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MODEL FILE REFERENCE- 19004-A-P-PL

rev.	description	date	by	ch
A	Planning Issue	2019.12.11	AJC	AJC

scale: 1:1250 @ A4 client: DEVINES HOMES PLC  
date: December 2019 project: Land at 31 to 41 Shelveys Way, Tadworth, KT20 5QJ.  
drawn: AJC drawing: Site Location Plan  
checked: AJC status: PLANNING APPLICATION

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drawing No: 19004-A-PL01 revision: A











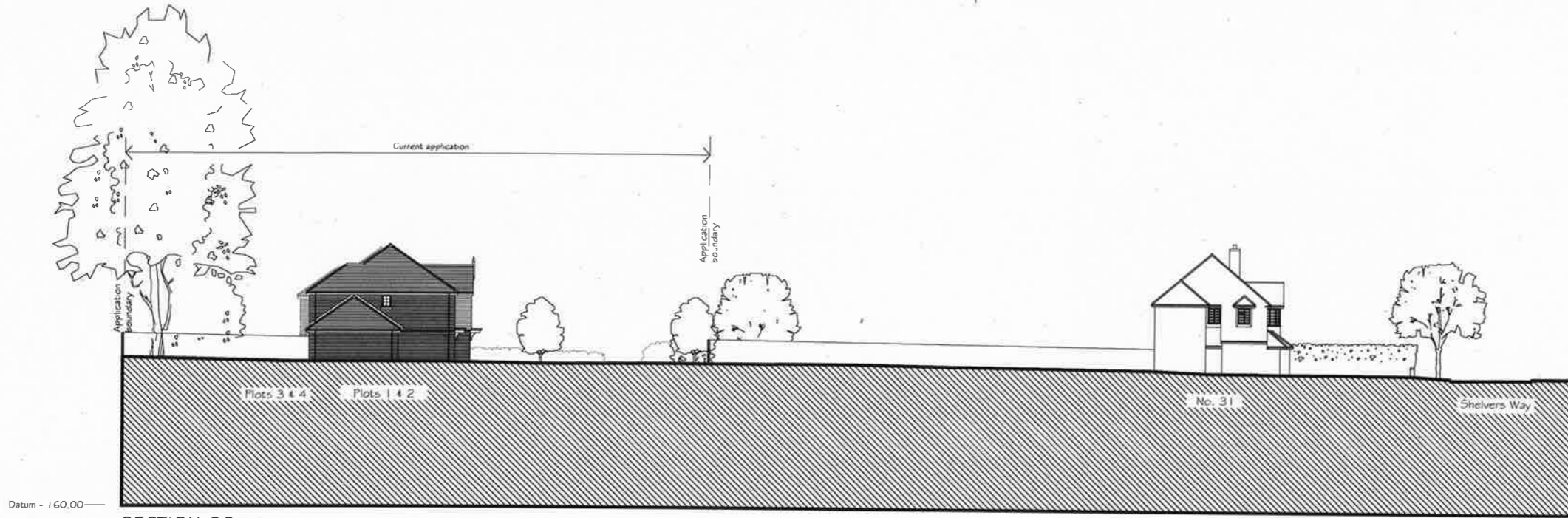
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 MODEL FILE REFERENCE: 19004-A-PL

rev.	Planning Issue description	date	by	checked by
A		2019.12.11	AJC	AJC

scale: 1:500 @ A3  
 date: December 2019  
 firm: AJC  
 sheet: AJC  
 client: DEVINE HOMES PLC  
 project: Land at 31 to 41 Shelveys Way, Tadworth, KT20 5QL.  
 drawing: Block Plan  
 status: PLANNING APPLICATION

