

TO: PLANNING & REGULATORY COMMITTEE**DATE:** 23 March 2016**BY:** PLANNING DEVELOPMENT TEAM MANAGER**DISTRICT(S)** Spelthorne Borough Council**ELECTORAL DIVISION(S):**

Laleham & Shepperton

Mr Walsh

Staines South & Ashford West

Mr Jenkins

Ashford

Mrs Coleman

PURPOSE: FOR DECISION**GRID REF:** 506361 170767**TITLE:** Surrey County Council Proposal SP15/01590/SCC**SUMMARY REPORT****Grazing Land opposite Ford Close, Kingston Road, Ashford, Surrey TW15 3SL**

Construction of new single storey fire station with access from A308 Staines Road West, incorporating two double appliance bays, dormitories with ancillary facilities, office accommodation, operational areas and store rooms; drill tower and smoke house; proposed hard standing for training, car parking and refuelling point for appliances; associated generator and oil storage tank; retention of existing rail timber fencing on north and eastern boundary of the site and the erection of 3m high acoustic fencing on the south, west and part of the northern boundaries.

The application site is located on the southern side of the A308, Kingston Road just before the Fordbridge roundabout. The site is currently undeveloped and is used as grazing land comprising grass and a number of trees. The site is enclosed by a post and rail fence and is relatively flat with a slight upward gradient from west to east. The site is located within the Green Belt and is within Flood Zone 2.

The proposal would comprise of a new fire station building located to the north of the site running parallel to the A308 with areas of hardstanding to the south, east and west. The building would be single storey although the area which houses the appliances (fire engines) would be equivalent of two storey in height. The building would measure a maximum width of 51m, a maximum depth of 27m and a maximum height of 8m. A drill tower / smoke house is proposed to the rear of the site measuring a maximum width of 5m a maximum depth of 8.5m and a height of 12.5m. The proposal would also involve alterations to the existing highway to allow appliances to exit the site and turn east onto Staines Road West (the A308) in order to avoid delays in reaching emergency calls.

In this case the main issues are whether the development is or is not inappropriate in the Green Belt and if it is inappropriate development, whether considerations exist which clearly outweigh the harm to Green Belt by way of inappropriateness and any other harm so as to amount to very special circumstances; whether the development is acceptable in terms of flood risk; whether the highways works, parking and traffic generated by the proposal are acceptable in terms of highway safety and impacts on the amenity of neighbours; whether there would be any other adverse impacts on residential amenity due to noise, air quality or lighting; whether the design of the development meets the required standard; the risk of harm to archaeological resources. The ecological and landscaping impacts will also be given full consideration.

Officers consider that the proposal would constitute inappropriate development within the Green Belt but that the applicant has demonstrated that there are very special circumstances that would clearly outweigh the harm to the Green Belt and any other harm such that an exception to policy can be made. These are the lack of alternative site and the specific needs of the Surrey Fire and Rescue Service.

The proposal would integrate within the surrounding area and the impact on the street scene has been reduced through the design and location of the building and the use of materials. The highways implications can be controlled by conditions and are not considered to prejudice highway safety. The noise, lighting and air quality impacts will also be controlled by condition in order to protect the nearest residential properties. Officers are satisfied that there are no suitable alternative sites that could accommodate the proposal and that the sequential and exceptions tests have been met which could allow for a development of this nature in Flood Zone 2. The proposal would not cause adverse impacts in terms of loss of trees, ecology, landscaping or archaeology (subject to conditions) and ground contamination will also be investigated further. Therefore, officers recommend that planning permission should be granted.

The recommendation is subject to referral to the Secretary of State as a Departure, to PERMIT subject to conditions.

APPLICATION DETAILS

Applicant

Property Services

Date application valid

11 November 2015

Period for Determination

10 February 2016

Amending Documents

- Revised Certificate B received 08/12/2015
- Floor area calculations for existing Staines and Sunbury Fire Stations received in email from agent dated 08/12/2015
- Email of 11/12/2015 from the applicant confirming land ownership

- Written Scheme of investigation for an Archaeological Strip, Map and Sample received 14/12/2016
- Email from Transport Consultant dated 21/1/2015
- DWG No: 150446-05, Visibility Splays received 06/01/2016
- Email chain from Agent dated 10/01/2016 regarding Landscaping and Flood Risk
- DWG No: P3206-E-00-1010 Revision C, External Lighting LUX level Plan dated 29.01.16
- Revised Flood Risk Assessment dated June 2015 received 03/02/2016
- Revised Noise Impact Assessment dated 29 January 2016 received 03/02/2016
- Revised Design and Access Statement dated 03 February 2016
- DWG No: 7834.P.205 Rev P2, Planning Drawing Hard Landscaping dated 03/02/16
- DWG No: 7834.P.212 Rev P2, Planning Drawing – Elevations dated 03/02/16
- DWG No: 7834.P.214 Rev P2, 3D Images dated 03/02/16
- DWG No: 7834.P.213 Rev P2, Planning drawing – Cross Sections dated 03/02/16
- Revised Framework Construction Traffic Management Plan received 10 February 2016

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
Design and Visual Amenity	Yes	32 – 35
Residential Amenity	Yes	36 – 39
Highways	Yes	40 – 50
Flood Risk and Sustainable Drainage	Yes	51 – 59
Tree, Landscaping and Ecology	Yes	60 – 67
Noise	Yes	68 – 73
Air Quality	Yes	74 – 79
Lighting	Yes	80 – 82
Sustainable Design and	Yes	83 - 86

Construction		
Archaeology	Yes	87 – 88
Ground Contamination	Yes	89 - 94
Green Belt	No	95 - 106

ILLUSTRATIVE MATERIAL

Site Plan

Plan

Aerial Photographs

Aerial

Site Photographs

Figure 1: View of the application site to the south west with the A308 to the north west

Figure 2: View of the application site facing south west

Figure 3: View of the application site facing south west

Figure 4: View of the application site facing south

Figure 5: View of the application site facing south

Figure 6: View of group of trees to remain facing south east

Figure 7: View of Mr Sparkle car wash facing east

Figure 8: view of houses on Ford Close facing north

Figure 9: View of application site and A308 facing east

Figure 10: View of River Ash and wildlife corridor facing south

Figure 11: View of Thames Water access road facing east

BACKGROUND

Site Description

1. The application site is located on the southern side of the A308, Kingston Road just before the Ford Bridge roundabout. There is a car wash facility to the immediate east of the site and the river Ash runs along the western boundary with a truck rental depot beyond the river also to the west. To the south is a National Grid site and beyond is Queen Mary Reservoir. The site is currently undeveloped and is used as grazing land comprising grass with a number of trees. The site is enclosed by a post and rail fence

and is relatively flat with a slight upward gradient from west to east. The site is located within the Green Belt and is within Flood Zone 2.

Planning History

2. There is no planning history on this site. The site has been used as grazing land for a number of years.

THE PROPOSAL

3. The proposal is for the construction of a new fire station. The application site is a triangular piece of land to the south east of Ford Bridge Roundabout. To the west of site lies an open grazing field, the river Ash and further west is a truck rental depot. To the east lies a car wash facility. The site is open in character.
4. Surrey Fire and Rescue Service (SFRS) have, as part of a wider review, considered that to meet its current and future operational requirements, it needs to construct a new single fire station in the Borough and in a location which meets specific criteria across the whole borough in terms of access and response times. It will then close the two existing fire stations within the borough (one of which is located opposite Ashford Hospital and one which is located close to Sunbury Cross).
5. The proposal would comprise of a new fire station building located to the north of the site running parallel to the A308 with areas of hardstanding to the south, east and west. The building would be single storey although the area which houses the appliances (fire engines) would be two storey in height. The building would have both a flat and mono-pitched roof. The building would have two double appliance bays which could accommodate four vehicles. Dormitories with ancillary facilities, office accommodation, operational areas and store rooms are also proposed. The building would be steel framed with both brick and silver panels to the elevations and a silver / grey roof. The single storey part of the building would front the A308 with the two storey part set behind with the roof pitching away from the road. The building would measure a maximum width of 51m, a maximum depth of 27m and a maximum height of 8m measuring 1154sqm.
6. A drill tower / smoke house is proposed to the rear of the site measuring a maximum width of 5m a maximum depth of 8.5m and a height of 12.5m measuring 150sqm. This would be a four storey building and would be coloured green. Hard standing is proposed for training, car parking and refuelling point for appliances. A generator and oil storage tank are also proposed. The existing post and rail fence is proposed to be retained on the north and east boundaries and as amended a 2.4m high weld mesh fence is proposed to the south and west. This replaces the 3m acoustic fence referred to in the description of development. There will be a small section of 2.5m timber fencing to the front of the site and around the training vehicles and refuse area.
7. The proposal would also involve alterations to the existing highway to allow appliances to exit the site and turn east onto Staines Road West (the A308) in order to avoid delays in reaching emergency calls. The proposal would remove part of the existing central reservation and a crossover would be created. Emergency warning Lights would be installed on the A308 to halt traffic and allow fire vehicles to exit the site in emergencies. Also forming part of the application site use of the Thames Water access road which runs to the south of the site and forms part of the access to the Bretts Queen Mary Reservoir minerals site. This access is from Ashford Road and runs west to east, and exits onto Staines Road West (A308). This access would be used to allow rapid access to the proposed fire station site by SFRS staff.

