

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	29/04/2020
	REPORT OF:	HEAD OF PLANNING
	AUTHOR:	Matthew Sheahan
	TELEPHONE:	01737 276514
	EMAIL:	Matthew.sheahan@reigate-banstead.gov.uk
AGENDA ITEM:	7	WARD: Lower Kingswood Tadworth And Walton

APPLICATION NUMBER:	19/02536/F	VALID:	06/01/2020
APPLICANT:	Devine Homes PLC	AGENT:	
LOCATION:	LAND TO THE REAR OF 31-41 SHELVERS WAY TADWORTH SURREY KT20 5QJ		
DESCRIPTION:	Erection of 8 dwellings comprising 3 x pair of 3-bed semi-detached dwellings, and single pair of 2-bed semi-detached dwellings along with access to Shelvers Way utilising the approved access. As amended on 03/02/2020.		
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.			

SUMMARY

The application relates to a backland site within the urban area towards the eastern end of Shelvers Way, a residential thoroughfare composed mainly of properties fronting the road. The site is to the west of (and is a continuation of) land to the rear of 1-7 Shelvers Way, which has the benefit of planning permission for 6 dwellings, now completed (17/00016/S73 following allowing of appeal under ref.15/02752/F); and to the rear of 9-17 for 4 dwellings (17/02097/F) involving an elongation of the access drive. Permission was granted for a further 6 dwellings to the west of these (18/01134/F).

The application is for 8 dwellings consisting of 3 pairs of 3 bed dwellings and a single pair of 2 bedroom dwellings, designed to be of a style, scale and layout similar to the approved schemes to the east.

The proposal would provide a layout and a scale of development with similar house designs and opportunity for landscaping consistent with the approved developments as identified above. The Inspector, in determining the appeal on application 15/02752/F, concluded in that case that whilst "The two detached and four semi-detached dwellings would occupy smaller plots than is characteristic along the south side of Shelvers Way and the spacing between the four building blocks would be less generous. However in the context of a new group of buildings that would be

seen primarily from within the development, rather than in association with the Shelveys Way street scene, the plot sizes and the spacing between the buildings would not be unusual for this type of development: they would not result in an unduly cramped form of development.” With regard to the layout and landscaping the Inspector concluded also that: “The width of the corridor for the access road and the overall layout in front of the houses would create opportunities for additional landscaping despite the relatively small spaces of differing sizes and shapes directly in front of each house.”

The proposal represents an acceptable continuation of the approved schemes within the established context described above. In light of this and the similar residential impacts on amenity and privacy with neighbouring houses to that already considered to be consistent with policy and approved it is concluded that this proposal would provide a suitable residential environment and not be harmful to the local character or amenity of neighbouring properties.

As regards intensification of use of the access onto Shelveys Way that this proposal would result in, the impact on the highway network has been the subject of survey analysis and close review by SCC as the County Highway Authority (CHA). The CHA is satisfied that the access is safe and suitable to accommodate the cumulative traffic that would be generated by the current proposal and the development already approved and, in the case of the dwellings to the rear of nos. 1-7, completed/occupied. The development would exceed the level of parking space provision required by the Councils adopted parking standards.

RECOMMENDATION(S)

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

Consultations:

Highway Authority: The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements subject to conditions. This is discussed in greater detail in paragraphs 6.1-6.26.

SES Water: No objection raised. Informative to be attached.

Southern Gas Network: No objection raised. Informative to be attached.

Tadworth and Walton Residents Association: Comments summarised as follows:

Concern has been raised regarding the increased level of vehicular traffic that would be generated and the safety implications of this on the operation of the highway network, particularly on the A217 junction, and considering other similar development sites on Shelveys Way and the resultant cumulative impact.

Further concern that the internal road network and turning head are inadequate to allow access for refuse vehicles and that the level of parking within the site is insufficient, resulting in additional overspill parking on to Shelveys Way, causing further highway safety concerns.

The overall loss of trees is considered to be unacceptable. It is the view that should the development be granted there would be future pressure to prune or remove remaining trees.

The scheme is considered to be a cramped form of overdevelopment. It has also been questioned whether an affordable housing contribution cannot be obtained given earlier development phases without such a contribution having been made.

Representations:

Letters were sent to neighbouring properties on 13th January 2020. A site noticed was posted in the 31st January 2020. A total of 9 responses have been received raising the following issues:

Overdevelopment	See paragraph 6.3-6.4
Overlooking and loss of privacy	See paragraph 6.8-6.11
No need for the development	See paragraph 6.3-6.4
Loss of/ harm to trees	See paragraph 6.18
Loss of private view	See paragraph 6.12
Hazard to highway safety	See paragraph 6.19-6.26
Inadequate parking	See paragraph 6.19-6.26
Increased traffic congestion	See paragraph 6.19-6.26

Poor access	See paragraph 6.19-6.26
Conflict with a covenant	See paragraph 6.15
Property values	See paragraph 6.15
Crime fears	See paragraph 6.16
Inconvenience during construction	See paragraph 6.16
Increased Noise and disturbance	See paragraph 6.13
Harm to Conservation	See paragraph 6.14
Harm to Green Belt	See paragraph 6.14

1.0 Site and Character Appraisal

- 1.1 The application site has an area of 0.46ha is on the south side of Shelveys Way approaching its eastern end, near the junction with the A217 (Brighton Road) dual carriageway in a predominantly residential neighbourhood approximately 1.7 km to the south east of Tattenham Corner Local Shopping Centre and approximately 1km to the east of Shelveys Way Local Shopping to the west. The site sits adjacent to the site of the approved development of 6 dwellings to the east, beyond which lies the site four houses to the rear of 9-17 Shelveys Way (ref. 17/02097/F) which are yet to be constructed and, to the east of that, six houses on the demolished Stanton Lodge and to the rear of 1-7 Shelveys Way, which have been completed (ref. 17/00016/S73) following the grant of planning permission on appeal, Ref: 15/02752/F. The current proposal would be served by an extension of the access drive serving the development to the rear of nos. 1-29.
- 1.2 Shelveys Way is generally typified by semi-detached dwellings set to the front of quite narrow yet very deep plots with very generous rear gardens. Properties are typical of 1930s-50s suburbia.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Council for pre-application advice prior to the submission of the current planning application.
- 2.2 Improvements secured during the course of the application: None.
- 2.3 Further improvements could be secured: Improvements to the scheme could be secured by way of suitably worded conditions.

