

<b>Ward:</b>	<b>Woodcote Ward;</b>
<b>Site:</b>	<b>Green Gables, Ashley Road, Epsom, KT18 5BB</b>
<b>Application for:</b>	<b>Demolition of existing building and erection of two linked, two storey buildings containing 22 student bedrooms, associated parking and cycle parking</b>
<b>Contact Officer:</b>	<b>Euan Cheyne</b>

## 1 Plans and Representations

- 1.1 The Council now holds this information electronically. Please click on the following link to access the plans and representations relating to this application via the Council's website, which is provided by way of background information to the report. Please note that the link is current at the time of publication, and will not be updated.

Link: <https://eplanning.epsom-ewell.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=R93R8WGYFK500>

## 2 Comments from Third Parties

- 2.1 The proposal has been amended as part of the application process, thus the application was re-advertised by means of letter to those notified on the original proposal and to anyone else who submitted a representation on the original proposal. A planning site notice was displayed on 29/09/2022. To date (25/10/2022), 18 letters of objection have been received on the amended proposal regarding:

- lack of substantial factual evidence on the need for student accommodation/how it meets relevant planning policies
- adverse visual impact
- design
- impact on character
- overdevelopment / over-crowding; high density accommodation in a family area
- generation of noise and disruption; students likely to cause noise at anti-social hours
- propose that no private amenity space is provided to reduce noise and disturbance etc.; surprised that additional amenity space is added to the front of the curtilage

- impact on neighbour amenities
- loss of privacy
- loss of light
- overshadowing
- overbearing; Building B will be 5.5 metres higher than the existing single storey garage
- loss of outlook
- light pollution; atrium glazing treatment still unclear
- traffic/parking implications; increase on-street parking pressure
- impact on drainage/flooding etc.
- maximum sound insulation should be included in building construction and materials
- streetscene drawings fail to show the cycle shed and bin store
- rearrangement of front layout to show more consideration to occupiers of Malvern Court; propose that bike shelter and bin stores positions are swapped, or the bin stores repositioned to the current front amenity space
- the revisions go no way to remove any of the previous concerns; appear to only make things worse / amended plans do not alter previous objection or deal with previous concerns raised at the planning committee meeting
- no warden on site; little confidence in student management strategy between students and private landlord
- contrary to local plan policies

**Woodcote (Epsom) Residents' Society:** The minor revisions are not considered to adequately address our substantive objections relating to the impact on neighbouring residential amenity, visual amenities, and townscape. Inadequate detail about the decorative panelling across stairwell and lobby area; cannot be conditioned as needs to be assessed from outset. The repositioning of Building A to within 0.5 metres of Ashley Road frontage further serves to undermine the open front garden townscape identified as a positive street element in the Environmental Character Study.

### 3 Consultations

- 3.1 **Epsom and Ewell Borough Council (EEBC) Waste Services Manager:** No objections.
- 3.2 **Surrey County Council Highway Authority (CHA):** No objections. The amendments support the CHA's position on supporting reduced, or zero, car parking provision on sites that are considered sustainable in transport terms as per the original site specific comment.
- 3.3 **Surrey County Council Lead Local Flood Authority (LLFA):** There is no change to the surface water drainage strategy at the site and therefore we have no comments. Please refer back to our response dated 26/05/2022.
- 3.4 No further comments were received from the other original statutory, non-statutory and internal consultees.

### 4 Amendments

- 4.1 The application was deferred from the September meeting of the Planning Committee to allow for a Member site visit to be undertaken. The applicant has made amendments to the scheme, in response to the discussion and concerns raised by Members at the September meeting of the Planning Committee. This report should be read together with the main committee report (Appendix 1).

