



<b>Application Number and Registration Date</b>	<b>MO/2019/0031 (Detailed) 07-Feb-2019</b>
<b>Applicant</b>	<b>Mr A Haque</b>
<b>Case Officer</b>	<b>Aidan Gardner</b>
<b>Amendments /amplifications</b>	<b>amplified by emails dated 05/03/19</b>
<b>Committee Date</b>	<b>3 April 2019</b>
<b>Ward(s)</b>	<b>Fetcham East Within 20m of Fetcham West Ward</b>
<b>Proposal</b>	<b>Erection of two storey rear extension, 4 No. front dormer windows and 4 No. rear dormer windows to facilitate the creation of habitable accommodation in roof space to create 5 No. additional flats.</b>
<b>Site Description</b>	<b>248, Cobham Road, Fetcham, Leatherhead, Surrey, KT22 9JQ</b>

**RECOMMENDATION: Approve subject to conditions**

**Summary**

The site lies at the northern periphery of the Fetcham shopping centre, just north of the junction of Cobham Road and The Street. It accommodates a two storey building comprising restaurant and shop on ground floor with residential over.

In 2016, permission was granted for extensions to the rear of the building to create an additional four flats (MO/15/2053). The permission was not implemented but remains extant until 1 June 2019. The current proposal is for a larger extension to create a total of 7 flats.

Planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Council cannot demonstrate a 5 year supply of housing and therefore, the 'tilted balance' embedded in the NPPF is engaged. Those Development Plan policies affecting housing land supply are out of date. However, those policies relating to detailed design, as set out in the Core Strategy, Local Plan and Bookham

Neighbourhood Plan are not in conflict with the policies in the NPPF and are not out of date. It is considered that the proposal would not be in conflict with the policies and would not be harmful to the character and amenities of the locality. Permission is therefore recommended.

The applicant is the son of a local councillor.

### 1. Development Plan

1.1. Built up area

### 2. Relevant Planning History

MO/82/0229	Change of use from retail shop to restaurant (132 sq m).	Permitted 16/04/82. Implemented.
MO/87/1616	Single storey rear extension.	Permitted 12/02/88. Implemented.
MO/07/1140	Decking area to rear of restaurant.	Refused 03/09/07.
MO/10/0639	Change of use of part of building to dog grooming area (sui generis).	Permitted 12/07/10.
MO/15/00412	Rear extension over three floors to create 8 additional flats.	Withdrawn 14/05/15.
MO/15/2053	Extensions to create 4 additional flats.	Permitted 02/06/15.
MO/16/1799	Prior notification for change of use of 248A from retail use to 1 No. apartment.	Prior approval not required. 09/01/17.

### 3. Description of Development

3.1. The application site is lies on the eastern side of Cobham Road, between the junction with Shamrock Close and the railway bridge (Leatherhead to Guildford line). The premises are a two storey building which comprise a retail unit (charity shop) and restaurant (Fetcham Tandoori) on the ground floor with residential unit on the first floor. To the north at No. 250 is a residential care home, whilst housing lies to the south and east in Shamrock Close.



**Figure 1: Site Location Plan**

3.2. The site is located at the northern extreme of the Fetcham shopping centre. The local area accommodates a mix of residential and commercial premises, including a small supermarket together with a range of retail and other businesses.



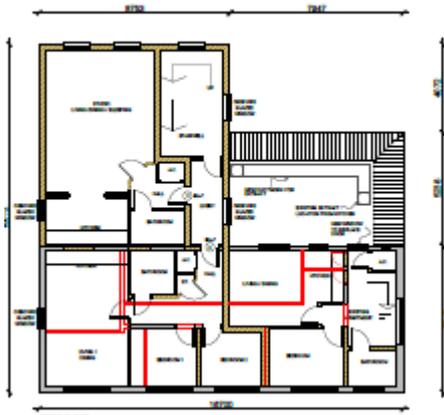
**Figure 2: Site viewed from the south west**

### Background

- 3.3. In June 2016, planning permission was granted under MO/15/2053 for an extension at ground, first and second floor level to create four additional flats. The permission has not been implemented, however remains extant until 1 June 2019.