3.0 Relevant Planning and Enforcement History

The following list of applications are relevant to the consideration of this application:

- | | | | |
|-----|------------|--|--------------------------|
| 3.1 | 15/02752/F | 6 dwellings, Stanton Lodge and r/o
1-7 Shelveys Way | Refused
31 March 2016 |
|-----|------------|--|--------------------------|

Appeal allowed
14 November 2016

3.2	16/01437/F	5 dwellings, Stanton Lodge and r/o 1-7 Shelveys Way	Refused 1 September 2016 Appeal allowed 28 December 2016
3.3	17/00016/S73	6 dwellings, Stanton Lodge and r/o 1-7 Shelveys Way	Granted 1 March 2017
3.4	17/02097/F	Erection of 4 dwellings comprising 2 x 4 bedroom detached dwelling, and 1 x pair of semi detached dwellings, along with access to Shelveys Way utilising the approved access from 17/00016/S73, and all associated landscaping, and ancillary work. As amended on 06/12/2017	Granted 21 December 2017

4.0 Proposal and Design Approach

- 4.1 This is a full application for the construction of four pairs of semi-detached dwellings, to the south side of Shelveys Way in Tadworth, to the rear of numbers 31-41. The development would comprise 3 pairs of 3 bedroom semi-detached dwellings and a single pair of 2 bedroom semi-detached dwellings. They would each have the appearance of a large single dwelling and would be approximately 8.8m in height, covering a width of 17m. Each would have a traditional appearance, having been designed with shallow sloping hipped roofs and pitched roof gables projecting from the principal elevation. Traditional materials would be utilised in the form of plain tiles and brickwork of a tawny colour palette typical of the vernacular. Elements of architectural detail would feature to the gables in the form of timber bargeboard and ridge detail.
- 4.2 Externally each property would be provided with a rear garden approximately 11m in depth, with small area of garden and landscaping to the front. Plots would be divided by 1.8m high close boarded timber fence. Each dwelling would be provided with two parking spaces to the front with the potential to utilise a garage as an additional space. Two visitor parking spaces would site on the opposite side of the extended access road, parallel to plots 6 and 7, with additional strip of new soft landscaping beyond, separating the proposed development from the donor properties beyond.
- 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 design and access statement submitted in support of the application identifies the surrounding area as being characterised by residential development comprising a mix of detached and semi-detached suburban houses. The land to the north of the site is identified as being within the Metropolitan Green Belt. The site is identified as being in close proximity shops and services are located in the Kingswood and Tadworth areas, which also provide access to a number of public transport links, including various bus routes as well as Kingswood and Tadworth Railway Stations.
	No site features worthy of retention were identified.
Involvement	No community consultation is intimated as having taken place.
Evaluation	It is not indicated that alternative development options have been considered.
Design	The design, form and scale of the proposed dwellings has been informed by the character of the surrounding area, which comprises a mix of detached and semi-detached dwellings of varying, yet traditional, 1930s-50s suburban character. This includes the recently approved residential development to the east of the application site. The development would consist of dwellings that would be two storey height with pitched roofs. They would utilise traditional materials of facing brickwork, render, plain tiles with elements of timber weatherboarding. The level of amenity space and size of plot has been informed by consented development to the east which.

4.5 Further details of the development are as follows:

Site area	0.46 hectares
Site Density	27.5 d.p.h
Existing Use	C3 Residential
Proposed Use	C3 Residential
Proposed parking spaces	24
Parking standard	2 car parking spaces per dwelling

5.0 Policy Context

5.1 Designation

Urban area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS10 (Sustainable Development),

5.3 Reigate & Banstead Development Management Plan 2019

Design	DES1 DES2 DES5 DES8
Access and Parking	TAP1
Natural and Historic Environment	NHE2 NHE3

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
A Parking Strategy for Surrey
Parking Standards for Development

Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010
-------	--

6.0 Assessment

6.1 The application seeks permission for the erection of 8 dwellings consisting of 3 x pairs of 3 bed semi-detached dwellings, and a single pair of 2 bed semi-detached dwellings.

6.2 The main issues to consider are:

- Design and Impact on the character of the area;
- Amenity of future occupiers;
- Impact on neighbouring amenity;
- Trees and Landscaping;
- Highway Impact, Access and parking;
- CIL
- Affordable Housing

Design and Character

- 6.3 The properties have been designed to reflect the style that is typical of the 1930s-1950s suburban dwellings found in northern part of the borough and carry on the design approach of the development permitted and under construction. They would be of a scale that is typical of the immediate surrounding area in terms of height, having been informed by both existing properties along Shelveys Way, as well as the previously approved development phases to the east. The design would also be a continuation of the approved development in terms of the roof forms, overall scale, materials and architectural detailing. Whilst it is acknowledged that the 8 dwellings proposed would be quite similar in terms of their appearance, they would differ in certain respects, most noticeably the front gables, which would utilise varying shades of either brick work or hanging tile, which would add enough visual interest within the street scene to be deemed acceptable. The extension of the existing arrangement is not considered to give rise to any further harm to established character and would be no more apparent or prominent than the development permitted previously. By virtue of being a longer cul-de-sac, there would be a change to character but this would be contained.
- 6.4 It is not considered that the scheme would constitute a cramped form of development when considering the principle established to the east and is of comparable density. The level of space around each property and to the side boundaries of the development site would be acceptable and again comparable to the other recently approved schemes. It would be appropriate to examine the appeal decision relating to application no. 18/00082/F, replacement of detached house with pair of semi-detached houses on plot 2, immediately to the west of the application site. The inspector had the following to say about how successful the appeal proposal was in respecting local distinctiveness.
- “...the proposal would be read as part of a newly formed street scene, which has a character distinctively different to that of Shelveys Way. Indeed, due to the limited intervisibility there would be no material harm to the local distinctiveness of Shelveys Way...The scale and design of the proposed dwellings would be similar to that approved for plots 1, 4 and 5 and would not therefore appear out of place. The spacing between dwellings would also be comparable to that approved and would not give rise to a cramped, overdevelopment of the site...”*. The inspector also commented on the matter of a car parking dominated frontage and how this compared with other recently approved development in the vicinity, as follows.
- “...the approved parking arrangement for the completed six dwelling scheme includes double width parking in front of three of the dwelling, with tandem parking in front of another. It would not therefore be an unusual arrangement in this context. Indeed, the arrangement would be very similar to that at plots 1 and 2, which are positioned in a much more prominent and sensitive location at the entrance to the new development...”*.

The present proposal does have side by side frontage/tandem parking but the impact of this on the street is comparable to existing parking arrangements in

the neighbourhood, as identified by the appeal inspector, and the presence of amenity space featuring a TPO tree elsewhere along the frontage.

Amenity of future occupiers

- 6.5 It is a fundamental objective of planning policy and stated within the National Planning Policy Framework that we provide high quality housing that is well designed and built to a high standard. The advice is amplified further by policies DES2 and DES5 of the Development Management Plan, which requires developments to demonstrate that dwellings have been designed to ensure that a good standard of amenity for all existing and future occupants and meet the minimum relevant nationally described space standards and be arranged to ensure that habitable rooms are arranged to have an acceptable outlook and where possible receive direct sunlight.
- 6.6 Nationally Described Space Standards require a two storey 3 bedroom dwelling to provide a minimum of 102 sq. metres of internal floor area. All eight of the proposed dwellings would more than exceed this requirement. Each of the bedrooms would be of an acceptable size, two of which would be south facing, with windows appropriately placed to ensure each would be provided with an acceptable level of sunlight/ daylight as well as a reasonable outlook. Each property would have a rear garden of acceptable size that would be consistent with neighbouring properties in the development.
- 6.7 The development is considered to comply with Policy DES5 of the Development Management Plan 2019 with regard to ensuring the provision of high quality homes for future occupants.