#### Siting of Building A

- 4.2 Building A and the glazed link element connecting Building A to Building B has been moved a further 0.4 metres from the shared boundary with the rear gardens of Ladbroke Road. The west part of Building A containing the hallway, bathroom and one bedroom has been moved a further 0.6 metres from the boundary and the east part of Building A containing the kitchen, living room, bathroom and other three bedrooms has been moved a further 0.935 metres from the boundary. It would display a slight staggered rear elevation.
- 4.3 The amendments result in the set in distance from the rear of Building A to the rear elevation of No. 2 Ladbroke Road being increased from 10.4 metres to between 10.9 metres and 11.3 metres (ground floor) and 12.9 metres and 13.3 metres (first floor).
- 4.4 This results in a widening of the rear pathway, allowing for increased landscaping.

#### Impact upon Neighbouring Residential Amenities

- 4.5 The amendments to the siting of Building A, allowing for an increased set in distance from the shared boundary with No. 2 Ladbroke Road would be a minor improvement.

- 4.6 Building A has been broken up, creating a slight staggered rear elevation, in an attempt to break up the overall mass/bulk/dominance of Building A when viewed from No. 2 Ladbroke Road. There would be three false windows and an additional ground floor window to break up the brick and create a more articulated appearance.

#### Light Pollution

- 4.7 The glazed link element remains an enclosed, lightweight structure between Building A and Building B. The amendments include an additional layer of decorative panelling fixed to the exterior of the glass for the south/rear elevation of the link element.
- 4.8 Dwg No. J003868-DD-20 A Proposed Elevations 3 and 4, the panelling is shown as a corten cladding with a gradient of perforations. The indicative bronze colour of the corten material is also shown. The lower half (ground floor) of the panelling would be more perforated to retain the open and lightweight feel of the glazed link, designed to break up the brick of both Building A and Building B. The perforation in the cladding would decrease to an opaque finish moving to the first floor to address light spillage and overlooking impacts. The lights within the glazed link would be controlled by both switches with a time, and sufficient daylight sensors, so would not be on permanently.
- 4.9 The roof of the glazed link element would be of a monopoly membrane finish with sedum.

#### Highways, Parking and Cycle Parking

- 4.10 The car parking arrangements have been amended to reduce the number of on-site car parking spaces from four standard car parking spaces to one disabled car parking space, measuring 5 metres by 2.5 metres. It would be served by an Electric Charging Point.
- 4.11 The CHA have reviewed the amended plans, and raise no objection on capacity or highway safety grounds. They further state that the amendments support the CHA's position on supporting reduced, or zero, car parking provision on sites that are considered sustainable in transport terms.
- 4.12 A bike shelter is proposed to the front of Building B, adjacent to the front boundary fronting Ashley Road. It would accommodate 12 bicycles. It would be of a rectangular footprint, measuring 2.197 metres by 4.86 metres. It would have a height of 2.365 metres. It would have a flat sedum roof and sliding doors (see Dwg No. J003968-DD-25 A Proposed Bike Shelter).

#### Refuse/Recycling Facilities

- 4.13 The proposed two dedicated bin stores to the front right hand side of the site have been slightly pushed back from the front boundary line with a hedge proposed around the sides and rear of the bin stores. This would provide some visual screening.
- 4.14 The proposed bin stores would measure 2.829 metres by 3.8 metres and 2.829 metres by 4.3 metres. They would both have a height of 1.5 metres and would be uncovered, allowing for the height to be less than if headroom had to be accounted for. The proposed materials and finishes would comprise of a galvanised steel frame clad with treated wood cladding and swing doors (see Dwg No. J003968-DD-26 Proposed Bin Store).

#### Quality of Accommodation

- 4.15 The car parking arrangements have been amended, thus allowing for the creation of a new additional amenity space (29.83sqm) to the front of the site. This would be in addition to Amenity Space A (18sqm) and Amenity Space B (15.65sqm). This would give a total amenity space of 63.48sqm.

#### Other Matters

- 4.16 Dwg No. J003968-DD-15 E Proposed Site Plan has been updated to include further details of the proposed boundary treatments for the shared side boundary with Malvern Court. The existing 1.2 metre wall and railings to the front of the existing building is to be retained and towards the rear along the side boundary it is proposed to replace the existing fence with a 1.8 metre high fence.