### Current proposal

- 3.4. The proposal is for a revised design of extension, on this occasion to create a development of 5 additional flats, achieved through a replacement roof over the main building element and a two and a half storey rear extension at the northern side of the site. The existing retail unit and restaurant on the ground floor will be retained, as will its associated first floor flat, resulting in a total of 7 residential units on the site. The new accommodation would comprise: 3 No. studio apartments, 2 No. one bedroom apartments and 2 No. two bedroom units.
- 3.5. It is proposed to add a first and second floor extension at the rear of the building, following the removal of an element of the single storey addition. The extension would follow an L shape plan, ranging in depth from 5.2 metres to 9.4 metres, with the deepest element occupying the northern side of the site. The main difference between the approved development and the current proposal is that, in the case of the former, the upper floor extension is confined to the northern half of the property. The current extension, by contrast, occupies the full footprint of the existing ground floor elements at the rear, as shown below:

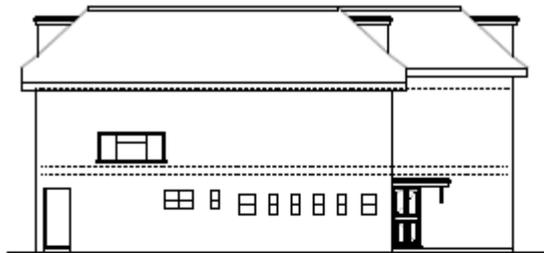


**Figure 3: Approved first floor plan**

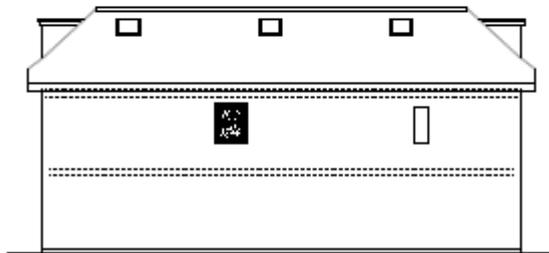


**Figure 4: Proposed first floor layout**

3.6. The extended roof would incorporate four dormer windows to the front elevation, two to the rear elevation with the remaining two in the rear projection. Materials would comprise white render and plain tiles, to match the existing building.



PROPOSED SIDE (SOUTH) ELEVATION



PROPOSED FLANK (NORTH) ELEVATION

**Figure 5: South (top drawing) and north flank elevations**



**Figure 6: Front and rear elevations**

- 3.7. There is an existing vehicular access at the southern side of the site serving a yard at the rear of the premises. It is proposed to retain this access and provide a parking courtyard with 8 spaces (7 plus 1 visitor space), together with a covered cycle store and refuse store on the basis.
- 3.8. Additionally, there is a large forecourt at the front of the premises which can accommodate a number of vehicles.

#### **4. Consultations**

- 4.1. SCC Highways: Recommend conditions
- 4.2. Surrey Wildlife Trust – Have taken note of the applicant's Bat Survey report dated March 2016. The Trust takes the view that the report is appropriate in scope and methodology and identifies negligible potential for the building subject to works to host active bat roosts. No further surveys are recommended. However, the survey dates from March 2015 and so is therefore now 4 years old. Government guidance requires that surveys are up to date and ideally from the most recent survey season. A four year old survey cannot be considered to be up to date. Bats are highly mobile and move roosts sites actively. Unidentified roosts may still be present. . The applicant should be required to undertake works to this property only in accordance with a precautionary methodology under the watch of a suitably qualified ecologist.

*Officer comment:* A condition is recommended, to address this aspect.

- 4.3. Thames Water – no views received.
- 4.4. Environmental Health Department – Recommend conditions relating to odour control (restaurant cooking) and noise (from railway)

- 4.5. Environmental Services – No objections on the basis of a revised plan showing the refuse store moved closer to the highway boundary.

## 5. **Representations**

- 5.1. Four representations have been received, two of which are from occupiers raising the following summarised concerns:

- The proposal is a missed opportunity to upgrade the area;
- No details of material are indicated. Tile hanging elements would be an improvement.

*Officer comment:* Materials are to be white render and tiles to match the existing. This will be secured by imposing a suitable planning condition.

- Loss of light, outlook and privacy to adjacent properties in Shamrock Close.
- Increased noise and disturbance.

The two remaining respondents express support for the proposal as it would improve the area and provide much needed additional housing.