Impact on neighbouring residential amenity

- 6.8 As has been noted, the traditional pattern of existing development on Shelveys way has been typified by long rear gardens. Given this feature and the separation distances therefore between existing properties and the proposal which are comparable to the development which has been built to the rear of 1-7 Shelveys Way, it is unlikely that harm to neighbouring residential amenities would occur as regards overlooking, overshadowing or overbearing effect.
- 6.9 The proposed dwellings would be sited in excess of 45m from the donor properties to the north. Whilst the dwellings would feature front facing windows serving the master bedrooms the separation distance would be more than sufficient to ensure the relationship does not result in undue overlooking/ loss of privacy, particularly to the rear gardens of these properties. It is proposed to incorporate a strip of landscaping to the northern part of the application site, which would serve to provide screening between the proposed dwellings and these properties.
- 6.10 Number 43 Shelveys Way to the west of the site features an outbuilding along the very rear boundary of the plot, which is used for ancillary purposes to the

main dwelling. The garage of plot 8 would be sited approximately 1m from the shared boundary between the two plots; however the main bulk of the proposed dwelling would be in excess of 4.5m from the neighbours' outbuilding. Whilst the presence of the new dwelling would result in a change in the relationship between the two properties, it is not considered that the scale of the dwelling would be sufficiently overbearing in nature to warrant refusal.

- 6.11 The proposed dwellings have been sited in such a way as to avoid undue impact on each other. Whilst there would be some overlooking of rear gardens afforded from rear bedroom windows, this would not be untypical of such an arrangement.
- 6.12 Objection has been made on the grounds that the development would result in a poor outlook and loss of view for neighbouring properties, including to the rear. Whilst there are properties located to the south, unlike the first development of the site which abutted woodland, these are a significant distance away such that no harm to amenity would arise. It is recognised that the development would result in change, but it is not considered that this would be materially harmful as the proposed dwellings would be a sufficient distance away from neighbouring properties to not impact on outlook. It is also the case that a 'right to a view' is not a material planning consideration in the assessment of a planning application.
- 6.13 Regarding inconvenience and increased noise and disturbance during construction, whilst it is accepted that this can be an issue for residents, it is a temporary impact, rather than being capable of a reason for refusal. Statutory noise legislation is in place to deal with excessive noise levels. A condition requiring the submission and approval of a construction transport management plan would be included on any grant of permission.
- 6.14 Regarding objection on the grounds of harm to a Conservation Area, the site is not located within such designated areas. The site is also not within the Metropolitan Green Belt, though it is acknowledged that the development site is adjacent to the Green Belt.
- 6.15 As regards to concern about impact on property values, this is not a material planning consideration that can be taken in to account. With regard to the development being in conflict with a covenant, this is not a material planning consideration that can be taken in to account.
- 6.16 Any concern around crime fears would be a police matter. It is also not the view that such a development would give rise to health issues.
- 6.17 On balance it is considered that the proposed development would not give rise to a sufficient level of harm to neighbouring residential amenity to warrant refusal on this basis. The proposal would therefore comply with policy DES1 of the Development Management Plan 2019.

Trees and Landscaping

- 6.18 To the south, beyond the application site, is a wooded area of dense tree cover, all of which are protected by a group tree preservation order. It is noted that a number of non-protected trees have been pre-emptively felled, which is unfortunate. However the proposed development would provide opportunity for a landscape scheme to be implemented along the northern boundary of the site. In the event of permission being granted conditions requiring the submission of both a finalised tree protection plan and full landscaping details to be submitted to and approved by the Local Planning Authority prior to the commencement of development. Subject to compliance with these conditions the development would be acceptable with regard to tree matters, in accordance with Policy NHE3 of the Development Management Plan 2019.

Highway Impact, Access and Parking

- 6.19 The County Highway Authority (CHA) has been consulted on the application and acknowledges that historically a large number of objections have been raised by local residents and the Tadworth & Walton Residents Association (TWRA) in relation to the proposed developments that have been submitted during the past few years, particularly in terms of its impact upon traffic congestion, highway safety, and on street parking. However, the CHA has reached a different conclusion in terms of the severity of the impact of the development on the local highway network. The CHA has addressed the main highway concerns below.
- 6.20 The National Planning Policy Framework states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are "severe". The CHA acknowledges that the current proposed development of six three bed units and two x two bed units on top of the approved six dwellings to the rear of 19-29 Shelveys Way , together with the permitted development of 4 dwellings to the rear of 9 to 17 Shelveys Way and 6 dwellings on land to the rear of 1-7 Shelveys Way, would have a cumulative impact in terms of increasing the number of vehicular movements to and from the site via Shelveys Way. However, an increase in traffic does not necessarily equate to a reduction in highway safety.
- 6.21 The CHA's views on traffic impact have been supported by the Planning Inspectorate. In the Appeal Decision for application 16/01437, which was for the erection of 5 dwellings on land to the rear of 1-7 Shelveys Way, the Inspector concluded: "A development of 5 dwellings would not be likely to generate a great deal of traffic, and in the wider context of the junction of Shelveys Way with the A217, is unlikely to materially affect current conditions". Likewise, in the Appeal Decision for application 15/02752, which was for 6 dwellings on land to rear of 1-7 Shelveys Way, a different Inspector stated: "I have borne in mind that Shelveys Way is a relatively busy road and that the proposed access drive would meet it at a point relatively close to the junction with the A217 On balance I find insufficient grounds to conclude the access arrangements for a net increase of five dwellings in this location would compromise highway safety".

- 6.22 The total provision of dwellings on the site if this application were to gain planning permission would be 26 units. In terms of traffic generation the site is likely to produce about 16 vehicle movements during the development peak in vehicle movements between 0800 and 0900 hours. During the evening peak in development vehicle movements the site would generate about 17 movements. The peak in development vehicle movements coincides with network peak. The increase in vehicle movements is small compared to the flow of vehicles on the neighbouring strategic highway network and the increase in movements does not come close to the threshold in movements we used to ask for transport assessments. This threshold is 30 movements.

