12.20 AJC dp ch.

scale: 1:100 @ A3 client: DEVINE HOMES PLC  
 date: December 2021 project: 62 to 64 Shelvers Way, Tadworth. KT20 5QF.  
 drawn: AJC drawing: Car Barn and Garage Plans and Elevations  
 checked: dp status: PLANNING

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 t: 01794 830660 e: enquiries@vision-architects.org.uk

vision architects

drawing No: 21008-A-PL-046 revision: A