CONSULTATIONS AND PUBLICITY

District Council

- | | |
|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8. Spelthorne Borough Council | <ul style="list-style-type: none"> - Objects unless flood storage Capacity is increased -Satisfied that landscaping concerns in terms of the visual impact of the proposal can be dealt with by condition providing they are consulted - if permission granted request that SCC are satisfied that ecology is protected during construction, impact on archaeology and highway are acceptable, that pre-commencement conditions are imposed relating to submission of Construction Environment Management Plan, Dust Management Plan and Ground Contamination reports. |
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Consultees (Statutory and Non-Statutory)

- | | |
|--------------------------------------------|------------------------------------|
| 9. Affinity Water Ltd | No comments received |
| 10. County Arboriculturalist | No comments received |
| 11. County Ecologist | No objection |
| 12. County Landscape Architect | No objection subject to conditions |
| 13. Environmental Consultant – Air Quality | No objection subject to condition |
| | requiring submission of Dust |
| | Management Plan |
| 14. Environmental Consultant – Lighting | No objection subject to conditions |
| 15. Environmental Consultant – Noise | No objection subject to conditions |
| 16. Thames Water | No objection |
| 17. The Environment Agency South East | No objection subject to conditions |
| 18. Transportation Development Planning | No objection subject to conditions |

19. Flood & Water Services Manager (SUDS)	No objection subject to conditions
20. Planning Policy Team	No comment received
21. Borough Environmental Health Officer	No objection subject to conditions
22. Archaeological Officer	No objection subject to conditions
23. Scottish and Southern Energy - Cables	No comments received
24. Zayo Group - Fibre Optic	No comments received
25. Fisher German LLP (ESSO Pipeline)	No comments received

Parish/Town Council and Amenity Groups

26. None

Summary of publicity undertaken and key issues raised by public

27. The application was publicised by the posting of 2 site notices and an advert was placed in the local newspaper. A total of 64 owner / occupiers of neighbouring properties were directly notified by letter. To date 5 letters of representation have been received raising the following concerns:

- Development on Green Belt land
- Development within a flood zone and on a flood plain
- Noise pollution – already subjected to high levels of traffic noise and this proposal will make matters worse especially when using sirens
- Adding to the volume of traffic
- Serious flooding issues on the A308 alongside Ford Close which will be exacerbated by fire engines speeding on a blue light
- Why can't existing fire stations be modified to meet modern standards
- If proposal does go ahead, sirens are only used in an emergency, exercises carried out must be unobtrusive, traffic signals not to cause noise nuisance, local residents be provided with 3m acoustic fencing
- Will spoil view of grazing land
- Opening in central reservation, temptation for others drivers to use it
- Pollution from smoke tower
- Increase traffic congestion
- If Spelthorne have another major flood event this fire station could be out of action
- There is less regard for the bigger picture (flooding) and more about being centrally located

PLANNING CONSIDERATIONS

28. The County Council as County Planning Authority has a duty under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) requires local planning authorities when determining planning applications to “have regard to (a) the provisions of the development plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations”. At present in relation to this application the Development Plan consists of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009 and six policies saved from the Spelthorne Borough Local Plan 2001.

29. The National Planning Policy Framework (NPPF) was adopted in March 2012. This document provides guidance to local planning authorities in producing local plans and in making decisions on planning applications. The NPPF is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved. Refusal should only be on the basis of conflict with the Development Plan and other material considerations.

30. The NPPF states that policies in Local Plans should not be considered out of date simply because they were adopted prior to publication of the framework. However, the guidance contained in the NPPF are material considerations which planning authorities should take into account. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies are to the policies in the Framework, the greater the weight they may be given).

31. In this case the main considerations are whether the development is or is not inappropriate in the Green Belt and if it is inappropriate development, whether considerations exist which clearly outweigh the harm to Green Belt by way of inappropriateness and any other harm so as to amount to very special circumstances; whether the development is acceptable in terms of flood risk; whether the traffic and parking generated by the proposal are acceptable in terms of highway safety and impacts on the amenity of neighbours; whether there would be any other adverse impacts on residential amenity due to noise, air quality or lighting; whether the design of the development meets the required standard; the risk of harm to archaeological resources. The ecological and landscaping impacts will also be given full consideration.

DESIGN AND VISUAL AMENITY

National Planning Policy Framework (NPPF) 2012

Paragraph 17 - Core Planning Principles

Chapter 7 – Requiring Good Design

Spelthorne Core Strategy and Policies DPD 2009

Policy EN1 – Design of New Development

32. The NPPF states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Chapter 7, paragraph 56 states that good design is a key aspect of sustainable development. Paragraph 64 goes on to say that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it function. Core Strategy Policy EN1 requires that development should create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
33. The proposed fire station is of a large scale which has been designed to minimise its impact on the surrounding area whilst maintaining its functionality. The design of the fire station is to a great extent dictated by its functional requirements, and so its form and layout reflects the needs of the SFRS. The single storey element of the building would front the A308 measuring a width of 51m and a maximum height of 4.9m. The two storey part of the building would be set behind this single storey element measuring a maximum height of 8m. The drill tower and smoke house would be located to the rear of the site measuring 12m. The existing picket fence is to be upgraded at the front of the site. The areas of hardstanding for parking and training surround the building to the south, east and west. The site is contained by a combination of a picket fence, close board panel fencing and weld mesh fencing.
34. Officers consider that the proposed fire station building and ancillary elements would integrate well within the street scene and wider landscape. The proposal has been sensitively designed to minimise the impact on the existing site and the surrounding area. This is a very prominent site but officers consider that the building makes the best use of the available space whilst limiting the impact on the wider area by locating the larger elements towards the rear of the site namely the tallest part of the building and the 12m drill tower and smoke house. The use of a variety of materials, coloured panels and height variations of the building helps to break up the built form and provide interest which helps to reduce the prominence of the building. The picket fence and weld mesh fencing also assists in keeping an open feel further reducing the impact on the street scene. There is undoubtedly a change in character of the site from an open field to a more urban development however officers consider that the proposal has limited the initial impact of the development on the existing site and surrounding area through the design, scale and the location of the building, and following the establishment of the proposed landscaping officers consider that the development would be successfully assimilated into the landscape in the long term.
35. Officers consider that the proposal has been sensitively designed and located to reflect its surroundings to cause the least amount of harm to the existing site and the surrounding area and therefore consider that the proposal would accord with development plan policy in this regard.

