

WA/2020/1793 – Erection of a detached dwelling, new vehicular access and extensions and alterations to existing dwelling at 34 KINGS ROAD, HASLEMERE GU27 2QG (as amended by access plan received 15/11/2021).

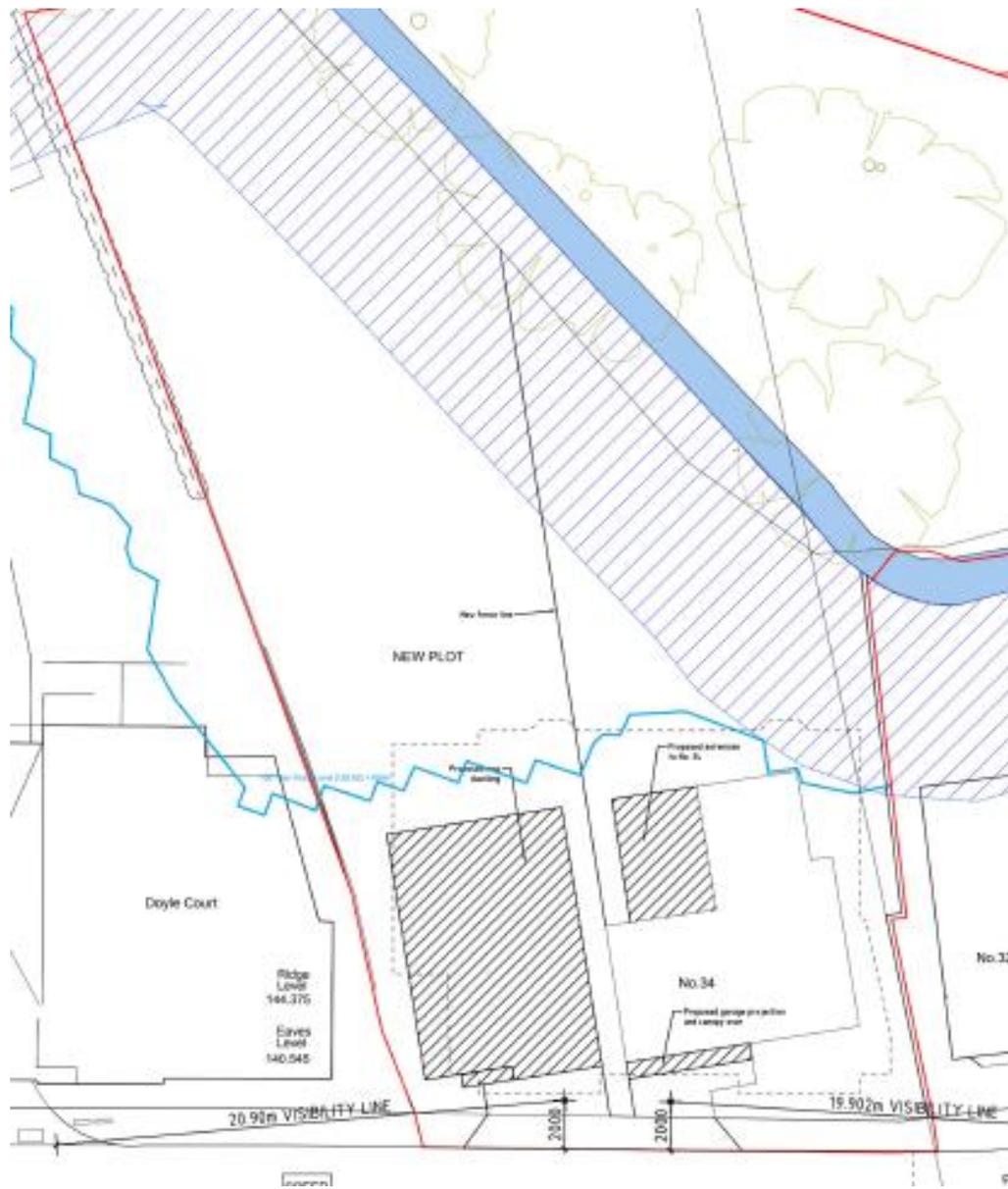
Applicant :	Mr A Bahrami-Jovein
Ward:	Haslemere Critchmere and Shottermill Ward
Case Officer:	Carl Housden
Neighbour Notification Expiry Date	22/12/2020
Extended expiry date	24/12/2021
Committee meeting date	Western 22/12/2021
RECOMMENDATION	That, subject to conditions, permission be GRANTED