## **5 Conclusion**

- 5.1 Paragraph 11(d) of the NPPF (2021) states that for decision-making the Council should approve planning permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.2 The Council are unable to demonstrate a 5 year supply of land for the delivery of housing. As such, the presumption in favour of sustainable development and Paragraph 11(d) of the NPPF (2021) is a material planning consideration.
- 5.3 The proposed student accommodation would meet an identified need for specialised types of accommodation within the Borough and the provision of additional housing comprises a significant social benefit.
- 5.4 Taking all the matters into account, including the above amendments and all other material planning considerations, it is found that the benefits would significantly and demonstrably outweigh the negative impacts when assessed against the policies of the NPPF as a whole. The proposal would represent sustainable development.

Planning Committee:  
03/11/2022

Planning Application  
Number: 22/00379/FUL

**CONDITION(S):**

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

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

J003968-DD-01 Site Location Plan (Received 23/03/2022)  
J003968-DD-13 D Proposed Site Plan with Ground Floor Plan (Received 22/09/2022)  
J003968-DD-14 D Proposed Site Plan with First Floor Plan (Received 22/09/2022)  
J003968-DD-15 E Proposed Site Plan with Dimensions and Levels (Received 14/10/2022)  
J003968-DD-16 A Proposed Ground Floor Plan (Received 22/09/2022)  
J003968-DD-17 A Proposed First Floor Plan (Received 22/09/2022)  
J003968-DD-18 A Proposed Roof Plan (Received 22/09/2022)  
J003968-DD-19 A Proposed Elevations 1 & 2 (Received 22/09/2022)  
J003968-DD-20 A Proposed Elevations 3 & 4 (Received 22/09/2022)  
J003968-DD-21 A Proposed Elevations 5 & 6 (Received 22/09/2022)  
J003968-DD-22 C Proposed Sections 1, 2 and 3 (Received 22/09/2022)  
J003968-DD-23 B Street Scene (Received 14/10/2022)  
J003968-DD-24 Proposed Amenity Space B (Received 15/06/2022)  
J003968-DD-25 A Proposed Bike Shelter (Received 14/10/2022)  
J003968-DD-26 Proposed Bin Storage (Received 14/10/2022)  
Tree Development Report (Received 23/03/2022)  
C2751-R1-REV A Flood Risk Assessment & SuDS Report (Received 13/05/2022)

Reason: For the avoidance of doubt and in the interest of proper planning.

3. The student accommodation hereby approved shall only be occupied by students enrolled full or part time in an institution of higher education.

Reason: The accommodation due to its size and layout would not be appropriate for permanent residential use, and in order to comply with Policy DM12 (Housing Standards) of the LDF Development Management Policies Document (2015).

4. The development hereby approved shall not be first occupied until a detailed student management strategy has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented throughout the lifetime of the building.

Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies Document (2015).

5. Prior to above ground works, details and samples of all external materials (including boundary treatment) to be used for the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To secure a satisfactory appearance on completion of the development in accordance with Policy CS5 (The Built Environment) of the LDF Core Strategy (2007) and Policies DM9 (Townscape Character and Local Distinctiveness) and DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies Document (2015).

6. Prior to first occupation, details of the design and external appearance of the boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: In order to safeguard the visual amenities of the area and to safeguard the amenities of the occupiers of neighbouring properties in accordance with Policy CS5 (The Built Environment) of the LDF Core Strategy (2007) and Policy DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies (2015).

7. Prior to above ground works, details of a scheme of hard and soft landscaping (to include appropriate replacement tree planting to replace the previously lost TPO) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented so that planting can be carried out during the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or shrubs which die during this period shall be replaced in the first available planting season, and the area shown to be landscaped shall be permanently retained for that purpose only, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to secure a satisfactory appearance on completion of the development in accordance with Policy DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies Document (2015).