RESIDENTIAL AMENITY

National Planning Policy Framework (NPPF) 2012 Core Principles

Chapter 11 Conserving and enhancing the natural environment

Spelthorne Core Strategy and Policies DPD 2009

Policy EN1 – Design of New Development

36. NPPF identifies that within the overarching roles that the planning system ought to play, a set of core land use planning principles should underpin both plan-making and decision making. These 12 principles include that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings. Paragraph 109 of chapter 11 states that the planning system should contribute to and enhance the natural and local environment by *inter alia* preventing both new and existing development from contributing to or being put at an unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Core Strategy Policy EN1 requires that development achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook,
37. The nearest residential properties to the site are those located opposite the development (to the north) within Ford Close located over 35m from the front elevation of the proposed fire station. These properties front onto an access road and then onto the A308 with some screening in the form of trees and bushes. The location of the proposed building combined with the separation distance and the fact that the A308 separates these properties from the fire station would ensure that the proposal would not result in loss of light, loss of privacy or overbearing to these residential properties.
38. The use of the site as a fire station would create activity on the site which is currently a field, however the main cause of disturbance would be the fire appliances leaving the site in an emergency however, they would be exiting onto a busy main road therefore the impact of introducing additional emergency traffic would not cause any greater impact than the current situation. Any training activities would be undertaken to the rear of the building thus creating a distance of over 50m thereby limiting the impact on these properties. Conditions are recommended in terms of the timings and location of the training activities to further limit the impact upon local residents. Further discussions regarding potential noise impacts are within paragraphs 68 – 73 below.
39. Officers consider that the separation distances between the residential properties and the new fire station as well as the location along a busy 'A' road would result in a limited impact to residential amenity and as such would accord with development plan policy in this regard.

HIGHWAYS

National Planning Policy Framework (NPPF) 2012

Chapter 4 – Promoting Sustainable Transport

Spelthorne Core Strategy and Policies DPD 2009

Policy CC2 – Sustainable Travel

Policy CC3 – Parking Provision

40. Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment; safe and suitable access to the site can be achieved for all people.

Paragraph 35 states that development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

41. Core Strategy Policy CC2 only allows traffic generating development compatible with local transport infrastructure, taking into account number and nature of additional traffic movements, including servicing ,needs, capacity of the local transport network, cumulative impact including other proposed development, access and egress to the public highway, and highway safety. It also requires major development to be accompanied by a site specific travel plan to promote sustainable travel choices. Policy CC3 requires appropriate provision to be made for parking in accordance with maximum standards, taking account of the scope for encouraging alternative means of transport and the impact on highway safety of on street parking and potential for measures to overcome problems. Sufficient provision should be made for safe and secure cycle parking within developments.
42. The application has been accompanied by a Transport Assessment (TA), technical note and Construction Traffic Management Plan. The proposal will provide 32 parking spaces, 16 of which will be available for fire station staff and 16 for visitors (including one accessible space). Parking will also be provided for 2 fire appliances, 2 land rovers with boat trailers, 2 ambulance and 2 police vehicles, creating a total of 8 operational spaces. 5 spaces will be provided within the training area for 'wrecked vehicles' which will always be retained as such therefore these spaces have not been included in the parking assessment.
43. Two fire appliances, one crewed by 4 watches of 4 – 5 full time members of staff and one crewed on an 'on-call' basis with a maximum of 4 people on-call at any one time. The full time staff will have set shift patterns which will be 09.00 to 18.00 and 18.00 to 09.00. there shall also be an Assistant Group Commander who is in attendance throughout the day. Based on the observed method of travel to work by staff of the existing fire stations it is considered that 25% of full time staff will travel to work by bike. As such, it is likely that 1 inbound trip and 1 outbound trip will be undertaken by bike. In addition to the full time staff, it is proposed that the second fire appliance will be operated on an on call basis with a maximum of 4 staff on-call at any one time. The timing of these trips will vary depending on the timing of the call-out. Due to the short notice of the call-outs and that the response time of the fire-fighters to a pager alert is 10 minutes, it is considered appropriate to assume that all trips would be vehicle based.
44. It is proposed that drill training for on-call staff will occur every Tuesday and Thursday from 18:00 to 22:00 with up to 10 staff in attendance at any given session. The majority of the arrivals and departures for the training events shall therefore occur outside the network peak hour periods. In addition it is proposed that the conference/ training room will be utilised approximately 3 times per week, accommodating up to 20 people. These events will operate between 09:30 and 16:30 and shall therefore also occur outside of the peak hours on the highway network.
45. Emergency call outs expected to be 2 to 3 times a day and fire and swift water rescue services are likely to be called out 1 – 2 times per week. On average the existing fire stations in Spelthorne attend 17 calls per week including fire fighting and Swift Water Incidents.

46. The TA concluded the site was located in an accessible location in proximity to local bus stops, footways and cycleways, there are no existing defects associated with the local highway which are likely to result in an increase in accident numbers as a result of the development. A new access is proposed onto the A308 with the central reservation modified to allow for fire appliances to egress the site onto the eastbound carriageway during emergencies. The proposed access arrangements have been designed in accordance with local and national guidelines with adequate visibility splays achieved.
47. The new access will have wig-wag signals installed for use during emergency call outs to allow fire appliances to egress the site with minimal delay. On the occasions that through eastbound vehicles are held on the A308, it is considered that there is sufficient space on the A308 for queuing vehicles without affecting the operation of the Fordbridge Roundabout. A Stage 1 Road Safety Audit has been undertaken and concluded that there are no fundamental / significant concerns.
48. Due to the emergency response nature of the site, it is considered that the majority of staff trips to and from the site will be undertaken by car. However, the car and cycle parking provision is considered adequate to meet the likely demand of the development. Vehicle trips to and from the site during the morning and evening network peak hours are considered not to have a detrimental impact on the operation of the surrounding highway network.
49. The Thames Water access road is proposed to be used for on-call firemen and blue light services returning to the station. Thames Water have confirmed in writing that they would be prepared to allow the use of this access road and have proposed that should permission be granted that a formal easement or similar is put in place. The method of control to prevent unauthorised use has not been formalised at this stage. However, it is advised that due to the existing location, signposting and general arrangement at the entrance of the Thames Water access road off Ashford Road it is not envisaged to be used by non-authorised vehicles. All users of the site would be aware of the correct access arrangements to use when arriving / exiting the facility.
50. Transport Development Planning were consulted on the application and do not raise objection to the proposal subject to a number of conditions. On the basis of the above, it is considered that the proposed development will not result in harm to the operation of the local highway network. Officers therefore consider that subject to conditions the proposal would not result in adverse transportation impacts and would accord with development plan policy in this regard.

FLOOD RISK AND SUSTAINABLE DRAINAGE

National Planning Policy Framework (2012)

Chapter 10 – Meeting the challenge of climate change, flooding and coastal change

Spelthorne Core Strategy and Policies DPD 2009

Policy LO1 – Flooding

51. Core Strategy Policy LO1 requires development in Flood Zone 2 to be accompanied by a Flood Risk Assessment (FRA), be flood resilient and to have appropriate sustainable drainage where new non-residential floorspace of more than 100m² is proposed. Para 101 of the NPPF requires that new development be steered towards areas with the lowest probability of flooding through application of the sequential test. Development

should not be permitted if there are reasonably available sites appropriate for the development in areas with a lower probability of flooding. If no other sites can be identified then the proposal must pass the Exception test. The Exception test comprises two parts. It must be able to demonstrate that the development would provide wider sustainability benefits to the community that outweigh the flood risk, and that the development would be safe for its lifetime taking into account the vulnerability of its users, without increasing flood risk elsewhere.

52. The application site lies within Flood Zone 2 (FZ2) which is defined as a medium probability flood zone (a 1 in 1000 year flood event area), with the area to the immediate west of the building and hardstanding being within flood Zone 3. The primary flood risk is from the River Ash, which forms the western boundary of the site. A fire station is classed as a 'highly vulnerable' use due to it being required during times of flood. The Flood risk vulnerability and flood zone 'compatibility' table (as defined in the National Planning Policy Guidance – NPPG) identifies that in order to be classed as compatible 'highly vulnerable' uses must pass the Sequential and Exception test. The NPPF also requires that SuDs are required for all major developments.

The Sequential Test

53. An alternative site assessment was undertaken which considered the existence of the reasonably available sites within an area defined by modelling of response times to incidents (the 'heat map'). Due to the relatively restricted search area, very few alternatives could be identified. Five sites, including the application site were assessed. All four of the other sites lie in a lower flood risk zone than the application site. However, one was too small to meet the operational criteria, one was both too small and not being made available by its owners, and the other two were similarly not being made available. The assessment concluded that the proposed site is deemed to be the most appropriate site within Spelthorne to locate the proposed fire station and there are no other alternative sites that would be able to accommodate the proposed development. The alternative site assessment is discussed in full in paragraphs 95 - 96 below. Officers therefore consider that the applicant has demonstrated that there are no other reasonable available sites with a lower probability of flooding than FZ2 that would meet SFRS requirement. The sequential test is considered to have been passed.