1. Summary

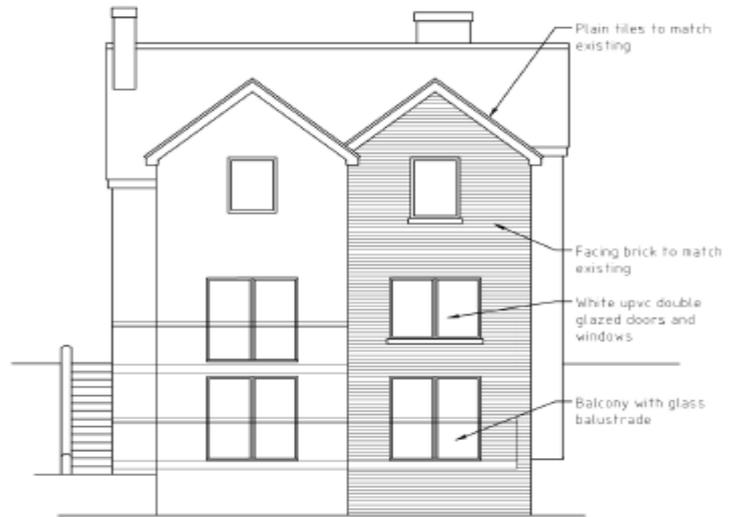
This application has been brought before the Area Committee at the request of Councillor Robini and Councillor Nicholson due to concern from neighbours.

This application is for the erection of a four bed detached dwelling and a three storey rear extension and single storey front extension to the host dwelling.

The proposed development would be of an acceptable design, bulk, scale and mass for the streetscene of Kings Road which is varied in character. The scheme would also have an acceptable impact on neighbours whilst also not resulting in harm to highway safety, flood risk or ecology. The application is therefore recommended for approval.