8. Prior to above ground works, details of existing and proposed finished site levels, finished floor and ridge levels of the proposed dwelling to be erected, and finished external surface levels have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: In order to safeguard the visual amenities of the area / in order to safeguard the amenities of the occupiers of neighbouring properties in accordance with Policy CS5 (The Built Environment) of the LDF Core Strategy (2007) and Policy DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies (2015).

9. The approved areas of hardstanding will be porous or permeable, or shall direct surface water to a porous or permeable area within the site and shall thereafter be maintained as such.

Reason: To reduce surface water runoff from the site in accordance with Policy CS6 (Sustainability in New Developments) and Policy DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies Document (2015).

10. 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 and turning areas shall be retained and maintained for their designated purpose.

Reason: In order that the development would not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the NPPF (2021) and Policy DM35 (Transport and New Development) of the LDF Development Management Policies Document (2015).

11. The development hereby approved shall not be occupied unless and until 100% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a



scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In recognition of Section 9 “Promoting Sustainable Transport” of the NPPF (2021) and to accord with Policy DM36 (Sustainable Transport for New Development) of the LDF Development Management Policies Document (2015).

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site for a minimum of 12 bicycles to be parked in a secure, covered and lit location. Thereafter the cycle parking areas shall be retained and maintained for their designated purposes.

Reason: In recognition of Section 9 “Promoting Sustainable Transport” of the NPPF (2021) and to accord with Policy DM36 (Sustainable Transport for New Development) of the LDF Development Management Policies Document (2015).

13. The development hereby approved shall not be first occupied unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the existing access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason: In order that the development would not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the NPPF (2021) and Policy DM35 (Transport and New Development) of the LDF Development Management Policies Document (2015).

14. The development hereby approved shall not be first occupied unless and until improvements to the existing bus stops on Ashley Road north of the site have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to allow for improved accessibility for future occupiers of the site to the public transport network. Such improvements may include where appropriate a kerb build out, suitable kerbing heights, provision of bus shelter and Real Time Passenger Information.

Reason: In recognition of Section 9 “Promoting Sustainable Transport” of the NPPF (2021) and to accord with Policy DM36 (Sustainable Transport for New Development) of the LDF Development Management Policies Document (2015).

15. The development hereby approved shall not be first occupied unless and until a pedestrian crossing has been provided along Ashley Road in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to facilitate the movement of pedestrians associated with the site.

Reason: In recognition of Section 9 "Promoting Sustainable Transport" of the NPPF (2021) and to accord with Policy DM36 (Sustainable Transport for New Development) of the LDF Development Management Policies Document (2015).

16. 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) provision of boundary hoarding behind any visibility zones
- (e) HGV deliveries and hours of operation
- (f) vehicle routing
- (g) measures to prevent the deposit of materials on the highway
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (i) no HGV movements to or from the site shall take place between the hours of 7.30 and 9.30 am and 2.45 and 5.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Ashley Road (B290), Worple Road, Caithness Drive and Ladbrooke Road during these times
- (j) on-site turning for construction vehicles (or measures for traffic management)

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: In order that the development would not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the NPPF (2021) and Policy DM35 (Transport and New Development) of the LDF Development Management Policies Document (2015).

17. Works related to the construction of the development hereby permitted, including works of demolition or preparation prior to building operations shall not take place other than between the hours of 08.00 to 18.00 hours Mondays to Fridays; 08.00 to 13.00 hours Saturdays; with no work on Saturday afternoons (after 13.00 hours), Sundays, Bank Holidays or Public Holidays.

Reason: In order to safeguard the amenities of the occupiers of neighbouring properties in accordance with Policy DM10 of the LDF Development Management Policies Document (2015).