The Exception Test

54. The exception test requires that applicants demonstrate that the scheme would have wider sustainability benefits to the community that outweigh flood risk, and that the development would be safe for its lifetime, taking into account the vulnerability of its users, without increasing flood risk elsewhere. The applicant has explained that the provision of a new fire station would benefit the wider community by virtue of improving the SFRS to be able to respond to emergency situations. It is considered, based on the evidence submitted, that the proposed fire station would be better placed to deal with emergencies within the borough, and the wider area, by virtue of its position to be able to meet the SFRS response times.
55. The Flood Risk Assessment (FRA) submitted with the application recommended that the floor levels of the building shall be set no lower than 300mm above the 1 in 100 years flood level plus climate change which is 13.77m AOD. The finished floor level of the fire station would be set at 14.20 AOD which is above this minimum requirements and would provide a freeboard of 0.43m. The EA are satisfied with this approach and request a

condition to secure this. Officers consider that the incorporation of the raised floor level and the ability to get from the fire station to Flood Zone 1 to the east (dry means of escape), that a safe means of access and egress would be maintained during a flood event. The FRA has demonstrated that by virtue of its raised level, and provision of Sustainable Drainage (SuDs), discussed in paragraphs 57 - 58 below, incorporated in the scheme, the development would be 'safe' over its expected lifetime.

56. Officers are satisfied that the proposal has demonstrated that the sequential test has been passed. Spelthorne BC have objected to the proposal stating that raising of the ground level within the floodplain would reduce the area which would be capable of flooding ie reduce flood storage capacity. Parts of the site lie within Flood zone 3, the defined flood plain of the River Ash. However, none of the buildings proposed are within this higher risk flood zone. They are located within Flood Zone 2. The FRA concludes therefore that there is no loss of floodplain storage capacity, and no requirement therefore for compensatory capacity to be provided. The EA have not raised any concern in this regard and the FRA demonstrates that the proposal would not reduce the flood storage capacity on the site. Officers are therefore satisfied that the Exceptions Test has also been met.

Sustainable Drainage (SuDs)

57. The proposed drainage strategy is to provide permeable paving that acts as both attenuation and a soakaway. There will be two areas of permeable hard standing both of which will have a coarse inert granular fill sub-base which will have 30% voids which will act as attenuation tanks. There will also be an attenuation tank which will be used during a 1 in 100 storm event. This is because during peak flood periods the outfall pipe to the river Ash will be closed thereby stopping water flowing from the pavings. A hydro-brake has been included in the calculations which limits the offsite flow into the River Ash to 3.1 l/s in the critical '1 in 100 years plus 30% climate change' storm. The majority of the flow will be to the ground with only a minimal proportion into the River Ash. The extra storage below flood level will be in addition to the surface water drainage calculated volume. Trenches are proposed through the ground by removing relatively impervious made ground and there will be additional conduits for surface water to discharge into the gravel. All the storage volumes will be above the flood level of 13.44AOD (1 in 100 years storm level).
58. The Lead Local Flood Authority (LLFA) was consulted on the proposal and originally raised concern that the proposed surface water strategy did not comply with the requirements within the Technical Standards. To overcome this, drainage calculations were required particularly in regard to the Greenfield discharge rates and the associated storage capacity. Confirmation was also required in terms of what was included within the impermeable area calculation. The total area of permeable surfaces would be 0.27ha and impermeable surfaces would be 0.35ha and drainage calculations were submitted. The LLFA agreed with the proposed drainage strategy and recommend planning permission be granted subject to a number of conditions.

Conclusion

59. Officers consider that both the sequential and exceptions tests have been met and that the proposed drainage strategy would be acceptable. As such the proposal would accord with development plan policy in this regard.

TREES, LANDSCAPING AND ECOLOGY

Chapter 11 Conserving and enhancing the natural environment

Spelthorne Core Strategy and Policies DPD 2009

Policy EN1 – Design of New Development

Policy EN8 – Protecting and Improving the Landscape and Biodiversity

Supplementary Planning Document

Biodiversity and Geological Conservation: Circular 06/2005

60. NPPF states that planning permission should be refused for development resulting in the loss or deterioration of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development clearly outweigh the loss. The NPPF states that when determining planning applications, planning authorities should aim to conserve and enhance biodiversity by applying the following principles; if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. In addition Circular 06/2005 states that it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before planning permission is granted.
61. Core Strategy Policy EN1 also requires that developments incorporate landscaping to enhance its setting, including the retention of any trees of amenity value and other significant landscape features. Policy EN8 requires that new development, wherever possible, contributes to an improvement in the landscape and biodiversity and avoids harm to any features of the landscape or features of nature conservation value; and that planning permission be refused where development would have a harmful impact on the landscape and biodiversity.
62. The proposal would involve the removal of a total of 7 trees from the site (one class B, three class C and three class U), and some others would require some pruning. A number of trees would be maintained on the site, in particular the group at the eastern end of the site. None of the trees proposed to be removed are protected by a preservation order, and the site does not fall within a conservation area. It is not considered the removal of the trees would have an unacceptable impact subject to appropriate new planting which will be secured by condition.
63. Spelthorne Borough Council and the County Landscape Architect require more extensive landscaping to soften the visual impact of what is a substantial building. This is suggested to be dealt with by condition requiring the submission of an updated Landscape Plan and Landscape and Ecology Management Plan detailing the level and species of planting and long term maintenance. Concern was raised in regard to the 3m high acoustic fence on the southern and western boundaries to protect the wildlife corridor from light and noise pollution. The Landscape Architect considered that this fence would be a visually intrusive feature in a natural corridor, which would also have a detrimental aspect on the natural parkland character which is to be achieved by the rest of the landscape mitigation. As a result of these comments, the acoustic fence was removed and replaced with a 2.4m weld mesh fence. Conditions are recommended to secure replacement planting and a Landscape Plan and Landscape and Ecology Management Plan.

64. The EA advised that the River Ash is a heavily modified waterbody and is failing to meet good ecological potential. The proximity of the fire station to the river Ash reduces its value as a wildlife corridor. As such they also require a condition is imposed requiring the submission of a scheme to ensure that the landscape within the site is managed in such a way as to protect and enhance the ecological value of the site including the river ash and wildlife corridor. These comments have been incorporated into the suggested landscaping conditions.
65. The application has been accompanied by ecological reports which concluded that no significant protected species were found on site. It was noted that a small number of bats use the River Ash corridor to 'commute'. As the proposal would maintain a separation of 8m between the river bank and the boundary of the proposed fire station it was concluded that the proposal would not adversely impact commuting bats.
66. The removal of the acoustic fence would not result in a detrimental impact on this wildlife corridor as no sensitive ecological receptors have been identified and even so, most species are tolerant of noise. The County Ecologist advised that he could see no ecological reason why a 3m acoustic fence would be required and noise mitigation measures are not generally used to protect wildlife. The acoustic fencing was considered to have some benefit to reducing light pollution, however the lighting design is considered to have minimum spillage into the wildlife corridor as confirmed by the Lighting Consultant. There are also a number of lighting sources placed at 6m high and the fence is only 3m high, therefore the fence would not provide any real benefit in this instance. This is a very noisy location and therefore the omission of the acoustic fence is not considered to result in an adverse impact on the wildlife corridor due to noise and conditions are proposed to control the hours of training thus limiting the lighting impacts. The enhanced landscape plan referred to above is considered to be a better way of protecting and enhancing the biodiversity of the river corridor.

Conclusion

67. Officers are satisfied that subject to conditions the proposal would not result in any adverse impacts in terms of tree loss, landscaping or ecology. A full Landscape and Ecology Management Plan and well as a revised Landscape Plan are required to be submitted to ensure that the proposal would enhance the area and integrate within the surrounding landscape and to comply with the comments raised by Spelthorne Borough Council, The Environment Agency and the County Landscape Architect. As such officers consider that the proposal would accord with development plan policy in this regard.