## 6. **Main Planning Policies**

### 6.1. **Government Guidance**

National Planning Policy Framework

Section 5: Delivering a sufficient supply of homes  
Section 7: Ensuring the vitality of town centres  
Section 8: Promoting healthy and safe communities  
Section 11: Making effective use of land  
Section 12: Achieving well designed places

### 6.2. **Mole Valley Core Strategy**

CS1 – Where Development will be directed.  
CS2 - Housing Provision and Location  
CS3 – Balancing Housing Provision  
CS12 – Sustainable Economic Development  
CS14 – Townscape, Urban Design and the Historic Environment  
CS15 – Biodiversity and Geological Conservation  
CS19 – Sustainable Construction, Renewable Energy and Energy Conservation

### 6.3. **Mole Valley Local Plan**

ENV22 – General Development Control Criteria  
ENV23 – Respect for setting  
ENV24 - Density of Development and the Space About Buildings.  
MOV2 – Movement implications of new development  
MOV5 – Parking standards

#### 6.4. Other Documents

Built up Character Appraisal for Fetcham

### 7. Main Planning Issues

7.1. The main planning issues for consideration are:

- Principle of the development
- Effect on the character and appearance of the area
- Impact on the amenities of adjoining properties;
- Highways and parking

#### Principle

7.2. At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 states that, in terms of the decision-making process, this means approving development proposals that accord with the development plan without delay, and, where the development plan is absent, silent or relevant policies are out of date, granting permission unless:-

1. the application of policies in the Framework that protect areas or assets of particular importance or

Such areas including land designed as Green Belts, an Area of Outstanding Natural Beauty, and Conservation Areas. (This does not apply in this case)

ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

7.3. The Council can currently only demonstrate 2.17 years of Housing Land Supply and as such, the 'tilted balance' in paragraph 11 is engaged. This means granting permission for residential development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of doing so, when assessed against the NPPF as a whole, or there is a clear reason for refusing development because of a conflict with policies in the NPPF that protects areas or assets of particular importance.

7.4. In assessing the benefits, the proposals would contribute 5 (net) additional residential units to the housing market and the District's wider housing supply. The site lies at the edge of the shopping centre at Fetcham. The development would increase footfall in the local shops and other outlets located there. This element would be consistent with the social and economic facets of sustainable development and is afforded considerable weight.

7.5. Paragraph 127 of the NPPF states that planning policies and decisions should ensure the developments, inter alia: (a) will function well and add to the overall quality of an area, not just for the short term but over the lifetime of the development; (b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

- 7.6. Policies CS1 and CS2 advise that new development will be directed towards previously developed land within the built up areas of Leatherhead, Dorking, Bookham, Fetcham and Ashted. The site lies within the built up area of Fetcham: the principle of residential development is therefore acceptable. Indeed there is an extant permission for a scheme to create four additional flats.
- 7.7. Mole Valley Core Strategy policy CS14 advises that all new development must respect and enhance the character of the area in which it is proposed whilst making the best possible use of the land available.
- 7.8. Mole Valley Local Plan policy ENV22, General Development Control Criteria sets out seven general criteria for sound development control practice. Criterion 1 requires that development should be appropriate to the site in terms of its scale, form and appearance. Criterion 2 requires that the proposal does not significantly harm the amenities of neighbouring occupiers by reason of overlooking or its overshadowing or overpowering effect. Criterion 3 requires that development should respect the character and appearance of the locality.
- 7.9. Mole Valley Local Plan policy ENV23, Respect for Setting requires that development should take account of the scale, character, bulk and proportions of the surrounding built environment, and that it should not comprise overdevelopment in relation to the size of the plot and/or surrounding developments. Criterion 3 requires that new development has regard to established townscape features, including the space around buildings.
- 7.10. Mole Valley Local Plan policy ENV24 advises that development will not be permitted where it would result in a cramped appearance having regard to the general spacing around buildings in the locality.