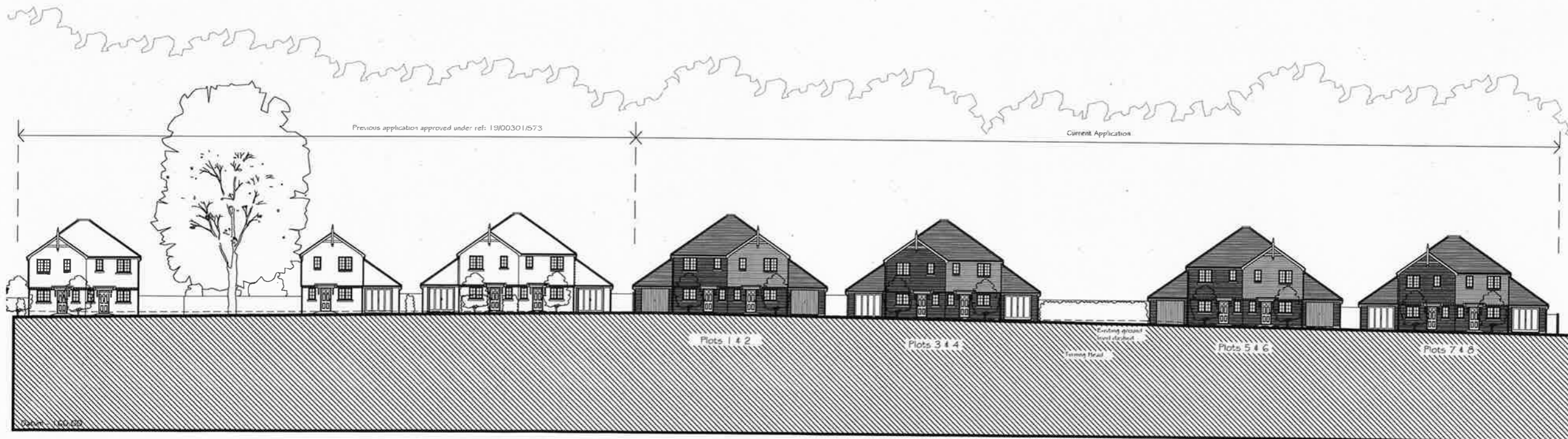
VISION architects  
 19004-A-PL04  
 drawing No. revision: A



SECTION GG



KEY PLAN



SECTION HH

scale:	1:200 @ A1	client:	DEVINE HOMES PLC
date:	December 2019	project:	Land at 31 to 41 Shelvers Way, Tadworth, KT20 5QJ.
drawn:	AJC	drawing:	Proposed Site Sections
checked:	AJC	status:	PLANNING APPLICATION

date:	2018.12.11	checked:	AJC
description:	Planning Issue	drawn by:	AJC
revision:	A	checked by:	on

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 MODEL FILE REFERENCE: 19004-A-P-L



<b>APPLICATION NUMBER</b>	<b>RE/19/2536</b>
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**DEVELOPMENT AFFECTING ROADS**  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

**Applicant:** Devine Homes PLC

**Location:** Land To The Rear Of 31-41 Shelveys Way Tadworth Surrey KT20 5QJ

**Development:** Erection of 8 dwellings comprising 3 x pair of semi, 3-bed detached dwellings, and single pair of x 2-bed semi-detached dwellings along with access to Shelveys Way utilising the approved access. As amended on 03/02/2020.

<b>Contact Officer</b>	Scott Dickson	<b>Consultation Date</b>	13 January 2020	<b>Response Date</b>	2 March 2020
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

**Conditions:**

1. 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.

2. 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.

3. 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).

**Informative:**

1. 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).

2. 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.

**Informative Note to Case Officer**

The County Highway Authority (CHA) 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.

**Highway Safety**

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 two bed units on top of the approved six dwellings to the rear of 19-29 Shelvers Way, together with the permitted development of 4 dwellings to the rear of 09 to 17 Shelvers Way and 6 dwellings on land to the rear of 1-7 Shelvers Way, would have a cumulative impact in terms of increasing the number of vehicular movements to and from the site via Shelvers Way. However, an increase in traffic does not necessarily equate to a reduction in highway safety.

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 Shelvers 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".*

The total provision of dwellings on the site if this were to get planning permission would be 24 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

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.

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

The proposed development includes two parking spaces and a garage per 7 of the proposed units. This equates to 21 parking spaces. The eighth dwelling would have one parking space and a garage. The developer is proposing two visitor spaces. In total the proposed development includes 23 parking spaces for each of the units plus 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

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.