Access

- 6.23 Local residents and the TWRA have previously expressed strong concerns regarding the suitability of the site access, in terms of it being located in close proximity to the junction of Shelveys Way with the A217 Brighton Road. An independent speed survey has been carried out on behalf of the applicant, and the recorded 85th percentile speed on approach to the site access from both directions was 20-21mph. The site access has been provided with a visibility splay of 2.4m 'x' distance by 27.5m 'y' distance to the east, which is appropriate for speeds of 20-21mph, based on the guidance in 'Manual for Streets'. Furthermore, there is an existing speed table located on Shelveys Way between the A217 junction and the site access, which will help to control traffic speeds and ensure that speeds on approach to the access from this direction remain low. The CHA is therefore satisfied that the site access is both safe and suitable to accommodate the additional traffic that would be generated by the proposed 5 dwellings.
- 6.24 The site access is 4.8m wide, which is sufficient to allow two cars to enter and exit the site simultaneously. The applicant has also demonstrated that a 2.5m wide by 10.3m long refuse vehicle would be able to turn around within the site and exit in forward gear. The development already has a turning area towards the eastern end of the original site. The current development includes a turning area too. The CHA is therefore satisfied that the proposed development would not result in any vehicles waiting or queuing on Shelveys Way to access the site, or to vehicles reversing out of the site onto the public highway, in close proximity to the A217 junction.

Parking

- 6.25 The proposed development includes two parking spaces and a garage per 6 of the proposed units. This equates to 18 parking spaces. The seventh and eighth dwellings would have one parking space and a garage. The developer is proposing two visitor spaces. In total the proposed development includes 24 parking spaces which includes two visitor spaces. According to Reigate and Banstead Parking Standards the development should have 16 spaces for the residential units and 2 visitor spaces. The development is providing well in excess of the minimum required spaces for each of the units.

Turning

- 6.26 The developer is proposing an adequate turning area within the proposed development for refuse vehicles. There is also an adequate turning area in the development behind 09 to 29 Shelveys Way.

CIL

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

Affordable Housing

- 6.28 The proposed development is below the threshold at which affordable housing can be required by Policy DES6 of the DMP. However, when considered cumulatively together with the preceding developments to the east, the total size of the new development would exceed the 11-unit threshold. However, case law dictates that in order to consider successive developments as cumulative for the purposes of requiring affordable housing, then there must be evidence that the entire development has been planned 'as one'. In this case there is no evidence to dispute that each phase was planned independently of each other and successive to each other. Indeed, residents from parts of the development now included were objectors to the original schemes, indicating that they were not signed up to be part of a wider, eventual scheme. Counsel advice has been obtained which confirms that it would therefore be unreasonable to require affordable housing from the development as a result.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Arboricultural Plan	AS/TCP/19102019	1	17.12.2019
Location Plan	19004-A-PL01	A	17.12.2019
Site Layout Plan	19004-A-PL03	A	17.12.2019
Site Layout Plan	19004-A-PL02	A	17.12.2019
Proposed Plans	19004-A-PL08	A	17.12.2019
Proposed Plans	19004-A-PL06	A	17.12.2019
Proposed Plans	19004-A-PL07	A	17.12.2019
Proposed Plans	19004-A-PL05	A	17.12.2019
Street Scene	19004-A-PL10	A	17.12.2019

Street Scene	19004-A-PL09	A	17.12.2019
Site Layout Plan	19004-A-PL11	A	17.12.2019
Block Plan	19004-A-PL04	A	17.12.2019
Other Plan	19004-A-PL12	A	17.12.2019
Arboricultural Plan	M331-240	A	17.12.2019
Proposed Plans	19004-A-PL100	A	17.12.2019

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.

2. 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.

3. No development shall take place until samples 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 Policies DES1 of the Development Management Plan 2019 and the NPPF 2019.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions permitted by Classes A, B and C of Part 1 of the Second Schedule of the 2015 Order shall be constructed.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality with regard to Policies DES1 of Development Management Plan 2019.

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

Reason: To ensure that the development does not affect the amenity of the neighbouring properties by overlooking and to protect the visual amenities of the area in accordance with DES1 of Development Management Plan 2019.

6. The first floor windows in the side (east and West) 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 DES1 of Development Management Plan 2019.

7. 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 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 DES1 and NHE3 of Development Management Plan 2019.

8. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including specialised urban planting pits, cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

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

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason: To ensure good 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.

9. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking turning areas shall be retained and maintained for their designated purposes.

Reason: 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, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

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

Reason: 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 DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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

12. 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.

13. 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.

INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
2. The applicant is encouraged to provide renewable technology within the development hereby permitted in order to reduce greenhouse gas emissions.

3. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, a 140 litre wheeled bin conforming to British Standard BSEN840 and a 60 litre recycling box should be provided for the exclusive use of the occupants of that dwelling. Prior to the initial occupation of any communal dwellings or flats, wheeled refuse bins conforming to British Standard BSEN840, separate recycling bins for paper/card and mixed cans, and storage facilities for the bins should be installed by the developer prior to the initial occupation of any dwelling hereby permitted. Further details on the required number and specification of wheeled bins and recycling boxes is available from the Council's Neighbourhood Services on 01737 276501 or 01737 276097, or on the Council's website at www.reigate-banstead.gov.uk. Bins and boxes meeting the specification may be purchased from any appropriate source, including the Council's Neighbourhood Services Unit on 01737 276775.

4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

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

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

5. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality. There is an opportunity to incorporate substantial sized trees into the scheme to provide for future amenity and long term continued structural tree cover in this area. It is expected that the replacement structural landscape trees will be of Semi-

Extra Heavy Standard size with initial planting heights of not less than 4m with girth measurements at 1m above ground level in excess of 14/16cm.

6. 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).
7. 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.