Effect on the character and appearance of the area

- 7.11. The site lies within the North Fetcham and Shopping Area part of the Built up Area Character Appraisal for Fetcham and Bookham The relevant key characteristics are set out below:-

*More efficient use of land than in much of the rest of Bookham/Fetcham. Good supply of straightforward family housing, in convenient location for local services;*

*Some good examples of 1930s and 1950s housing design, with many original features retained;*

*Good number and variety of well-supported local shops;*

*Some pockets of rather mediocre housing design;*

*Lacks a strong sense of place - little local distinctiveness in housing design and detached from historic centre of the village;*

*Some less than sympathetic domestic extensions, interrupting rhythm of otherwise consistent stretches of similar designs;*

*High reliance on on-street parking in front of local shops, making a rather congested streetscape and hiding some attractive small scale shop premises;*

*Unattractive vehicle repair garage/petrol station in highly prominent position in heart of shopping centre;*

*Neighbourhood shopping parades generally in architecturally undistinguished buildings and cluttered with parked cars on highway frontages.*

- 7.12. The site lies within a local shopping centre where the character is mixed and includes a variety of commercial premises as well as residential properties. Given this context and the availability of local bus services rendering this a more sustainable location, it is considered an appropriate location for a modest extension to an existing mixed-use development. Furthermore, the proposal would make provision for a number of smaller residential units, for which there is a ready demand. The dwelling mix would include an element of two bedroom units (2/7) thus showing regard to the requirements of policy CS3 of the Core Strategy.
- 7.13. The development would stand close to the boundary with No. 250 Cobham Road; however, the existing building already extends this far and the eaves and ridge height of the proposal will only be marginally taller. The two storey extension is proposed at the northern side of the site where it would have a reduced visual impact. Whilst there would be a number of dormer windows involved, these would be modest in size and would not detract from the character and appearance of the area. There are a number of dormer windows present in the locality.
- 7.14. The extension is larger than the 2016 permitted scheme, in that the first and second floor element extends to the area occupied by the ground floor addition at the southern side. This would result in the southern elevation being deeper over the three storeys by some 5.2 metres. This deeper elevation would be visible from the public realm. However, it is considered that it would not have a harmful impact. The local area has been the subject of change. In February, the Committee resolved to grant permission subject to a legal agreement for a three storey development of 10 flats at Tudor Motors site, across the roundabout to the south of the site. The new building would be of considerably greater massing than the current proposal. Moreover, the Council can only demonstrate 2.17 years supply of housing; there is even more pressing need to make the best use of sites, especially in sustainable locations such as here.
- 7.15. The extensions would be finished in materials to match the existing building.
- 7.16. Finally, the yard at the rear of the site is rather neglected and as result detracts somewhat from the setting of the building. The creation of a parking courtyard would result in a welcome improvement in terms of the appearance of the site.
- 7.17. It is concluded that the proposal would not be out of keeping with the character of the area and that it would not conflict with the provisions of paragraph 127 of the NPPF, as set out in paragraph 7.5 above.

#### Impact on the amenities of adjoining properties

- 7.18. To the north of the site is 250 Cobham Road, which is a residential care home. The northern flank elevation of the application building contains a first floor window and it is proposed that there would be two in the proposed development. The plans show these windows to be obscurely glazed. Additionally, there would be two rooflights in the northern elevation; the agent confirms these would be fitted at a minimum height of 1.7 metres above the floor level.
- 7.19. To the north of the site is 250 Cobham Road, which is a residential care home. The northern flank elevation of the extended building would contain two first floor windows and the applicant has confirmed that these would be obscurely glazed. Additionally, there would be three rooflights in the northern elevation and these would be fitted at a

minimum height of 1.7 metres above the floor level. Conditions are recommended in both these respects.

- 7.20. The proposed rear extension would project through a 45 degree line taken from the nearest window at the rear of 250; however, the projection would not be significant and the design to the proposal, with the roof hipped away from the boundary, would assist in mitigating the impact. The depth of development at the northern side would be no greater than that of the approved 2016 application. The end of the extension would only marginally project through the nearest window in the rear of 250 Cobham Road. It should also be borne in mind that the NPPF encourages LPAs to make the most efficient use of land. At paragraph 123 (c) it states: 'Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies of the Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 7.21. To the south (side) and east (rear) are the rear gardens to properties in Shamrock Close. The separation distance from the rear of the proposed extension to the rear of the adjoining properties is in the range 22-24 metres, which is considered sufficient to maintain adequate privacy to the occupiers. It is proposed to erect new fencing to the boundaries of the rear courtyard which would assist in screening.
- 7.22. The proposal would include a first floor window facing south which would face towards Nos. 1, 2 and 3 Shamrock Close. The separation from the extension to the rear of these properties would be in the order of 13 metres, which again, is considered sufficient to afford adequate levels of privacy to the adjoining occupants given also the side-on relationship. The first floor side facing window in the proposal would be obscurely glazed.
- 7.23. It is proposed to form 8 parking spaces at the rear of the site, one for each of the residential units together with four visitor spaces. There would therefore be some traffic movements in and out where there are currently none. The separating distances to adjoining properties has already been referred to. This together with the proposed fencing to the courtyard boundaries would assist in mitigating the impact on adjacent occupiers.