NOISE

National Planning Policy Framework 2012

Chapter 11, Paragraph 123 – Conserving and Enhancing the Natural Environment

Spelthorne Core Strategy and Policies DPD 2009

Policy EN11 – Development and Noise

68. The NPPF requires that planning policies and decisions should aim to (a) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development; (b) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions; (c) recognise that development will often create some noise and

existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and (d) identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason

69. Spelthorne Borough Core Strategy and Policies Development Plan Document February 2009 Policy EN11 (Development and Noise) seeks to minimise the impacts of noise and sets out a series of criteria by which to achieve this including measures to reduce noise to acceptable levels and ensuring provision of appropriate noise attenuation measures.
70. The submitted noise impact assessment concludes that the acoustic impacts on the development have been investigated and found to be acceptable in this location. The main sources of noise impacts are likely to be during emergency responses i.e. from sirens, external training activities to the rear of the site and the plant on site i.e. generators. The nearest residential properties are located to the north in Ford Close, and are separated from the site by the A308 dual carriageway.
71. The Noise Impact Assessment monitored the noise levels of the site during the day and in the evening both during the week and at a weekend. A cumulative assessment was also undertaken with both the training area in use and plant operating at the same time and concludes that if training takes place during the early morning or weekend periods then it is likely to result in an adverse impact, but if training takes place outside of these periods then it is likely to result in a low adverse impact. Training should only take place in the middle of the training area to the rear of the building; the use of the siren is likely to result in an adverse impact if used during quiet periods i.e during the night. All plant will be designed to be at least 10 dB below the representative measured background sound level of 37 dB LA90. The Noise Consultant concurs with the above conclusions.
72. The Surrey Fire and Rescue Service procedure for leaving the site in an emergency is not to use the sirens unless absolutely necessary and as a rule they are rarely used. As such, this would ensure that the proposal would not result in adverse noise impacts in this regard due to the infrequency of this happening. This procedure is considered to provide adequate safeguard and officers consider that a planning condition of preventing the use of sirens would be excessive.
73. A condition is suggested that external training activities are proposed to be undertaken Monday to Friday from 07.00 to 19.30, Saturdays from 08.00 to 19.30 and at no time on Sundays, Public, Bank or National Holidays. Given that this is an operational fire station there will need to be some training in the evenings. Officers have therefore requested further information from the applicant in terms of the noise impacts of the training activities in the evening. Once this information has been submitted, an update will be provided and the condition may be amended as a result to allow training into the evenings. Officers therefore consider that the suggested condition would protect the amenities of the residential properties from the noise impacts of the external training activities until further information to suggest otherwise has been submitted.

AIR QUALITY

National Planning Policy Framework 2012

Chapter 11, Paragraph 124 – Conserving and Enhancing the Natural Environment

Policy EN3 – Air Quality

74. The NPPF advocates that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution. To prevent unacceptable risks from pollution, planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area should be taken into account.
75. Paragraph 124 of the NPPF states that “planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan”. At paragraph 122, the NPPF goes on to state that local planning authorities should focus on whether the development itself is an acceptable use of the land.
76. Policy EN3 (Air Quality) of Spelthorne Borough Council Core Strategy Development Plan Document 2009 states the Council will seek to improve the air quality of the Borough and minimise harm from poor air quality by: a) supporting measures to encourage non-car based means of travel, b) supporting appropriate measures to reduce traffic congestion where it is a contributor to existing areas of poor air quality, c) requiring an air quality assessment where development: i) is in an Air Quality Management Area, and ii) generates significant levels of pollution, or iii) increases traffic volumes or congestion, or iv) is for non-residential uses of 1000 m² or greater, or v) is for 10 or more dwellings, or vi) involves development sensitive to poor air quality d) refusing development where the adverse effects on air quality are of a significant scale, either individually or in combination with other proposals, and which are not outweighed by other important considerations or effects and cannot be appropriately and effectively mitigated, e) refusing development where the adverse effects of existing air quality on future occupiers are of a significant scale which cannot be appropriately or effectively mitigated and which are not outweighed by other material considerations.
77. The key air quality impacts will be during the construction phase in the form of deposited dust, suspended particulate matter and atmospheric pollutants from construction related vehicle emissions. Air quality impacts will also occur during the operational phase from atmospheric pollutants from operational vehicle emissions and emissions during the training activities from the drill tower and smoke house.
78. An Air Quality Assessment was submitted with the application which concluded that the additional traffic generated by the development at this specific location would not significantly affect air quality for the existing properties along this part of the local road network. The construction works have the potential to create dust however a Dust Action Plan and Construction Environmental Management Plan will be required by condition in order to control and mitigate the impacts. The additional traffic generated by the proposed development would not significantly affect air quality in the area. The drill tower will not involve lighting any fires and no flammable materials will be used on site. The

smoke house uses 'cold smoke' which is produced using water-based glycerine products and would be non-toxic and odourless. The smoke would be released inside the smoke house which would be a sealed building and after the training exercise would remain contained within the building until it 'settles out' leaving no residual smoke to be vented. As such it would not release significant volumes of airborne materials therefore the training activities would not have significant harmful effects on air quality.

79. The County Air Quality Consultant considers that approach used in undertaking the Air Quality Assessment is generally acceptable and they agree with the conclusions of the report. Given this, officers are satisfied that the proposal would not result in adverse impacts in terms of air quality subject to conditions and as such would accord with development plan policy in this regard.

LIGHTING

National Planning Policy Framework 2012

Chapter 11, Paragraph 124 – Conserving and Enhancing the Natural Environment

Spelthorne Core Strategy and Policies DPD 2009

Policy EN13 – Light Pollution

80. Policy EN13 seeks to minimise the adverse impact from light pollution on the environment. It promotes the use of measures to minimise the adverse impact of lighting on surrounding areas. Those preparing proposals for lighting will be required to assess the impact of the lighting scheme and demonstrate there are no unacceptable adverse impacts. The Council will seek to reduce light pollution by: a) encouraging the installation of appropriate lighting including that provided by other statutory bodies, b) only permitting lighting proposals which would not adversely affect amenity or public safety and requiring the lights to be: i appropriately shielded, directed to the ground and sited to minimise any impact on adjoining areas; and ii of a height and illumination level of the minimum required to serve their purpose.
81. It is proposed that 11, 6m steel columns with starbeam floodlights are proposed to the east, south and western boundaries, the majority (8 of the 11 columns) are located to the rear of the site behind the building. These will be lit during training activities and are motion sensitive. A number of lights are proposed on the actual building for both security and to assist staff members. The Lighting Consultant confirms that the proposed lighting is on the whole contained within the boundary of the site, where light does fall outside of the boundary it is minimal. The angle tilt of the luminaire is fixed in the horizontal position and a condition is recommended to ensure this. Given this the Lighting Consultant does not raise objection to the proposal.
82. Officers are satisfied that the proposal would not result in adverse lighting implications and would accord with development plan policy in this regard.

SUSTAINABLE DESIGN AND CONSTRUCTION

Spelthorne Core Strategy and Policies DPD 2009

Policy CC1 – Renewable Energy, Energy Conservation and Sustainable Construction

83. Policy CC1 of the Spelthorne Core Strategy and Policies DPD 2009 states that developments are encouraged to attain high energy efficiency with a rating of BREEAM 'very good'.
84. The proposed development was not accompanied by a BREEAM pre-assessment however a Sustainability Statement was submitted. This sets out that it is intended to provide a highly efficient and sustainable building with high levels of thermal insulation and energy efficient services.
85. Key areas include: the sub-division of building in to two distinct zones with appliance bay and associated operational areas which form a 'garage' type environment kept separate from the accommodation areas. This enables the accommodation areas to be treated as a separate 'airtight' element for increased energy efficiency whilst the operational and appliance bay areas are kept at a lower temperature (reducing heat loss when the large doors are regularly opened and closed), airtightness values for the accommodation element are to be to current Building Regulation levels, BRE Green Guide to Specification A+ rated external wall construction and A+ rated roof construction to provide the highest environmental performance levels, energy efficient mechanical services are proposed with extensive use of underfloor heating that can operate at lower water temperatures than conventional radiators to improve energy consumption, use of sensor operated lighting to turn off lights when natural light levels are sufficient or rooms are unoccupied. Lighting is also proposed as LED to further increase energy efficiency, an area of photovoltaic panels may be provided along the front edge of the south/west facing appliance bay roof to provide an element of on-site generated energy however this is yet to be confirmed but is encouraged, office areas are to include use of natural ventilation through roof mounted windcatcher units to provide supply and extract air into these spaces.
86. Officers are satisfied that the proposal would support the provision of energy efficiency and promote sustainable development and would therefore accord with development plan policy in this regard.