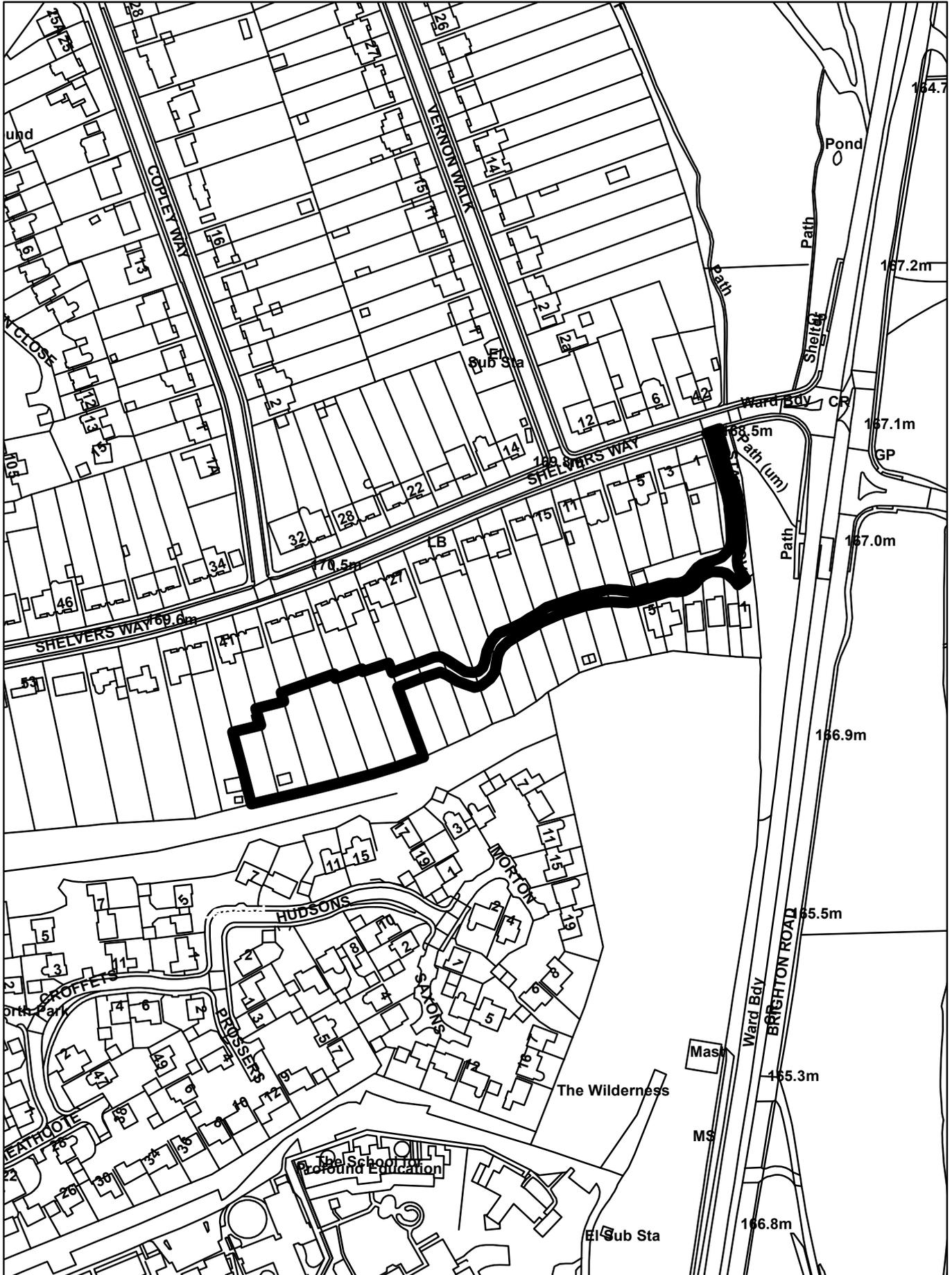
REASON FOR PERMISSION

The development hereby permitted has been assessed against the NPPF 2019 and Development Management Plan policies DES1 DES2 DES5 DES8 TAP1 NHE2 NHE3 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.

19/02536/F - Land To The Rear Of 31-41 Shelvers Way, Tadworth





Maping conoma (c) Crown copyright and database right 2010 Ordnance Survey 10001207

- Notes**
1. This drawing is the property of Vision Architects Limited
 2. It is not to be used or reproduced in any form without the written consent of Vision Architects Limited
 3. It is not to be used for any other purpose without the written consent of Vision Architects Limited
 4. No part of this drawing is to be used for any other purpose without the written consent of Vision Architects Limited
 5. No part of this drawing is to be used for any other purpose without the written consent of Vision Architects Limited

Client Name

DEWINE HOMES PLC

1500 @ 11

December 2018

1500 @ 11

1500 @ 11

Project Name

1500 @ 11

1500 @ 11

1500 @ 11

1500 @ 11

Client Name

DEWINE HOMES PLC

1500 @ 11

December 2018

1500 @ 11

1500 @ 11

VISION ARCHITECTS

1800A-PL11

VISION



ACCOMMODATION SCHEDULE

Application Size Area = 4561 sq. m / 0.45 hectares / 1.13 acres

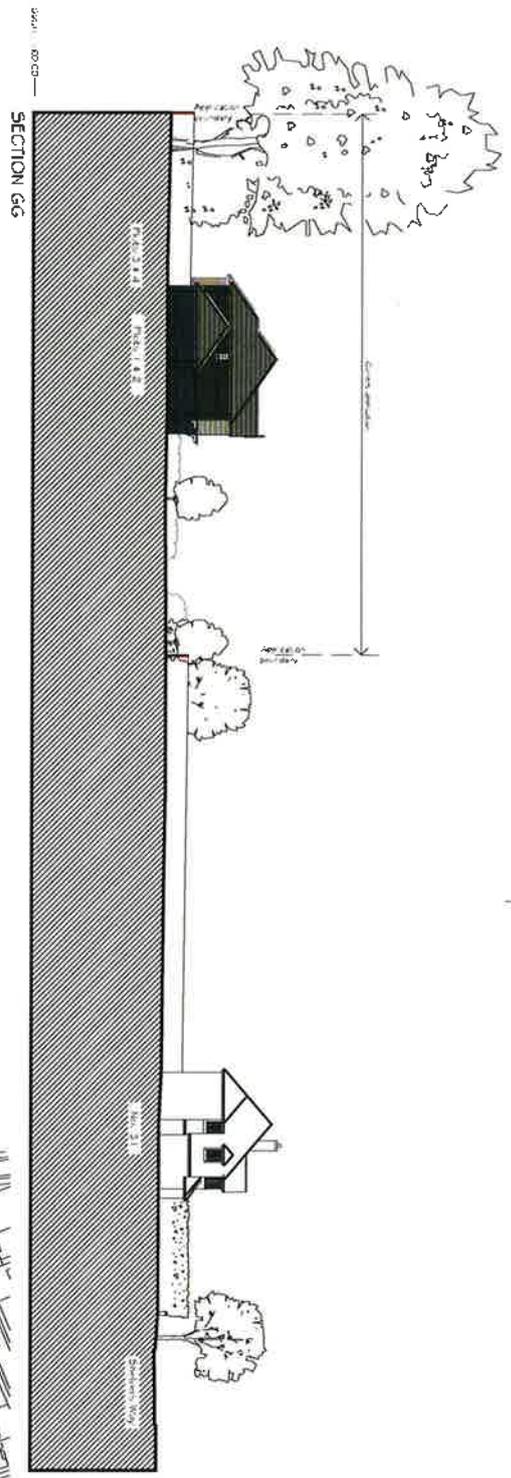
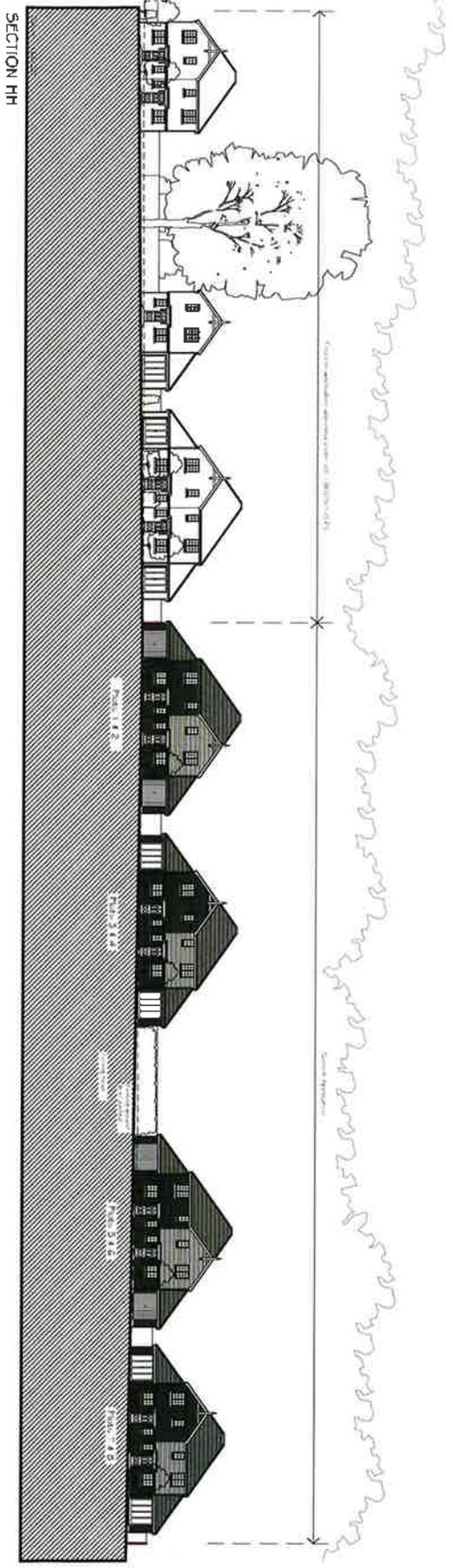
% OI / YrE	QUANTITY
Plots 1 to 6: 3 Bedroom Houses (91.5 sq.m / 985 sq.ft)	6
Plots 7 & 8: 2 Bedroom Houses (79.2 sq.m / 852 sq.ft)	2
TOTAL	8
Zoning	23 spaces