#### Highways and parking

- 7.24. The Highways Authority has reviewed the proposals and is recommending suitable conditions to control parking and cycling provision and to require the submission of a construction transport management plan.
- 7.25. The proposal provides for 8 parking spaces, which given the additional availability of a forecourt at the front of the premises, is considered sufficient to meet the Council's standards. Moreover, the area to the rear of the site is not currently used for customer car parking, so it is anticipated that the development of the site would not result in increased pressure on the surrounding roads from either residents of the site or from restaurant customers.
- 7.26. Finally, the application site lies close to a variety of local shops and services which will be readily accessible to future residents. There are also local bus services covering destinations including Epsom, Ashted, Leatherhead, Bookham and Guildford.

### Community Infrastructure Levy

- 7.27. The Localism Act 2011 amended the Town and Country Planning Act 1990 to state that Authorities should also take into account 'any local finance considerations, so far as material to the application'.
- 7.28. 'Local finance considerations' include 'sums that a relevant Authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)'.
- 7.29. Policy CS17 of the Core Strategy states that development should make provision for new infrastructure where necessary. However the Community Infrastructure Levy (CIL) has now been introduced, which places a mandatory charge on new residential developments to be used to fund infrastructure projects within the District. The Council has produced the following list of infrastructure types that will be funded through CIL receipts (known as the Council's Regulation 123 List.
- Transport schemes other than site-specific access improvements
  - Education
  - Primary Health Care
  - Leisure and Recreation
  - Community Facilities
  - Flood Defences and Mitigation Works
  - Waste Collection and Recycling Facilities.
- 7.30. This development is CIL liable and a CIL contribution of £105,295.25 would be generated from the development. However, this figure may be amended if further information is forthcoming, and it may also be subject to an application for exemption.

### Conclusion

- 7.31. When assessed against the policies in the Framework taken as a whole, it is considered that the development would simultaneously achieve the social, economic and environmental dimensions necessary to be considered as sustainable development as defined and sought by the NPPF. The adverse impacts identified above would be limited and would not significantly and demonstrably outweigh the benefits of these proposals when measured against the policies in the NPPF. The proposal also accords with Development Plan policies. Taking all of these factors into account it is concluded that planning permission should be granted.

## **8. Recommendation**

Permission be **GRANTED** subject to the following conditions

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

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

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents and plan numbers set out in the applicant's drawing schedule dated 07/03/19 as amended by layout plan dated 19/03/19 contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match with those used in the existing building.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

4. The applicant should be required to undertake works to this property only in accordance with a precautionary methodology under the watch of a suitably qualified ecologist

Reason: To safeguard the ecological interest of the site in accordance with policy CS15 of the Mole Valley Core Strategy and the NPPF.

5. The refuse and recycling storage facilities, as shown on the approved drawings, shall be made available for use prior to the first occupation of the dwellings hereby permitted and, thereafter, shall be permanently retained as such.

Reason: In the interests of the amenities of the area, in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

6. 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 purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

7. No development shall commence until a Construction Transport Management Plan, to include details of [delete where appropriate]:
  - (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) HGV deliveries and hours of operation

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 above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

8. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for: The secure parking of a minimum of 5 bicycles within the development site, and thereafter the said approved

facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

9. Prior to commencement of development, details to reduce the carbon emissions of the predicted energy use of the development hereby permitted by at least 10% through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources shall be submitted and approved by the Local Planning Authority and be implemented prior to the first occupation of the dwelling(s).

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and to optimise renewable energy and its conservation, in accordance with policy CS19 of the Mole Valley Core Strategy.

10. Prior to the first occupation the first floor windows in the northern and southern elevations of the development hereby permitted shall be glazed in obscured glass and non-openable below a height of 1.7 metres above the floor level. The windows shall thereafter be permanently retained in that condition thereafter.

Reason To protect the amenities and privacy of adjoining residential properties in accordance with Mole Valley Local Plan policy ENV22.