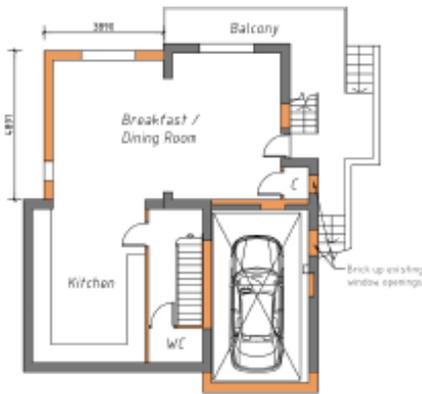


Proposed Front and Rear Elevations of the Host Dwelling

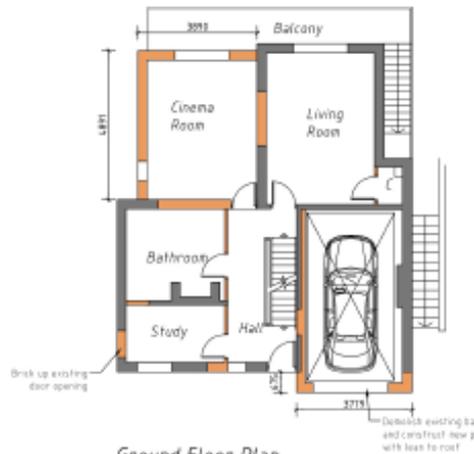


Rear Elevation

Proposed Floor Plans of the Host Dwelling



Lower Ground Floor Plan

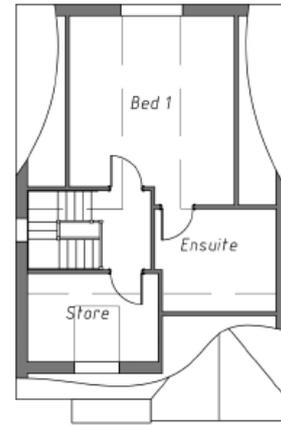


Ground Floor Plan

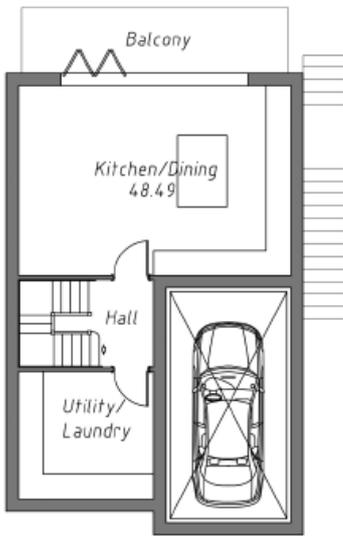


First Floor Plan

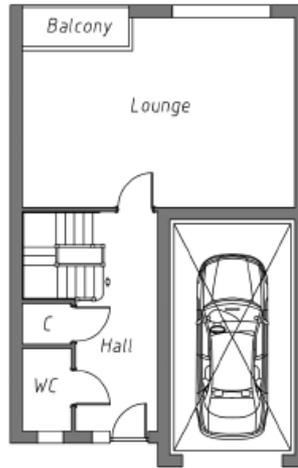
Proposed Dwelling Front and Rear Elevations



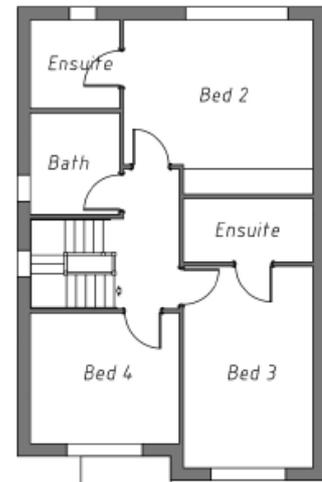
Second Floor Plan



Lower Ground Floor Plan



Ground Floor Plan



First Floor Plan

5. Relevant Planning History

WA/2020/0881	Erection of a building to provide 6 flats with access and parking following demolition of existing dwelling (revision of WA/2019/0596)	Full Permission	05/05/2021
WA/2019/0596	Erection of a building to provide 8 flats with access and parking following demolition of existing dwelling.	Refused	24/07/2019
WA/2012/1917	Erection of a building to provide 9 flats and associated works following demolition of existing dwelling	Refused Appeal Allowed	08/03/2013 18/10/2013

6. Relevant Planning Constraints

Developed Area of Haslemere
Wealden Heaths II SPA 5km Buffer Zone
East Hants SPA 5km Buffer Zone
Flood Zone 2 and 3 (rear north east part of site)
River Bank
Ancient Woodland 500m Buffer Zone

7. Relevant Development Plan Policies and Guidance

- Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): SP1, SP2, ALH1, ST1, AHN3, CC2, CC4, TD1, NE1, NE2 and NE3.
- Haslemere Neighbourhood Plan (2013-2032): H1, H4, H7, H9, H11
- Waverley Borough Local Plan 2002 (retained policies February 2018): D1, D4, D6, D7, D8 and D9.

Other guidance:

- The National Planning Policy Framework 2021 (NPPF)
- The National Planning Practice Guidance 2019 (NPPG)
- Land Availability Assessment (2016)
- West Surrey Strategic Housing Market Assessment (2015)
- Residential Extensions Supplementary Planning Document 2010 (SPD)
- Council's Parking Guidelines (2013)
- Surrey Vehicular and Cycle Parking Guidance (2018)
- Cycling Plan SPD (April 2005)
- Haslemere Design Statement (2012)
- National Design Statement (2019)

8. Consultations and Town/Parish Council Comments

Haslemere Town Council	No objection
Environment Agency	No objection subject to conditions
Natural England	No objection
Surrey Wildlife Trust	No objection subject to conditions
Thames Water	No objection subject to conditions
Surrey County Highway	No objection subject to conditions

9. Representations

Five letters have been received raising objection on the following grounds:

- Not clear how the application relates to WA/2020/0881.
- Concerns that the ecological information used for WA/2020/0881 has just been resubmitted and is inconsistent as it talks about the demolition of the whole building.
- A landscape management plan should be provided.
- Concerns over parking.
- Concern over overlooking from the garden and balconies to 30 Kings Road
- Concerns over drainage and flooding issues.
- Questions whether the applicant owns all the land.
- The surveys provided for the site old, some in excess of 4 years.
- Concerns over impact on biodiversity.
- Car parking on the land will invade privacy of 24, 26, 28 and 30 Kings Road.

One letter of observation has been received commenting the following:

- Comments its much more in keeping than WA/2020/0881 and the trees and waterway will be protected.
- Identifying wheeled bin storage is a problem in Kings Road and needs to be addressed with bin stores.

10. Principle of development

Policy SP1 of the Local Plan (Part 1) 2018 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development.

11. Location of Development

The site is an allocation in the Council's emerging Local Plan Part 2. Emerging Policy DS11 (34 Kings Road, Haslemere) is allocated for an additional five dwellings.