1. This drawing is the copyright of the architect and shall remain the property of the architect.
 2. No part of this drawing may be reproduced or any other person's work without written consent of the architect.
 3. REVISIONS shall be indicated by a circled number and a date. Space is provided for the architect's use.
 4. DISCREPANCIES shall be reported immediately to the project architect or engineer immediately.
 MODEL FILE REFERENCE: 19004-A-PL03

DATE: 2018.12.11
 DRAWN BY: A.J.C.
 CHECKED BY: A.J.C.

SCALE: 1:200 @ A1
 DATE: December 2018
 DRAWN BY: A.J.C.
 CHECKED BY: A.J.C.
 PROJECT: Land at 31 to 41 Sheffields Way, Tackworth, KT20 6QJ
 DRAWING NO.: 19004-A-PL03
 STATUS: PLANNING APPLICATION

vision architects
 drawing No. 19004-A-PL03 revision A



19/19 © Copyright Reserved

1. This drawing is the copyright of Vision Architects Limited

2. DO NOT copy, alter or reproduce in any way or part to a third party without written authority

3. THIS DRAWING IS THE PROPERTY OF VISION ARCHITECTS LIMITED

4. READ in conjunction with other Consultative documentation & drawings regarding this project

5. DISCREPANCIES should be reported in writing to the project architect or engineer immediately

MODEL FILE REFERENCE: 19004-A-PL09

A Planning Issue
 04/10/2019

7/19/2019 AJC A.J.C.
 08/08/2019 J.P. J.P.

DATE 1/200 @ A1

DATE December 2019

DRAWN A.J.C.

CHECKED A.J.C.

DATE DEVINE HOMES PLC

PROJECT Land of 31 to 41 Shelburne Way, Tredworth, KT20 5QL

FRAME Proposed Site Sections

TITLE PLANNING APPLICATION

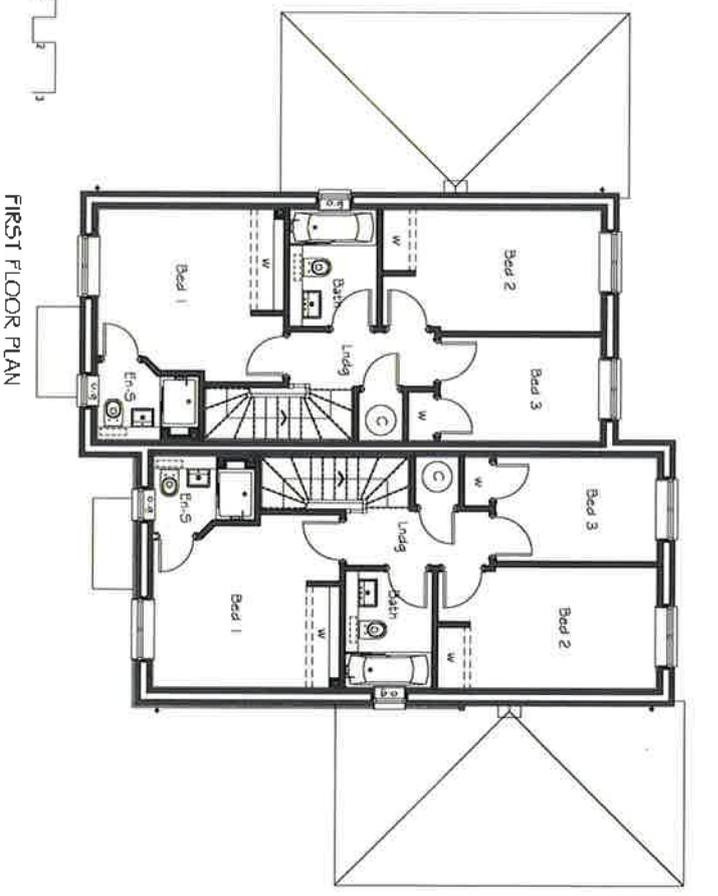
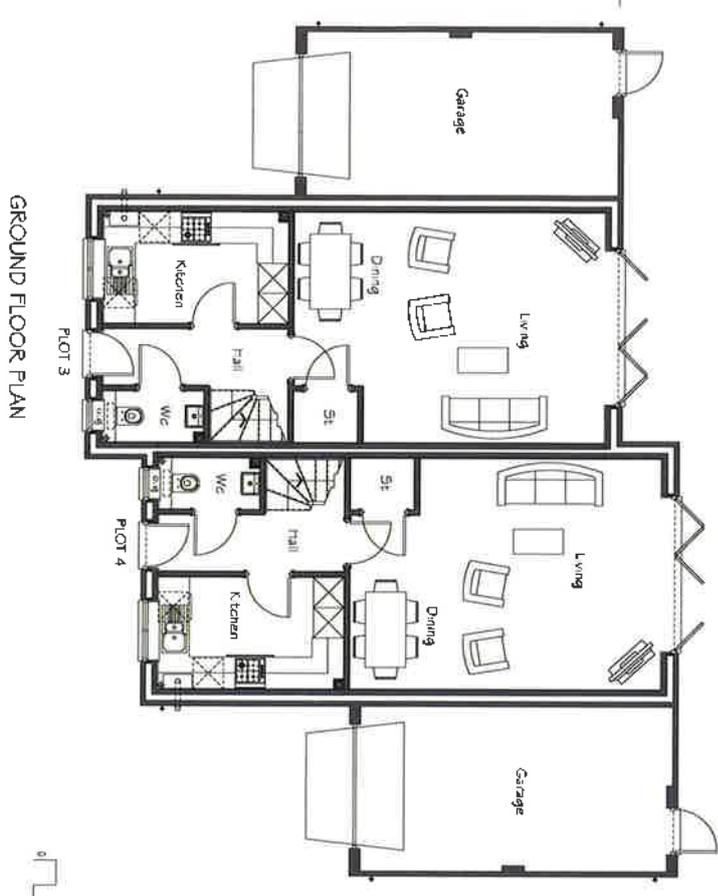
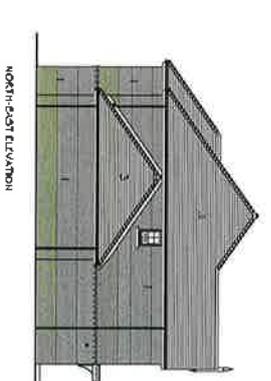
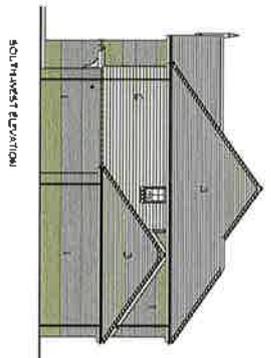
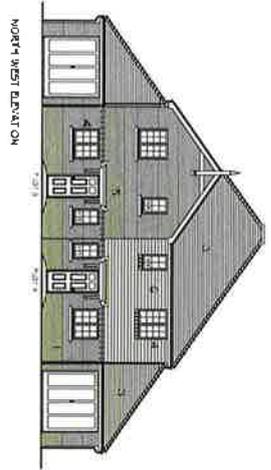
VISION ARCHITECTS

