



Application Number and Registration Date	MO/2019/0024 (Outline) 07-Jan-2019
Applicant	Mrs B Dutton, Swan Guest house
Case Officer	Jenny Seaman
Amendments /amplifications	
Committee Date	1 May 2019
Ward(s)	Leatherhead North
Proposal	Outline application for the consideration of access, appearance, layout and scale in respect of the demolition of existing guest house and adjacent family dwelling and erection of 8 No. two bedroom apartments and 1 No. one bedroom apartment at lower ground floor level.
Site Description	37-39, Kingston Road, Leatherhead, Surrey, KT22 7SL

RECOMMENDATION: Approve subject to conditions

Summary

The proposal is an outline planning application for demolition of the existing guest house and adjacent family dwelling and replacement with new residential development comprising eight 2-bed apartments with associated parking and one 1-bed apartment at Lower Ground Floor level.

Approval is sought for the following matters:-

- Access
- Appearance
- Layout
- Scale

The only reserved matter is landscaping.

1. Development Plan

1.1. Built up area

2. Relevant Planning History

<p>MO/2013/0381</p>	<p>Demolition of existing buildings at 37-39 Kingston Road and erection of a four storey building of 7 No. two bedroom flats with associated parking and access (Renewal of MO/2010/0111). Approved plans are shown below.</p>  <p>The drawings show a four-story building with a gabled roof and multiple windows. The front elevation features a central entrance and two side entrances. The rear elevation shows a similar structure with a central staircase. Section AA is a vertical cross-section showing the internal floor levels (2nd, 1st, and Ground) and the roof structure. The site layout plan shows the building footprint, parking spaces (7 Standard Parking and 1 Visitor Parking), a storage area, and a rear approach. It also indicates the location of a church and a road.</p>	<p>Approved 26/01/2015</p>
<p>MO/2010/0111</p>	<p>Demolition of existing buildings at 37-39 Kingston Road and erection of a four storey building of 7 No. two bedroom flats with associated parking and access (Renewal of MO/2006/1663)</p>	<p>Approved 24/03/2010</p>
<p>MO/2006/1663</p>	<p>Demolition of existing buildings at 37-39 Kingston Road and erection of a four storey building of 7 No. two bedroom flats with associated parking and access (Renewal of MO/2001/1652)</p>	<p>Approved 08/02/2007</p>
<p>MO/2001/1652</p>	<p>Demolition of existing buildings at 37-39 Kingston Road and erection of a four storey building of 7 No. two bedroom flats with associated parking and access</p>	<p>Approved 10/01/2002</p>

MO/98/0856	Continued use of 37 Kingston Road as a guest house with ancillary parking area without complying with condition 1 of MO/93/0407	Approved 11/11/1998
MO/93/0407	Change of use of 37 Kingston Road to guest house and form parking area at the rear, for a temporary period of five years	Approved 12/08/1993
LEA/24853	Extension to 35 Kingston Road to form bathroom and kitchen on each of four floors at rear and to form 4 self-contained flats	Approved 09/11/1972

3. Description of Development

- 3.1. The application site comprises a detached two storey building located on the western side of Kingston Road and to the south of the access road serving the adjacent office development at Kings Court.
- 3.2. The building is on a raised level in relation to the road with a low retaining wall along the road frontage. The existing building has been used as a guest house since 1993.
- 3.3. The heights of buildings vary along the road. Several of the houses on the western side of Kingston Road are four storeys in height, while those on the opposite side of the road are mainly two storey in height. The area consists of a mix of residential and commercial buildings.
- 3.4. The current application seeks outline planning application for demolition of the existing building which comprises a guest house and adjacent family dwelling and replacement with new residential development comprising eight 2-bed apartments and one 1-bed apartment with associated parking.

Approval is sought for the following matters:-

- Access
- Appearance
- Layout
- Scale

The only reserved matter is landscaping.

- 3.5 8 car parking spaces are proposed, providing one parking space for each flat.

4. Consultations

4.1. SCC Highways:

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends conditions be imposed in any permission granted. (Conditions 9-13 and informatives 3-6)

4.2 Scientific Officer/Contaminated Land:

No comments on this.