18. Prior to commencement of works hereby permitted, an updated Arboricultural Method Statement and a Tree Protection Plan in accordance with British Standard 5837:2012 (or later revision) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit, without the prior written consent of the Local Planning Authority. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

Reason: To protect the trees on and adjacent to the site which are to be retained in the interests of visual amenities in accordance with Policy CS5 (The Built Environment) of the LDF Core Strategy (2007) and Policies DM5 (Trees and Landscape) and DM9 (Townscape Character and Local Distinctiveness) of the LDF Development Management Policies Document (2015).

19. Unless otherwise agreed by the Local Planning Authority, the following must be undertaken following any demolition and prior occupation of the new development, in accordance with current best practice guidance:

- (i) a site investigation and risk assessment to determine the existence, extent and concentrations of any made ground/fill, ground gas (including hydrocarbons) and contaminants (including asbestos) with the potential to impact sensitive receptors on and off site. The scope and detail of these are subject to the approval in writing by the Local Planning Authority. The results of the investigation and risk assessment shall be submitted to and approved by the Local Planning Authority; and
- (ii) if ground/groundwater contamination, filled ground and/or ground gas is found to present unacceptable risks, a detailed scheme of risk management measures shall be designed and submitted to the Local Planning Authority for approval.
- (iii) the site shall be remediated in accordance with the approved measures and a verification report shall be submitted to and

approved in writing by the Local Planning Authority. If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for remediation of this source of contamination shall be submitted to and approved in writing by the Local Planning Authority. The remediation of the site and verification report shall incorporate the approved additional measures.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy DM17 (Contaminated Land) of the LDF Development Management Policies Document (2015).

20. Prior to occupation of the development hereby permitted the applicant shall supply details of locations of bird and bat boxes, as well as swift bricks, to be located within the proposed development. The approved details shall be retained in perpetuity for the lifetime of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard and enhance biodiversity in accordance with Policy CS3 (Biodiversity) of the LDF Core Strategy (2007) and Policy DM4 (Biodiversity and New Development) of the LDF Development Management Policies Document (2015).

21. Prior to the commencement of the development, details of sustainability measures shall be submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate how the development would be efficient in the use of energy, water and materials including means of providing the energy requirements of the development from renewable technologies. The development shall be carried out in strict accordance with the approved details prior to the first occupation of the building, shall be maintained as such thereafter and no change shall take place without the prior written consent of the Local Planning Authority.

Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development in accordance with Policy CS6 (Sustainability in New Development) of the LDF Core Strategy (2007).

22. Prior to first occupation of the development hereby permitted, the rear facing first floor window on the south elevation, serving a hallway, kitchen and bathroom, shall be constructed so that no part of the framework less

than 1.7m above finished floor level shall be openable. Any part below that level shall be fitted with, and retained in, obscure glazing to a minimum of level 3 on the standard scale. Any film used to achieve the requisite obscurity level shall be non-perishable and tamper-proof, and must be replaced in the event that it ceases in obscurity level 3.

Reason: To protect the amenities and privacy of the adjoining residential properties in accordance with Policy DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies Document (2015).

23. Prior to first occupation of the development hereby permitted, details of the rear glazing treatment (e.g. obscure glazing, gradient of perforations) on the south elevation of the atrium/common lobby at a scale of 1:20/1:50 shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details and permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To reduce light spillage and to protect the amenities and privacy of the adjoining residential properties in accordance with Policy DM10 (Design Requirements for New Developments (including House Extensions)) of the LDF Development Management Policies Document (2015).

INFORMATIVE(S):

1. In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in the Core Strategy, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.
2. Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced.
3. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work before 8am or after 6pm

Monday to Friday, before 8am or after 1pm on a Saturday or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Health Department Pollution Section.

4. The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
  - carry out work to an existing party wall;
  - build on the boundary with a neighbouring property;
  - in some circumstances, carry out groundwork's within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "The Party Walls etc. Act 1996 - Explanatory Booklet".

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see:

[www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)

6. 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.
7. 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).
8. Section 59 of the Highways Act 1980 permits the Highway Authority to charge developers for damage cause 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.
9. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.