At the time of the LPP1 examination, the Council advised the Local Plan Inspector that it was aiming for the Local Plan Part 2 to be adopted in April 2019. Whilst the LPP2 has been delayed, a pre-submission document has been drafted and a Regulation 19 consultation undertaken, which ended on 29 January 2021. An additional Regulation 19 consultation was further undertaken on amendments which ended 12/11/2021.

The Local Development Scheme indicates that it will be submitted to the Secretary of State for examination in December 2021, with anticipated adoption in September/October 2022.

In accordance with paragraph 48 of the NPPF 2021, although Local Planning Authorities may give weight to relevant policies in emerging plans, the level afforded is determined by the stage the Plan has reached, the extent to which there are any unresolved objections to it and the degree of consistency of the relevant policies in the emerging plan to this Framework.

As such at this stage, very limited weight can be attributed to the Policy DS 06 of the emerging Local Plan Part 2.

Notwithstanding this, the site is located within the developed area of Haslemere as defined within the Local Plan (Part 1) 2018.

Policy SP2 of the Local Plan (Part 1) 2018 sets out the spatial strategy for the borough up to 2032 and seeks to focus development at the four main settlements. The proposal is in the developed area of Haslemere and therefore accords with the spatial strategy.

Policy ALH1 of the Local Plan (Part 1) 2018 expects Haslemere, as a main settlement, to facilitate at least 990 new homes over the plan period. The proposal is therefore consistent with this policy objective.

The proposal would create new housing within a sustainable location, in close proximity to existing facilities and transport links of Haslemere, thereby reducing the need of future occupants to travel by private vehicle to meet their day-to-day needs.

Therefore, it is considered that the proposal would provide a new residential unit in a sustainable location.

12. Housing Land Supply

The Council published its latest Five Year Housing Land Supply Position Statement, with a base date of 1 April 2021, in November 2021. The Five Year Housing Land Supply Position Statement for 2021 demonstrates the Council has a housing land supply of 5.2 years.

13. Design and impact on visual amenity

Policy TD1 of the Local Plan 2018 (Part 1) requires development to be of high quality design and to be well related in size, scale and character to its surroundings. Retained Policies D1 and D4 of the Local Plan 2002 are attributed substantial and full weight respectively due to their level of consistency with the NPPF 2021.

The site lies within the Shottermill and Critchmere Character Area as defined within the Haslemere Design Statement 2012. The Design Statement advises that Kings Road is a part of Haslemere which has seen quite a significant change in the last twenty to thirty years, with former services sites being developed with modern housing.

The prevailing character of Kings Road is one of frontage development either side of the highway, with a strong established building line to the south of the highway and a more organically developed building line to the north. The plot sizes tend to vary in length and depth. The surrounding built environment is diverse, comprising a mixture of modern blocks of flats (Doyle Court and Canvas Court), two storey detached, semi detached and terrace housing. The existing built form along Kings Road is relatively dense and close

knit, with only few spacious gaps between. The site contributes one of these spacious gaps as a result of a significant 11 metre gap between the flank elevations of the built form of Doyle Court and 34 Kings Road.

The proposed dwelling comprises of a part two-storey and part three-storey unit with a barn hipped roof, protruding gable end with a facing brick and plain tile finish. Due to the mixed character of the Kings Road streetscene the design is not considered to be out of keeping of the area. Furthermore, the bulk, scale, mass and height proposed would be appropriate for the plot of the proposed dwelling and would not amount to overdevelopment.

The proposed front and rear extensions to the host dwelling would be of acceptable bulk and mass and would further appear appropriate in the context of host dwelling and the new smaller curtilage of 34 Kings Road and would not amount to overdevelopment.

The proposed development would therefore be in accordance with Policy TD1 of the Local Plan 2018, H7 of the Haslemere Neighbourhood Plan and retained Policies D1 and D4 of the Local Plan 2002.

14. Impact on residential amenity

Doyle Court

Doyle Court is located to the west of the site. The east flank elevation of Doyle Court contains three bedroom windows at lower ground floor level, two bedroom windows at upper ground floor level and two kitchen windows at first floor. All of these windows are the only source of light to the accommodation that they serve. It is noted that kitchen windows are not recognised as main habitable room windows within the Council's Residential Extensions SPD 2010.