One possibility is to require a lighting scheme to be submitted
(Condition 15)

5. Representations

5.1 Three representations were received raising the following summarised concerns:

- The proposed development of 8no. 2 bed flats & 1no. 1 bed flat allows for only 8 parking spaces. With the potential for up to 34 car owners it is inevitable that there will be far more than 8 parking spaces needed without even allowing for any visitors.
Officer note: the quantum of car parking accords with the adopted Surrey County Council standards
- Many properties along that section of the road rely on the parking spaces on the road itself due to not having designated bays or spaces. We understand the planning for the building itself does incorporate a car park, however more than one property owner may own more than one vehicle
- Numbers 31, 33 & 35 Kingston Road comprising of a house and 7 flats of varying size have no off road parking and park on the road between 27 and 37 Kingston Road if space is available. This stretch is also used daily by commuters and others so parking here is often a problem.
- The new crossover is likely to result in the loss of an onroad parking space. Unless the issue of parking is thought through very carefully I can see only problems ahead.
- Given the proximity of Trinity School and Therfield School, the associated pavement is busy with young people. It is prudent that the vision splay lines [Is 2m x 2m correct?] be within the property boundary. This should also include the 0.6m high zone [mentioned in the SSC document], which should be set from the ramp. This would allow vehicle drivers, leaving the site, to clearly see pedestrians as they approach the top of the ramp.
- The front elevation drawing shows a new access some 3m+ south of the current access. This is not acceptable as it would reduce the already pressured on street parking. Were the ramp a parallelogram in plan, the pavement maybe crossed in the current position. The computer generated picture shows yellow lines, which is not possible.
- In the event of fire, it is interesting to note that residents of the top floor have no secondary escape, not even at the rear. *Officer Note – fire safety is a Building Control matter*
- From time to time, Kingston Road floods. At the junction with Kingston Avenue, it has been 0.6m deep at the Road. The Architects may like to consider a flood door or substantial pump out system.
- Moving the bins up and down the ramp is hazardous and likely to be a problem from the H&S view.

6. Main Planning Policies

6.1. Government Guidance
NPPF 2019

6.2 Mole Valley Core Strategy
CS1 – Where Development will be Directed
CS2 – Balancing Housing Provision
CS3 - Balancing Housing Provision
CS14 – Townscape, Urban Design and the Historic Environment

CS18 – Transport Options and Accessibility
CS19 – Sustainable Construction, Renewable Energy and Energy Conservation
CS20 – Flood Risk Management

6.3 Mole Valley Local Plan

ENV22 – General Development Control Criteria
ENV23 – Respect for Setting
ENV24 – Density of development and the space about buildings
ENV29 – Planning and Crime Prevention
MOV2 – Movement implications of development
MOV – Parking Standards

6.4 Other Documents

Built Up Areas Character Appraisal - Leatherhead
Designing Out Crime

7. Main Planning Issues

7.1 The main planning issues for consideration are:-

- Principle of Development
- Housing Land Supply
- Impact on the character and visual amenities of the area
- Amenities provided for future occupiers
- Highways Issues
- Impact on neighbouring properties
- Flooding
- CIL

7.2 Principle of Development

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development.

Paragraph 47 of the NPPF states that “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing”.

Paragraph 117 states that “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land”.

The NPPF 2019 defines previously developed land in the glossary as follows:-
“Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste

disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape”.

Policy CS1 of the Core Strategy states that to contribute to the delivery of sustainable development new development will be directed towards previously developed land within the built up areas of a number of towns including Dorking. Policy CS2 states that priority will be given to locating new residential development within defined built up areas including Leatherhead.

The site where the proposed building is sited is considered to be previously developed land as there is currently a building on the site. The site is in a sustainable location, given the close proximity to Leatherhead, which is one of the largest towns in the Borough and has a good range of transport, shops, and leisure facilities.

As the site is within a residential area, and an area considered to be one of the most sustainable locations within the borough, the principle of development is considered acceptable subject to compliance with the NPPF and other policies in the local plan documents. In addition, the principle of providing flats on the site has been agreed in a number of planning applications that were submitted after the adoption of the Local Plan and the Core Strategy.

7.3 Housing Land Supply

The Government has published the 2018 HDT results showing MVDC's housing delivery to be 77% of its housing requirement over the last three years (2015 to 2018). Because of the 2018 HDT result, MVDC's current Five Year Housing Land Supply will need to be modified to incorporate a buffer of 20%, compared to the current 5% buffer.

Taking MVDC's current Five Year Housing Land Supply document, when the 5% buffer is changed to a 20% buffer, MVDC's five year requirement against Local Housing Need increases from 2,510 dwellings to 2,868 dwellings. When compared to the deliverable supply of 1,246 dwellings, there is a housing supply deficit of 1,622 dwellings over five years (up from 1,264). This equates to a 2.17 years supply over five years (down from 2.48 years).

In summary, MVDC now has a 2.17 years supply of land for housing development over five years, instead of 2.48 years. However, the consequences are still the same as before because MVDC is unable to demonstrate a five year supply of land for housing development so paragraph 11 of the NPPF (the presumption in favour of sustainable development, also known as the 'tilted balance') continues to apply.