ARCHAEOLOGY

National Planning Policy Framework 2012

Chapter 12 Conserving and enhancing the historic environment

Spelthorne Borough Local Plan 2001

Saved Policy BE25 – Areas of High Archaeological Potential

87. Paragraph 128 of the NPPF states that In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting; furthermore, where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. Saved Local Plan Policy BE25 requires within Areas of High Archaeological Potential that an initial assessment of archaeological value be carried out; require field evaluation where remains are, as a result of the initial assessment , considered likely to exist; and require by condition a full investigation where justified.

88. The application was accompanied by a Archaeological Trial Trench Evaluation and a Written Scheme of Investigation for a Archaeological Strip, Map and Sample. Seven trial trenches were dug and within three of the seven trenches traces of iron age/prehistoric pottery were found. As a result the written scheme of investigation is required in order to ensure that the archaeological remains identified during the evaluation are preserved by record and the results of the work made available to the public. The County Archaeologist confirms that the documents provide an appropriate methodology to assess any finds. Officers are satisfied that subject to conditions the proposal would not compromise any archaeological remains and as such would accord with development plan policy in this regard.

GROUND CONTAMINATION

National Planning Policy Framework 2012

Chapter 11 – Conserving and Enhancing the Natural Environment

Spelthorne Core Strategy and Policies DPD 2009

Policy EN15 – Development on Land Affected by Contamination

89. Para 120 of the NPPF states that the effects of pollution on health, the natural environment or general amenity, and the potential sensitivity of the proposed development to adverse effects from pollution should be taken into account. Where a site is affected by contamination, responsibility for securing a safe environment rests with the developer. Policy EN15 of the Spelthorne Core Strategy and Policies DPD 2009 states that where development is proposed on land that may be affected by contamination, action will be taken to ensure the site is safe or will be made safe for its intended use. It will be expected that the development proposal is accompanied by an assessment of risk from contamination where the development is on or adjacent to previous industrial uses or other land known to be affected by contamination, b) require applicants to provide what information is necessary to determine whether the proposed development can proceed; and c) impose conditions on planning permissions requiring appropriate investigation and treatment of contamination before development can proceed.
90. The planning application was accompanied by a Combined Geotechnical and Ground Contamination Risk Assessment and a Supplementary Contamination Assessment Report. The Environmental Health Officer was consulted on the application and advised the following. In terms of ground gas, it is noted that of the three ground gas monitoring rounds undertaken, none were undertaken during a period of low ambient pressure. All monitoring rounds were undertaken where atmospheric pressure was measured at 1025mb. Best practice guidance recommends that monitoring should be undertaken over 6 visits over a period of 3 months (with at least 1 or 2 readings taken at low or falling pressure <1000mb) to represent worst case conditions). As such the EHO agrees with the consultants recommendations for the installation of ground gas protection measures and would recommend that this remedial action is secured via a suitable condition.
91. In terms of ground contamination, recent ground investigation works have identified the presence of asbestos containing materials within shallow made ground materials in 3 of 24 locations excavated. Whilst it is noted that the materials have been identified at depths between 0.50mbgl and 0.70mbgl no additional testing has been undertaken at

shallower depths at these locations to determine whether these materials are present closer to the surface. It is noted that neither report contains details of quantification analysis having been undertaken on any of the three samples to determine the concentrations at which asbestos fibres are present. It is recommended that the consultants are required to undertake quantification analysis on the asbestos materials present to determine the level of risk associated.

92. The consultants consider the areas where the positive identification of asbestos materials have been made are likely to fall within soft landscaped areas to the northwest of the main fire station structure and therefore the risk of future exposure to these materials is significantly reduced. However there is a small area which is likely to fall within the main development footprint (where fewer samples have been taken for asbestos analysis). Further activities with the potential to expose the asbestos materials present include the laying of services and tracking of construction related vehicles across the site.
93. The report recommends that remedial works in the form of a cover system are likely to be required, where areas of soft landscaping are proposed and such works should be detailed in a separate remediation strategy and verification report. The report should also include how the ground asbestos will be dealt with and removed during the development works. Conditions are suggested to reflect this.
94. Following further archaeological work, ground contamination has been found in the form of blue grey deposits which gave off a strong smell of petrochemical. This is being investigated further and a pre-commencement condition will be recommended to ensure the submission of a remediation strategy.

DEVELOPMENT IN THE GREEN BELT

National Planning Policy Framework 2012

Chapter 9 – Protecting Green Belt Land

Spelthorne Core Strategy and Policies DPD 2009

Policy SP1 – Location of Development

Spelthorne Borough Local Plan 2001

Saved Policy GB1 - Green Belt

95. Core Strategy Policy SP1 seeks to maintain the existing extent of the urban area and states that all new development will be made within it. Saved Policy GB1 states that development will not be permitted except for uses appropriate to the Green Belt, and sets out the classes of development which can be considered appropriate, reflecting PPG2 'Green Belts' (1992), including limited extension, alteration or replacement of dwellings. The NPPF post dates both these documents and contains a revised definition of appropriate development which allows for extension, alteration and replacement of buildings of all types, subject to limits. NPPF para 87 states that development which is inappropriate should not be approved except in very special circumstances. Para 88 states that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

Need for the Development

96. Surrey Fire and Rescue Service (SFRS) have identified that there is a lack of up to date facilities serving the Spelthorne area. This conclusion followed a strategic review conducted across Surrey in 2010. This review concluded that a new single fire station in Spelthorne is necessary. Currently there is one 24 hour whole-time fire engine at both Sunbury and Staines Fire Stations which provide most of the initial response cover for the Borough of Spelthorne, whilst at the same time providing support to other parts of the County. The provision of a more balanced service across the county in order to be better positioned to achieve the Surrey response standard was considered necessary. To secure this a review was undertaken across the county which identified an area where the provision of a new station would facilitate a more effective and balanced service. The location of the new fire station is a fundamental factor in order to meet SFRS response times. Fire crews must be in attendance to 80% of all critical incidents with either one appliance in 10 minutes or two appliances in 15 minutes.
97. Following this review five options were available 1) do nothing to secure improvements 2) Close Sunbury and maintain Staines 3) Close Staines and maintain Sunbury 4) Open a new fire station with one 24 hour wholetime engine 5) Open a new fire station with one 24 hour and on on-call fire engine. Based on a report titled "Facing the future" which looked at whether 'on-call' fire fighters could meet operation need, SFRS considers that the use of both full time and 'on-call' fire fighters would be suitable in this position. (note: On-call fire fighters are trained to the same standard as full time fire fighters, and work in other trades. They respond to emergency calls when required and respond in a similar way to the Coastguard and Mountain Rescue services).
98. Given the above, it was not an option to 'do nothing'. The existing fire stations at Sunbury and Staines were both built in the late 1960's and both will come to the end of their economic life at the same time. The extent of maintenance works already undertaken or identified is extensive and this work will continue to grow as the buildings age further. Neither station currently provides sufficient sized or type accommodation to comply with the standards set out by the Fire and Rescue Services Act 2004. Much of the existing building layouts already create operational and accessibility barriers that need to be removed and both buildings would need to be completely re-configured and enlarged to begin to address these issues. The site for both stations are not large enough to accommodate all of the training requirements needed for modern fire fighters and therefore do not provide an opportunity to either extend / enlarge the current buildings or replace them with a new facility to address the fundamental layout problems defined above.
99. The above shows that there is a clear need for a new fire station and re-developing the existing sites at Staines and Sunbury is not a viable option.

Alternative Sites

100. Modelling was undertaken to determine the optimum location for the new fire station, and a 'heat map' was produced showing the area best suited to locate the new station. The site had to be located within the 'very good' area in order to meet the SFRS response times. The Ashford area was shown to be the best area due to its relatively central location within the borough however would be unsuitable due to its density and associated traffic congestion. However anywhere within 'very good' was considered to

be acceptable. Further criteria were also set in order to determine the best site for the new fire station, these were:

Location/Response time: the site should be located in the most advantageous position to assist response times for 999 incidents, and to assist 'on-call' staff in reaching the site.