Officers have given consideration to the conclusions of the previous appeal scheme of WA/2012/1917 and the recent granting of WA/2020/0881 in that these east flank windows are already subject of a loss of daylight, sunlight and outlook due to the difference in levels between the sites and the presence of the existing boundary fencing. It is noted that since both these decisions this situation has not changed. As with these two schemes, the proposed development brings two storeys of development within approximately 3m of the east flank. Due to the existing situation, in line with the previous two decisions it is considered that the proposal would not result in materially harmful loss of light, outlook or overbearing impact greater than the existing situation to the habitable rooms of Doyle Court.

The proposed dwelling would not extend beyond the rear elevation of Doyle Court and as such, would not impact the existing windows on the north elevation of this neighbouring property, nor impact upon its private amenity space in terms of being overbearing, overshadowing or resulting in loss of light.

The proposed lower ground floor balcony would be set back into the dwelling with brick on the western and eastern elevations and as such would not result in any overlooking.

While there are two western side windows proposed above ground floor level, as these serve non-habitable rooms an obscure glazing condition can be imposed on any permission granted to ensure there would be no loss of privacy. Furthermore, in order to protect the privacy of the occupiers of Doyle Court in the future, it is considered reasonable to recommend a condition to prevent openings in this elevation in the future without the benefit of planning permission.

32 Kings Road

The proposed dwelling would have no material impact to the amenity of 32 Kings Road owing to the existing dwelling being situated to the east of the proposed dwelling and due to the proposed dwelling having no direct outlook towards 32 Kings Road. The proposed rear extensions to 34 Kings Road would be situated to the west of the existing protruding rear gable and as such would not be overbearing or cause a loss of light and outlook. Furthermore, the proposed rear facing windows would not have direct outlook towards 32 Kings Road and as such would not cause a loss of privacy. Due to the single storey stature of the proposed front extension and separation from 32 Kings Road, the front extension would not cause a loss of amenity to 32 Kings Road. The proposed rear facing balconies would have obscured screening to the west and east at 1.7m, secured by a condition and as such would not cause a loss of privacy.

34 Kings Road

34 Kings Road has three western facing side windows that would be impacted by the proposed dwelling. However each of these windows are secondary windows within dual aspect rooms. As such there would not be a materially harmful loss of light to 34 Kings Road. The proposed dwelling would be situated in line with the front and rear building line of 34 Kings Road and as such would not result in an overbearing impact or loss of light and outlook. The rear facing windows in the proposed dwelling would have no direct outlook towards the rear amenity area of 34 Kings Road and as such there would be no loss of privacy.

It is considered that due to the extensive separation distance from all other neighbours is sufficient for the proposed developments to not cause a loss of residential amenity to them.

The proposed development would not result in harm to the residential amenity of neighbouring properties in accordance with Policy TD1 of the Local Plan Part 1 2018, retained Policies D1 and D4 of the Local Plan 2002 and the Residential Extensions SPD.

15. Amenity Space and Technical Space Standards

Policy TD1 of the Local Plan (Part 1) 2018 seeks to maximise the opportunity to improve the quality of life, health and well-being of current and future residents through the provision of appropriate private, communal and public amenity space, appropriate internal space standards for new dwellings, on site play space provision, appropriate facilities for the storage of waste and private clothes drying facilities. Retained Policies D1 and D4 of the Waverley Borough Local Plan 2002 are attributed full weight respectively due to their level of consistency with the NPPF 2021.

The Government's technical housing standards – nationally described space standard (2015) requires dwellings to meet certain internal space standards in order to ensure that an appropriate internal standard of accommodation has been provided for future occupiers.

The proposed development would exceed the technical housing standards. Furthermore, all internal primary accommodation would be served by unrestricted windows, allowing for light and air to enter and circulate the rooms they serve. The proposed balconies on the host dwelling would have western facing screening of at least 1.7m so would not result in overlooking towards the new dwelling or its curtilage.

The proposed development would also provide appropriate external private amenity space for future residents.

Therefore, the proposal is considered to be acceptable in terms of the standard of accommodation proposed, in accordance with Policy TD1 of the Local Plan (Part 1) 2018 and the Government Technical Housing Standards – Nationally Described Space Standards 2015.

16. Highways and vehicle parking

Policy ST1 of the Local Plan 2018 (Part 1) states that development schemes should be located where it is accessible by forms of travel other than by private car; should make necessary contributions to the improvement of existing and provision of new transport schemes and include measures to encourage non-car use. Development proposals should be consistent with the Surrey Local Transport Plan and objectives and actions within the Air Quality Action Plan. Provision for car parking should be incorporated into proposals and new and improved means of public access should be encouraged.