When assessing the principle of the proposed development of 6 residential units on this site, it is also necessary to consider the fact that the Council can currently only demonstrate 2.17 years of housing land supply. In cases where a five year housing land supply cannot be demonstrated, the relevant housing policies in the Development Plan – in this case, the Core Strategy, are considered to be out of date. In these circumstances, the 'tilted balance' in paragraph 11 of the NPPF 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. An assessment of the main planning issues associated with the proposed development is set out below.

7.4 Impact on the character and visual amenities of the area

The buildings in the surrounding area have different heights and design styles such that the variety of properties is part and parcel of the character and appearance of the area. The proposed scheme will be the same height as the adjoining property but with a slightly different design and a basement level. The proposed building is broadly the same as the scheme approved in 2015; the main difference being the basement level which contains one flat, the car parking spaces and the bin and cycle stores. This change has allowed the provision of a larger amenity space which would be accessed via stairs from the basement area. The building does also extend further into the rear garden, which has increased the size of the flats but this increase in depth is considered acceptable and does not appear overdominant. It is not considered that the proposal would be detrimental to the character and visual amenities of the area.

7.5 Amenities provided for future occupiers

The flats are all of good size and meet the minimum standards. Amendments have been made to improve light and outlook to the basement flat. One parking space is provided for each flat and sufficient amenity space has been provided. It is therefore considered that satisfactory amenities have been provided for future occupiers.

7.6 Highways Issues

The access point is broadly in the same position as it exists at present and as shown in the application approved in 2015. The access point is therefore considered acceptable. One parking space has been provided per flat, which is considered acceptable as the site is within 10 minutes walking distance of Leatherhead Town Centre. While it is noted that some residents have objected on the basis that there would be an increase in on street parking, there are yellow lines outside the site itself and parking spaces and cycle spaces have been provided on the site. The number of parking spaces is the same as the number proposed in the 2015 planning application. It is also noted that there have been no objections to the proposal from the Highways Authority.

The agent has advised that, as with other properties with Kingston Road large delivery vehicles will park directly outside over the new crossover position. This arrangement exists at present and has done so for many years by way of a single yellow line that serves the existing crossover with a margin each side. The undercroft has not been designed to accommodate large delivery vehicles, the previous application did not and the current proposals match the clear headroom height.

Each Flat owner, as with the majority of those properties adjacent to the site are responsible for bringing their waste to the front boundary on collection days only. A refuse collection area is proposed directly adjacent to the public footpath and no waste bags or bins will be left on the pavement at any time. During the week all refuse can be stored within the purpose built enclosure below the undercroft. The arrangement shown will permit small servicing vans into the rear car park area if needed or if short term including deliveries at the front of the site.

In terms of visibility Surrey County Council have considered this and raised no objections: visibility zones have been shown on the submitted plans and a condition has been included that the visibility zones be provided as shown on the plans and thereafter that the visibility zones shall be kept permanently clear of any obstruction

over 0.6m high. It should also be noted that the access point is in broadly the same position as the existing access and that shown on previously approved plans.

7.7 Impact on neighbouring properties

The site adjoins the access into Kings Court, which is an office block sited further back from the road than the applications rear boundary. The proposal would have no impact on the adjoining office block.

To the other side the site adjoins 35 Kingston Road, a building which has been converted to flats. The siting of the proposed building, front and back, does not impinge on a 45 degree line from the nearest neighbouring windows. There is a 2m high close boarded fence on the boundary so there would be no loss of privacy. As the car parking would be in the basement this would be an improvement on the last approved application, where the car parking would have adjoined the boundary with no. 35.

The proposal would not therefore have a detrimental impact on the amenities of neighbouring properties.

7.8 Flooding

Paragraph 155 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.

The site is within Flood Zone 1, which is the lowest risk zone. The preference when allocating land is, whenever possible, to place all new development on land in Flood Zone 1 and away from other sources of flooding, taking into account the impacts of climate change.

Due to the small size of the site and the small number of residential properties that are proposed, it is considered that conditions could be used to require details of the drainage to ensure that there would be no detrimental impact on the amenities of surrounding residential properties.

7.9 CIL

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' 'Local finance considerations' include 'sums that a relevant Authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)'

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;
- Primary Health Care;
- Leisure and Recreation;

- Community Facilities;
- Flood Defences and Mitigation Works;
- Waste Collection and Recycling Works

This development is CIL liable and a CIL contribution of £149,129.34 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

The principle of providing residential development and flats on the site is considered acceptable and the proposed development is considered to be in keeping with the character and appearance of the area. Satisfactory amenities are provided for the future occupiers of the flats and the proposal would not be detrimental to the amenities of surrounding properties. The access arrangement and car and cycle parking provision are considered satisfactory. The proposal is therefore recommended for approval.