Size: the site must be of a sufficient size to accommodate 2 fire engines and associated facilities. As such a minimum site area of 0.6 hectares is required

Adjacencies: the fire station should not be located adjacent to residential properties due to noise and disturbance from training and responding to incidents

Availability: the site must be available, and preferably under full control of the applicant

Topography: site must be as level as possible to facilitate a variety of training methods

Access: excellent access should be available to the highway network in several directions

Planning Policy designations: appropriate planning designations that allow for development or which can be presented or require tests to be satisfied in order to make the development appropriate

Existing use: site must not be in a use which prevents the proposed use.

101. Using the above criteria SFRS assessed a total of 5 sites, each category was given a score (0-2 not available/poor, 3 average/mitigation may be required, 4-5 very good/excellent). These scores were added up to give a total score for each site as follows:

Land adjacent to Queen Mary Reservoir – this site, in terms of location, site size, adjacencies, topography and access would be met however the site is not available as is owned by Thames Water and let to a third party company. The site is located within the Green Belt therefore a case for very special circumstances would be required. Score 24.

Land at Feltham Road, Ashford – this site is acceptable in terms of location, and planning policy designations however it is not acceptable in terms of the site size being too small, it is located within a dense residential area therefore making access to and from the site problematic and the site is not available. Score 19.

Land at Church Road, Ashford – this site would be acceptable in terms of location. It is positioned within safeguarded employment land therefore exceptional circumstances would need to be put forward to justify the development here. However the proposal would be too small, would be located within a dense residential area, the site is not available and accessibility would be limited due to its location within Ashford centre. Score 16.

Land adjacent to Queen Mary Sailing Club – the site would meet the criteria in terms of site size, there are no residential properties nearby and there are good access links. However, the site would be located within the 'good' section and not 'very good' as shown on the heat map therefore would not meet response times and the site is not available. The site is also located within the Green Belt. Score 21.

Land at Ford Bridge roundabout, Ashford - the proposed site is located on the south west corner of the 'heat map' within the 'very good' area therefore acceptable in terms of

location, the site size at 0.84 hectares would be big enough to accommodate the proposed fire station. The site would not directly adjoin any residential properties. The nearest properties are located in Ford Close to the north over the A308 (approximately 40m), and are separated by a main trunk road. Surrey County Council own the site therefore it is available, the site is level, the sites location accessing straight onto the A308 dual carriage way would provide good access to the whole of the borough with the provision of a separate access to the south of the site to allow engines and 'on-call' to staff to access the site when travelling from the south also. The site is located within the Green Belt and within Flood Zone 2 therefore a case for Very Special Circumstances would need to be put forward and the completion of a sequential and exception test, in relation to flooding. Score 30.

102. Only the application site scored highly enough to be able to satisfy the requirements of SFRS. As such the application site was considered to be the only available site within the appropriate location that would meet the above criteria.

Harm Due to Inappropriateness and impact on Openness

103. The proposed fire station would be located on undeveloped Green Belt land. The proposed fire station building would measure 1154sqm and the smoke house would measure 150sqm, as a result there will undoubtedly be significant harm to the openness of the site given its current site characteristics being an open field for grazing. The building would be located to the north of the site adjacent to a busy 'A' road and near existing built development. The single storey scale and the location has been designed to limit the harm as much as possible, however there will still be a significant loss of openness given the location and size of the building as well as the proposed smoke house / drill tower, the proposed parking and hard standing not to mention the intensification of use on this part of the site where currently there is none. Given this, the proposal will result in a significant loss of openness to the Green Belt due to inappropriateness, although it is acknowledged that attempts have been made to limit this harm. However, Officers consider that the Very Special Circumstances unique to this site are such that they clearly outweigh the harm due to inappropriateness.

Very Special Circumstances

104. The applicant has set out in some detail the very special circumstances in order to overcome the harm to the green belt due to inappropriateness and any other harm such that an exception to policy can be made. The very special circumstances are considered to be as follows:
- The need for a new fire station in order to meet modern day standards as set out in paragraphs 96 - 99
 - The requirements to meet SFRS response times as set out in paragraph 96 and need for a centrally located site to meet the 'very good' location on the heat map
 - The lack of suitable and available alternative sites see paragraphs 100 - 102
 - Poor quality of the existing fire stations such that they cannot be redeveloped (see paragraph 98)

Other Harm

105. There are other sources of non Green Belt harm through impacts on the highway and in terms of noise and air quality from vehicle movements and training activities as well as harm due to the development being located within Flood Zone 2 and the harm due the impacts upon landscaping. The adverse impacts on highway safety in terms of additional traffic and the road modifications have been fully assessed by the County Highway Authority who recommends a number of conditions to ensure that the amenity impacts are limited. The development within Flood Zone 2 has been assessed and found acceptable by the EA and again is proposed to be controlled through conditions. The landscape impacts would also be controlled by conditions to ensure that a scheme is submitted to reduce the impacts of the new building in this location and for new planting to be carried out that integrates with the surrounding area. Officers consider that the harm to amenity resulting from noise and air quality would also be acceptable subject to conditions. As such officers consider that the 'other harm' caused by the development can be ameliorated through the imposition of conditions.

Conclusions on Green Belt

106. The proposal would constitute inappropriate development which would be harmful to the Green Belt. However the harm would be outweighed by the operational need of SFRS to provide a new, modern fire station which can meet the needs of the borough. The existing fire stations, due to their age and size, cannot provide facilities that meet modern requirements, and their sites are so constrained that they could not be redeveloped. The proposed station would allow the SFRS to meet its response time targets and would provide modern facilities to allow up to date training. The applicant has demonstrated that there are no alternative sites that could accommodate the development in the required location. Officers consider that very special circumstances have been demonstrated, that clearly outweigh the harm to the Green Belt and any other harm such that an exception to policy can be made.

HUMAN RIGHTS IMPLICATIONS

107. The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.

108. In this case, the Officer's view is that while the possibility of impacts on amenity caused by additional traffic, emergency vehicles, air quality, noise and flood risk are acknowledged, the scale of such impacts is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. Their impact can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.

CONCLUSION

109. The proposed development has been designed so that it would integrate with the surrounding area. The impact on the street scene has been reduced as much as possible by locating the single storey element nearest the road. Officers consider that subject to conditions the proposal would not result in adverse impacts in terms of residential amenity. The noise, air quality and lighting impacts have been assessed and concluded that they would not give rise to adverse impacts. The highways implications

are considered to be acceptable. The proposal would meet the sequential and exceptions test and are therefore acceptable in terms of flood risk. The proposal would result in the loss of 7 trees which are not of significant quality. The landscaping implications of the development will be controlled by condition. There are not considered to be any ecological impacts as a result of the development. The preservation of archaeological remains can also be secured via condition.

110. The development constitutes inappropriate development in the Green Belt. Officers are satisfied that the need for the development, the lack of alternative sites and poor quality of existing fire stations, constitute very special circumstances. There would be harm to the openness of the Green Belt through the construction of new building, however the impact would be reduced by locating the building close to the existing road and limiting the height of the development. There would nevertheless be a loss of openness given that the site is currently an open field. Notwithstanding the harm to the Green Belt by virtue of inappropriateness and loss of openness, and other identified harm to landscape and amenity interests, Officers are satisfied that the need for the development and lack of alternative sites are factors that amount to very special circumstances that clearly outweigh the presumption against the proposal and justify the grant of planning permission subject to conditions and as an exception to national and local planning policies.