19004-A-PL09

VISION ARCHITECTS
 101794 030160
 01794 030160

drawing No. 19004-A-PL09

revision A



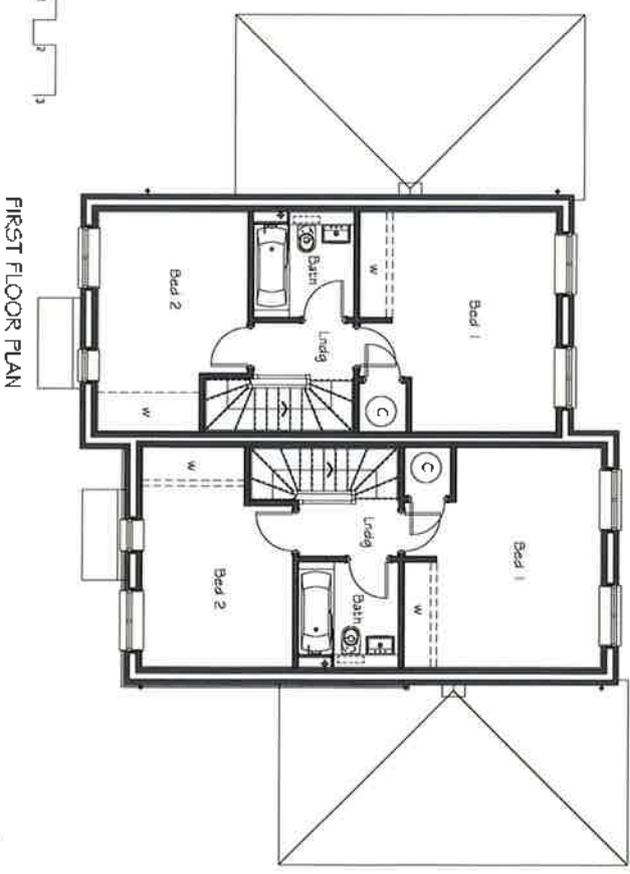
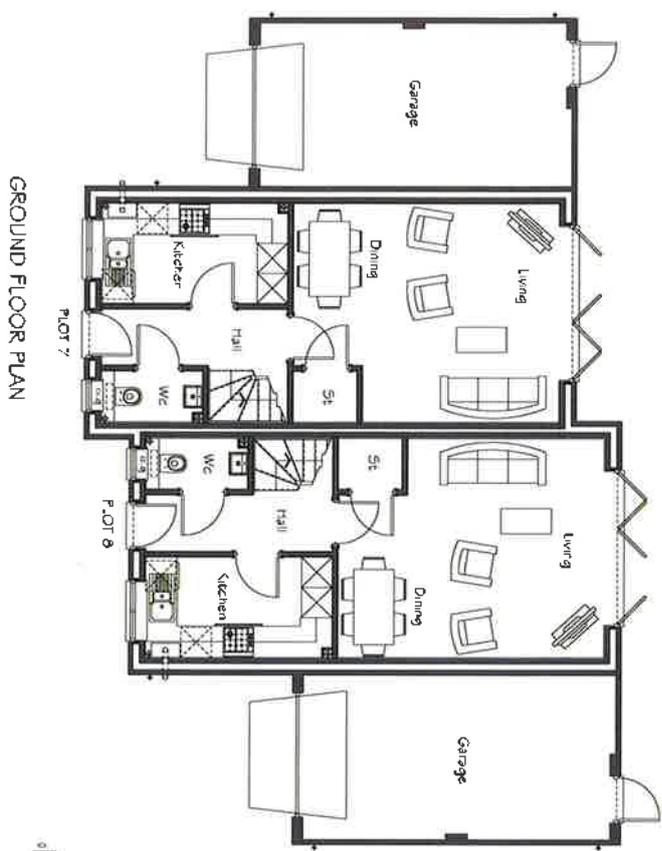
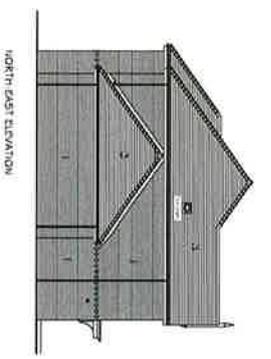
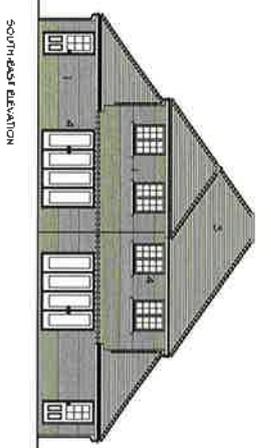
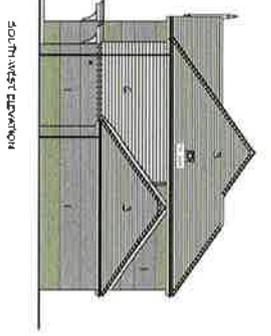
KEY TO MATERIALS	
1	Facing Brickwork
2	Render
3	Plan Tiles
4	JVIC Windows and Doors
5	Single Ply Membrane
6	Plan Tile Hanging
7	Timber Cladding