11. The cill height of the rooflights in the northern elevation of the development hereby permitted shall not be less than 1.7 metres above internal floor level and thereafter permanently retained in that condition.

Reason: To protect the amenity and privacy of adjoining residential properties in accordance with Mole Valley Local Plan policy ENV22.

12. No occupation of the development hereby permitted shall take place until the boundary treatment shown on drawing D-1641-2-H-10A has been erected. The boundary treatment shall thereafter permanently be retained as such.

Reason To preserve the visual amenity of the area and protect neighbouring residential amenities in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

13. Before any above groundworks take place details of a landscaping scheme shall be submitted to and approved by the Local Planning Authority including planting of trees, shrubs, herbaceous plants and areas to be grassed. The landscaping shall be carried out in the first planting season after commencement of the development unless agreed otherwise in writing by the Local Planning Authority, and shall be maintained for a period of 5 years. Such maintenance shall include the replacement of any trees and shrubs that die.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan

policy ENV25 and policies CS14 and CS15 of the Mole Valley Core Strategy.

14. Before the development hereby permitted commences, the applicant shall undertake an acoustic survey. The survey shall determine the exposure of the proposed development to environmental noise affecting future occupiers. The survey shall be submitted to and approved in writing by the Local Planning Authority. Where the acoustic survey has identified any adverse noise impacts, a scheme of work to reduce the intrusion of noise shall be prepared, the contents of which shall be approved in writing by the Local Planning Authority also. The scheme as approved shall be fully installed before the development is occupied.

Reason: To protect the occupants of the proposed development from noise attributable to the nearby railway line, in accordance with Mole Valley Local Plan policy ENV56.

15. The use hereby permitted shall not commence until details and full specifications of fume extraction and filtration equipment and an ongoing maintenance plan, have been submitted to and approved in writing by the Local Planning Authority. The use hereby permitted shall not commence until the approved details are fully implemented. The approved fume extraction and filtration equipment shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: To protect the amenity of the local area and ensure a satisfactory environment for occupiers of the new development in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy

16. Any new or altered hard surfacing to be provided to the front of the property shall be constructed from either porous materials or shall make adequate provision for the direction run-off from the hard surface to a permeable or porous area.

Reason: To prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy.

17. Prior to any above ground works commencing, details to reduce the carbon emissions of the predicted energy use of the development hereby permitted by at least 10% through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources shall be submitted and approved by the Local Planning Authority and be implemented prior to the first occupation of the development.

Reason: To optimise renewable energy and its conservation, in accordance with policy CS19 of the Mole Valley Core Strategy.

### Informatives

1. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

2. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
3. 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.)
4. The applicant is reminded that the demolition and construction stage of the proposed development may give rise to problems of smoke pollution and/or noise, which will depend on the measures taken to control such potential problems. It is, therefore, strongly recommended that you contact the Council's Environmental Health Department at an early opportunity in order to discuss appropriate measures to be adopted for control of burning, noise and other potential problems for neighbouring residents

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

with no working at any times on Sundays and Bank Holidays.

5. The development is likely to offer some opportunities to restore or enhance biodiversity; such measures are in line with the NPPF, will assist the Local Authority in meeting their duty under the Natural Environment and Rural Communities (NERC) Act 2006 and also help offset any localised harm to biodiversity caused by the development process. Guidance on suitable measures is set out in Surrey Wildlife Trust's letter dated 21/03/16, which can be viewed on the Council's website under reference MO/15/2053.
6. With regards to condition 4 above, the applicant is advised that works affecting the roof and tiles or any other potential bat roosting features, should be done by hand to ensure any bats which may be sheltering beneath them will not be harmed. These works should ideally be timed to avoid the hibernation season (November to February inclusive). It will also be important to advise roofers removing the tiles to lift each tile carefully before removal and to check the underside does not have a bat clinging to it before moving the tile away. Tiles should be lifted rather than slid along. Workers should keep watch for fur and should be informed that bats take up to half an hour to rouse from the deep sleep that they enter each day called torpor and hence can easily be damaged before they are able to move when disturbed. If a bat is seen work should cease immediately and advice sought from Natural England or a qualified specialist.

The applicant should be aware of the requirement to apply for a European Protected Species derogation Licence for any activity that may adversely impact on a potential bat roost or disturb bats, in order to avoid contravention of the above referenced legislation.