8 Recommendation

Permission be GRANTED subject to the following conditions:

1. Approval of details of the landscaping of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until details and 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 and thereafter retained as such.

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

3. Details of all external joinery shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works including materials, method of opening and large scale drawings showing sections through mullions, transoms and glazing bars. Windows and door openings should have a reveal to be agreed. The development shall thereafter be implemented and retained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is in keeping with the character of the locality in accordance with the NPPF, Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order revoking and re-enacting that Order with or without modification), no windows, dormer windows, glazed openings, or roof lights other than those expressly authorised by this permission shall be constructed without the prior permission, in writing, of the Local Planning Authority.

Reason: To control any subsequent changes in the interests of the visual and residential amenities of the locality in accordance with the NPPF, Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

5. No development shall take place until details of any new hard surfacing to be used within the site, which shall be of a porous nature throughout, have been submitted to and approved in writing by the Local Planning Authority. All hard surfacing shall be carried out in accordance with the approved detail, completed prior to the occupation of the development hereby permitted and thereafter permanently retained as such.

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

6. Surface water drainage works incorporating source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences and thereafter permanently retained as such.

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

7. No development shall take place until details of the existing ground levels of the site, the proposed finished levels of the ground, the ground floor slab level of each building, and the finished levels of any access road and driveway showing their relationship with the existing levels of the immediately adjoining land and buildings, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

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

8. No development shall take place until a landscaping scheme has been submitted to and approved by the 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 Planning Authority, and shall be maintained for a period of 5 years. Such maintenance to 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 the NPPF, Mole Valley Local Plan ENV25 and Policies CS14 and 15 of the Mole Valley Core Strategy.

9. No part of the development shall be first occupied unless and until the proposed modified access to Kingston Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and in recognition of Section 9 "Promoting Sustainable Transport " in the National Planning Policy Framework. The above condition is required in order to meet the objectives of the NPPF, and to satisfy policies MOV2, MOV5 and MOV15 of the Mole Valley Local Plan.

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 purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and in recognition of Section 9 "Promoting Sustainable Transport " in the National Planning Policy Framework. The above condition is required in order to meet the objectives of the NPPF, and to satisfy policies MOV2, MOV5 and MOV15 of the Mole Valley Local Plan.

11. 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 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, and in recognition of Section 9 "Promoting Sustainable Transport " in the National Planning Policy Framework. The above condition is required in order to meet the objectives of the NPPF and to satisfy policies MOV2, MOV5 and MOV15 of the Mole Valley Local Plan.

12. The development hereby approved shall not be occupied unless and until at least 2 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: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and in

recognition of Section 9 “Promoting Sustainable Transport “ in the National Planning Policy Framework. The above condition is required in order to meet the objectives of the NPPF, and to satisfy policies MOV2, MOV5 and MOV15 of the Mole Valley Local Plan.

13. The development hereby approved shall not be first occupied unless and until the facilities for the secure parking of a minimum of 9 bicycles have been provided within the development site, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for, and thereafter the said 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, and in recognition of Section 9 “Promoting Sustainable Transport “ in the National Planning Policy Framework. The above condition is required in order to meet the objectives of the NPPF, and to satisfy policies MOV2, MOV5 and MOV15 of the Mole Valley Local Plan.

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

15. No lights shall be placed above the ground floor of the development and a lighting scheme detailing the specification and location of all lights to be erected on the development hereby approved shall be submitted to and approved in writing by the local Planning Authority and the lighting scheme or its technical equivalence shall be maintained as approved for the duration of the buildings use.

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

Informatives

1. The development hereby permitted must be carried out in accordance with the approved plans and specifications unless the prior approval in writing of the Planning Authority has been obtained. If changes are proposed you should first contact the Planning Authority to obtain the necessary approval. Any changes carried out without permission may render the applicant/developer liable to enforcement, stop notice or other legal proceedings in order to rectify the matter.
2. In the interests of sustainability and the reduction of waste your attention is drawn to the desirability of recycling building materials wherever possible. The demolition or dismantling of structures on the site should be considered as part of the development process to maximise the reuse or recycling of materials rather than disposal as waste. For further information about re-use and recycling of building materials, the applicant is advised to ring the Surrey County Council Contact Centre on 08456 009009.

3. 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 to install dropped kerbs. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
4. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. 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).
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.