The County Highway Authority has undertaken an assessment in terms of the safety, capacity and policy grounds. Subject to conditions the Highway Authority is satisfied that the application would not have a severe impact on the safety and operation of the adjoining public highway. As such Officers are satisfied there would be no highway safety concerns.

The NPPF supports the adoption of local parking standards for both residential and non-residential development. The Council has adopted a Parking Guidelines Document (2013) which was prepared after the Surrey County Council Vehicular and Cycle Parking

Guidance in January 2012. Policy ST1 of the Local Plan (Part 1) 2018 states that development schemes should have appropriate provision for car parking. Development proposals should comply with the appropriate guidance as set out within these documents.

The proposal would provide for 2.0 car parking spaces. This provision would fall short of the Council's Parking Guidelines by 0.5 spaces. However, owing to the highly sustainable location, this shortfall is not considered harmful enough to warrant a refusal.

Therefore, subject to conditions, the proposal is considered to comply with Policy ST1 of the Local Plan (Part 1) 2018 and the Council's Parking Guidelines Document (2013)

17. Effect on Wealden Heaths SPA

The site is located within the Wealden Heaths II SPA 5km Buffer Zone and the East Hants SPA 5km Buffer Zone. The proposal would result in an increase in people (permanently) on the site. However, due to the availability of alternative recreational opportunities within the area, which could divert residents from use of the SPA, the proposal would not have a likely significant effect upon the integrity of the SPA.

Therefore, the proposal is considered acceptable in accordance with Policy NE1 of the Local Plan 2018 (Part 1). An appropriate assessment is not therefore required.

18. Flood Zone 2 & 3

Policy CC4 of the Local Plan (Part 1) 2018 seeks to ensure that development is designed and laid out to be safe and that the risk of flooding is minimised, whilst not increasing the risks of flooding elsewhere.

Whilst the red line of the application site covers land within both Flood Zones 2 and 3, the development itself is situated within Flood Zone 1. A flood risk assessment by UNDA Consulting dated April 2020 has been submitted in support of the application.

The Environment Agency was consulted and did not provide any site-specific comments, but provided guidance that the development should adhere to.

Sequential Test – The Sequential Test aims to ensure that development does not take place in areas at high risk of flooding when appropriate areas of lower risk are reasonably available. Post-development the site will become “more vulnerable”. The submitted FRA states that the application is considered suitable development within Flood Zone 1, an exception test is not required.

Safe Access and Egress – The FRA confirms that the entire development is situated on land above the modelled 1:100 year flood level with allowance for climate change, and entirely within Flood Zone 1. Site users should exit the site to Kings Road which is entirely within Flood Zone 1.

Climate Change – The FRA confirms that the finished floor levels will be at least 300mm above the modelled 1:100 year flood level including an allowance for climate change.

Provided the development is carried out in accordance with the flood risk management measures set out in the submitted FRA, it is considered that the development proposal would be acceptable in flood risk terms.

19.8m River Bank Buffer Zone

The site would be within 8m of a river bank. The development itself is, however, located outside of the 8m buffer zone. The proposal would not have a detrimental impact on the visual quality, water quality or ecological value of the existing river corridor in accordance with Policy NE2 of the Local Plan (Part 1) 2018.

20. Biodiversity and compliance with Habitat Regulations 2017

The submitted ecology report has confirmed the presence of active bat roosts within the development site and that these roosts would be subject to loss or disturbance as a result of development. Surrey Wildlife Trust was consulted regarding the proposal and raised no objections to the proposed development, but did recommend an informative reminding the applicant that they are required to obtain a mitigation licence from Natural England for the works.

21. Trees

The submitted tree plan shows that the development would fall well outside of the root protection areas of the trees north of the site. Whilst the site is now overgrown, none of the vegetation contributes to the character of the area. As such officers are satisfied that the development would not impact the trees which contribute to the area.

Conclusion

The planning balance assessment concludes that the proposal is in accordance with the Development Plan, as such, planning permission is recommended for approval.