1. The drawing is the copyright of Vision Architects Limited
 2. DO NOT copy, alter or reproduce in any way or form in a third party without written authority
 3. This drawing is for the use of the client only
 4. READ in conjunction with other Consultants documentation & drawings regarding this project
 5. DISCREPANCIES should be reported in writing to the project architect or engineer immediately
 MODEL FILE REFERENCE: 1900A-PL06

A. P. [Signature]
 2018 12 14 AUC
 09:00 by AUC
 ch

150/1/100 @ A1
 December 2018
 AUC
 AUC
 DEVINE HOMES PLC
 Land at 31 to 41 Shelveys Way, Tudestow, KT20 5GJ
 Plots D & E - Proposed Floor Plans & Elevations
 PLANNING APPLICATION

vision architects
 drawing No. 1900A-PL06
 A



KEY TO MATERIALS	
1	Fencing Brickwork
2	Render
3	Flint Tiles
4	JVIC Windows and Doors
5	Single Fly Windows
6	Half Tile Hanging
7	Timber Cladding

Notes

1. This drawing is the copyright of vision architects limited
2. DO NOT use this drawing in any way without the prior written consent of vision architects limited
3. READ all instructions on the Client's contract documents and specifications for project
4. DIMENSIONS are given in millimetres to the nearest millimetre unless otherwise stated

MODEL FILE REFERENCE: 19004-A-PL08

2019.12.11 AJC AJC
 08:00 by ck

A. Planning (incl. description)

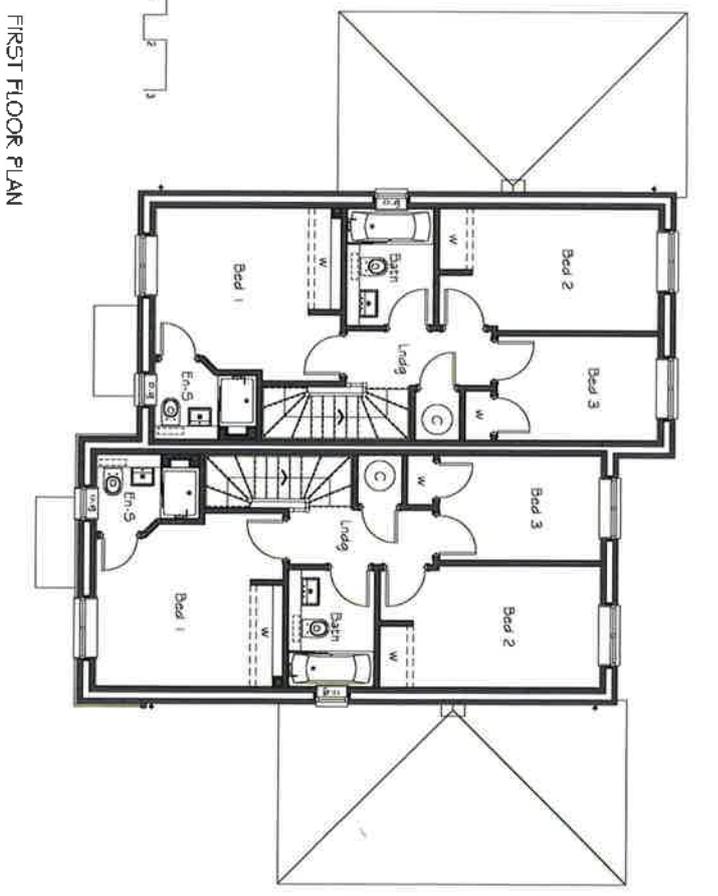
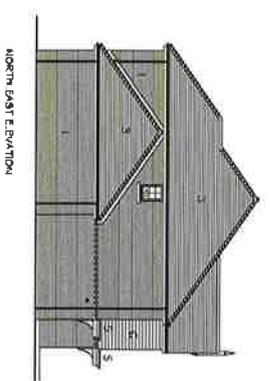
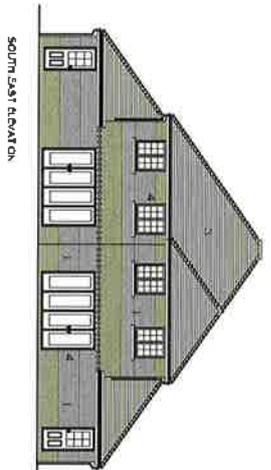
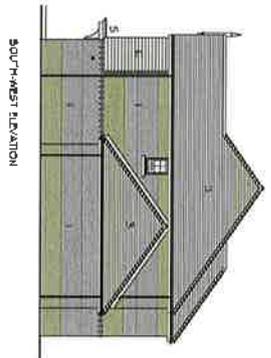
ref: JSO / 1:180 @ A1
 date: December 2019
 client: AJC
 architect: AJC

client: DEVINE HOMES PLC
 address: Land at 31 to 41 Shalvay Way, Tadworth, KT20 5QJ
 project: Plots 7 & 8 - Proposed Floor Plans & Elevations
 title: PLANNING APPLICATION

www.visionarchitects.co.uk | 01727 210060 | info@visionarchitects.co.uk

vision
architects

driving the 19004-A-PL08 revision A



KEY TO MATERIALS	
1	Facing Brickswork
2	Render
3	Plain Tiles
4	AFC Windows and Doors
5	Single Ply Membrane
6	Plain Tile Roofing
7	Terrace Boarding

GROUND FLOOR PLAN

FIRST FLOOR PLAN

© Copyright Reserved

- The ownership of the copyright of this drawing is reserved.
- DO NOT copy, alter or reproduce in any way or in a third party without our written authority.
- READ in conjunction with the Consultant's documentation & drawings regarding this project.
- DISCREPANCIES should be reported in writing to the project architect or engineer immediately.

MODEL FILE REFERENCE: 19004-A-PL

scale 1:50 / 1:100 @ A1
 date December 2019
 drawn AJC
 checked AJC

client DEVINE HOMES PLC
 project Land at 31 to 41 Shelveys Way, Ticklish, KT20 5QU
 address Plots 5 & 6 - Proposed Floor Plans & Elevations
 title PLANNING APPLICATION

Planning Book
 191211 AJC
 191211 AJC
 191211 AJC

vision architects

19004-A-PL07

drawing No. A