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition:

The plan numbers to which this permission relates are Unnumbered Location Plan at 1:1250 dated September 2020, 20/460/01A, 20/460/02A, 20/460/3F, 20/460/04, 20/460/05, 20/460/06. The development shall be carried out in accordance with the approved plans. No material variation from these plans

shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason:

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

2. Condition:

No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1), H7 of the Haslemere Neighbourhood Plan and retained Policies D1 and D4 of the Local Plan 2002.

3. Condition:

The proposed windows in the western elevation at first floor and second floor level shall be positioned a minimum of 1.7m above the internal floor level, or they shall be permanently fixed shut and glazed with obscure glazing to the extent that intervisibility is excluded and shall be retained thereafter.

Reason:

Having regard to the relationship with neighbouring properties and to accord with Policy TD1 of the Local Plan Part 1 2018, H7 of the Haslemere Neighbourhood Plan and Retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

4. Condition:

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 windows/dormer windows or other openings other than those expressly authorised by this permission shall be constructed in the western elevation of the dwelling hereby permitted without the written permission of the Local Planning Authority.

Reason:

In the interests of neighbouring residential amenity, in accordance with Policy TD1 of the Local Plan Part 1 2018, Policy H7 of the Haslemere Neighbourhood Plan and Retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

5. Condition:

Prior to the first use if the development hereby approved, details of the western and eastern rear balcony screening on the lower ground floor and ground floor of the host dwelling shall be submitted to and approved by the Local Planning Authority.

The screen shall remain in the approved form and location in perpetuity.

Reason:

Having regard to the relationship with neighbouring properties and to accord with Policies TD1 of the Local Plan 2018 Policy H7 of the Haslemere Neighbourhood Plan and retained Policies D1 and D4 of the Local Plan 2002

6. Condition:

No vehicle shall access the site unless and until the proposed vehicular access to Kings Road hereby approved has been constructed and provided with visibility zones in accordance with the approved plans, Drawing No. 20/460/03 Rev F, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1m high.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 of the National Planning Policy Framework "Promoting Sustainable Transport" and in accordance with Policy ST1 of the Local Plan 2018, Policy H9 of the Haslemere Neighbourhood Plan and retained Policy D4 of the Local Plan 2002.

7. Condition:

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.

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

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 of the National Planning Policy Framework "Promoting Sustainable Transport" and in accordance with Policy ST1 of the Local Plan 2018, Policy H9 of the Haslemere Neighbourhood Plan and retained Policy D4 of the Local Plan 2002.

8. Condition:

The development hereby approved shall not be occupied unless and until the

proposed dwelling is provided with a fast charge Electric Vehicle charging point (current minimum requirements - 7kw 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:

To ensure the sustainable construction of development, in accordance with Policy ST1 and CC2 of the Local Plan 2018.

9. Condition:

Prior to the occupation of the dwelling, details shall be submitted to and be approved in writing by the Local Planning Authority to confirm that the dwelling has been completed to meet the requirement of 110 litres of water per person per day.

Reason:

To ensure the sustainable construction of development, in accordance with Policy ST1 and CC2 of the Local Plan 2018.

10. Condition:

Prior to the first occupation of the dwellings here by permitted the highest available speed broadband infrastructure shall be installed and made available for use unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure the sustainable construction of development, in accordance with Policy ST1 and CC2 of the Local Plan 2018.

Informatives:

1. The applicant is advised that they will be required to:
 - Obtain a mitigation licence from Natural England following the receipt of planning permission and prior to any works which may affect bats commencing.
 - Undertake all the actions which will be detailed in the Method Statement which must support a mitigation licence which is expected to be based on the actions set

out in the ecology report submitted.

2. Community Infrastructure Levy (CIL)- - The development hereby permitted is CIL liable. - - 'CIL Form 6: Commencement Notice' must be received by the Council prior to the commencement of development. Commencement of development is defined in Regulation 7 of the CIL Regulations 2010 (as amended).- - Failure to adhere to the CIL Regulations and commencing work without notifying the Council could forfeit any rights you have to exemptions, payment by instalments and you may also incur surcharges.- - For further information see our webpages (www.waverley.gov.uk/CIL) or contact CIL@waverley.gov.uk
3. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.
4. There is a fee for requests to discharge a condition on a planning consent. The fee payable is ?116.00 or a reduced rate of ?34.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.- - Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.- u0000
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
6. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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

(including Stats connections/diversions required by the development itself or the associated highway 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-and-community-safety/floodingadvice.

7. 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.

8. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of Paragraph 38 of the National Planning Policy Framework 2021.