RECOMMENDATION

That:

1. Pursuant to the provisions of the Town and Country Planning (Consultation) (England) Direction 2009, application no. SP15/01590/SCC be forwarded to the Secretary of State and
2. In the absence of any direction by him and pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, the application be PERMITTED subject to the following conditions

Conditions:

IMPORTANT - CONDITION NO(S) [3,4,5,6,7,8,9,10,11,22] MUST BE DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in all respects strictly in accordance with the following plans/drawings:

DWG No: 7834.P.100 Rev P1, Location Plan dated 01/10/15

DWG No: 7834.P.101 Rev P1, Site Plan - As Existing dated 24/09/15

DWG No: 7834.P.102 Rev P1, Existing Site - Design Constraints dated 24/09/15

DWG No: 7834.P.201 Rev D, Site Plan - As Proposed dated 27/08/15

DWG No: 7834.P.202 Rev P1, Site Plan - Environmental Issues dated 24/09/15

DWG No: 7834.A.205 Rev BQ2 Site Constraints and Issues dated 23/09/15

DWG No: 7834.P.205 Rev P2, Planning Drawing - Hard Landscaping dated 03/02/16

DWG No: 7834.P.206 Rev P1, Planning - Soft Landscaping dated 22/09/15

DWG No: 7834.P.210 Rev P1, Planning Drawing - Ground Floor Plan dated 22/09/15

DWG No: 7834.P.211 Rev P1, Planning Drawing - Roof Plan dated 22/09/15

DWG No: 7834.P.212 Rev P2, Planning Drawing – Elevations dated 03/02/16

DWG No: 7834.P.213 Rev P2, Planning drawing – Cross Sections dated 03/02/16

DWG No: 7834.P.214 Rev P2, 3D Images dated 03/02/16

DWG No: P3206-E-00-1010 Rev C, External Lighting LUX level Plan dated 29/01/16

DWG No: 5434/100 Rev B, Site Layout Drainage dated June 2015

DWG No: 150446-05, Visibility Splays received 06/01/2016

DWG No: Q10452-01 Rev C, General Arrangement Fire Tower and Smoke House dated 10/09/15

3. Prior to the commencement of the development hereby permitted, the proposed vehicular access to Kingston Road (A308) shall be constructed in accordance with the approved Motion Transport drawing no. 150446-03 Revision B. These details shall be maintained in perpetuity for the duration of the development.
4. Prior to the commencement of the development hereby permitted, full details of soft landscaping works including planting plans, written specifications (stating cultivation and other operations associated with plant and grass establishment), schedules of plants noting species, plant sizes and proposed numbers/densities, details of new habitat created on site, details of treatment of site boundaries and or buffer zones around watercourses and an implementation programme has been submitted to and approved in writing by the County Planning Authority. These details shall include proposed finished levels, means of enclosure and hard surfacing materials (where appropriate). Only the approved details shall be implemented.
5. Prior to the commencement of the development hereby permitted, confirmation of ground water levels and a ground contamination report shall be submitted to and approved in writing by the County Planning Authority. The finalised drainage scheme shall then be designed in accordance with these results.
6. Prior to the commencement of the development hereby permitted, further details to demonstrate how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, shall be submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.
7. Prior to commencement of the development hereby permitted, details of the ownership and maintenance of the SuDs features must be submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.
8. Prior to the commencement of the development hereby permitted, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.

9. Prior to the commencement of the development the following details relating to ground contamination will be required:
 - (i) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site has been submitted to the County Planning Authority for approval in writing.
 - (ii) where any such potential sources and impact have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. the site investigation shall not be commenced until the extent and methodology of the site investigation have been agreed in writing with the County Planning Authority.
 - (iii) a written method statement for the remediation of land and/or groundwater contamination, affecting the site shall be agreed in writing with the County Planning Authority prior to the commencement of any remediation. the method statement shall include an implementation timetable and monitoring proposals and a remediation verification methodology. the site shall be remediated in accordance with the approved method statement, with no deviation from the statement without express written agreement with the County Planning Authority.
10. Prior to the commencement of the development hereby permitted, a written method statement outlining the mitigation of ground gas risks shall be submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.
11. Prior to the commencement of the development hereby permitted, a Dust Management Plan and Construction Environmental Management Plan shall be submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.
12. The development hereby permitted shall not be first occupied unless and until the proposed gap in the Kingston Road A308 central reservation has been constructed and provided with wig wags and associated infrastructure in accordance with the approved Motion Transport drawing numbered 150446-03 Revision B, all to be permanently retained. The wig wag signals shall not operate for more than 50 seconds.
13. The development hereby permitted shall not be first occupied unless and until the right turn ban order has been created for the proposed gap in the central reservation, and associated signs have been provided on the ground in accordance with a revised scheme to be submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.
14. The development hereby permitted shall not be first occupied unless and until an Access Management Plan has been submitted to and approved in writing by the County Council Planning Authority. Details to include formal training on the use of the Thames Water access road. Only the approved details shall be implemented.
15. The development hereby permitted shall be carried out in strict accordance with the Framework Construction Traffic Management Plan received 10 February 2016.
16. External training shall only take place within the 'middle' or 'left' gated training areas as shown within the MACH Acoustics Noise Impact Assessment, dated 29 January 2016 between the hours of 07.00 to 19.30 Monday to Friday, 08.00 to 19.30 on Saturdays and

at no time on Sundays, Public, Bank or National Holidays. There shall be no training in the 'right' area as shown within the MACH Acoustics Noise Impact Assessment.

17. No testing of the vehicle audible warning devices shall be undertaken on Saturdays, Sundays, Public, Bank or National Holidays unless on the muted 'quiet mode'.
18. Prior to the occupation of the development hereby permitted, a Landscape and Ecology Management Plan (LEMP) shall be submitted to the County Planning Authority for approval in writing. The content of the LEMP shall include the following:
 - a) Description and evaluation of all features to be managed including a compartment plan showing all landscape areas and cross sections
 - b) Ecological trends and constraints on site that might influence management
 - c) Aims and objectives of management and working method statement
 - d) Appropriate management options to achieve aims and objectives
 - e) Prescriptions for management actions
 - f) Preparation of work and/or maintenance schedule for all landscape areas both new and existing (including an annual work plan capable of being rolled forward on a five-year period)
 - g) Details of the body or organisation responsible for implementation of the plan
 - h) Ongoing monitoring and remedial measures

The LEMP shall also include details of the legal and funding mechanisms by which the long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results of monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. Only the approved details shall be implemented.

19. The new building hereby permitted shall not be constructed above finished ground floor level unless and until details and samples of the materials to be used on the external surfaces of the development have first been submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.
20. In carrying out the development hereby permitted, no construction activities shall take place except between the hours of 07.30 and 18.00 between Mondays and Fridays and between 8.00 and 13.00 on Saturdays. There shall be no working on Sundays or bank and public/national holidays.
21. The proposed development shall be carried out in strict accordance with sections 6 - 12 of the Arboricultural Method Statement submitted with the application.
22. Before any equipment, machinery or materials are brought onto the site for the purposes of carrying out the development hereby permitted, the tree protective fencing shall be erected in accordance with drawing Tree Protection Plan (DWG: TPP-02 Rev A) within

Appendix 4 of the Arboricultural Method Statement submitted with the application. The tree protective fencing shall remain in situ for the duration of the construction of the development hereby permitted. For the duration of works on the site no materials, plant or equipment shall be placed or stored within the protected area.

23. The finished floor levels of the building hereby permitted shall be set no lower than 13.77m AOD.
24. The development shall be carried out in strict accordance with sections 3 and 4 of Flood Risk Assessment ref: 5434/2.3, dated June 2015.
25. Prior to the occupation of the development hereby permitted, a verification report carried out by a qualified drainage engineer must be submitted to and approved in writing by the County Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.
26. Prior to the occupation of the development hereby permitted, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the County Planning Authority.
27. The proposed development shall be carried out in strict accordance with the Written Scheme of Investigation for an Archaeological Strip, Map and Sample dated November 2015 and any further requirements of the County Archaeologist as a result of the above works.
28. The angle tilt of the luminaires on the proposed lighting as shown on drawing P3206-E-00-1010 Rev C, External Lighting LUX level Plan dated 29/01/16, shall be fixed in the horizontal position.
29. All plant and vehicles operating at the site shall be fitted with reversing alarms which do not emit a warning noise that could have an adverse impact on residential amenity.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies DPD February 2009.
4. To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and biodiversity and contribute to the character of the local area in accordance with Policy EN1 and EN8 of the Spelthorne Core Strategy and Policies DPD 2009.
5. To ensure that the SuDs hierarchy has been followed in accordance with the National Planning Practice Guidance, Flood Risk and Coastal Change.
6. To ensure that the proposal has fully considered system failure in accordance with Policy LO1 of the Spelthorne Core Strategy and Policies DPD 2009.

7. To ensure the drainage design meets the technical standards in accordance with Policy LO1 of the Spelthorne Core Strategy and Policies DPD 2009.
8. To ensure that the construction works do not compromise the functioning of the Sustainable Drainage System in accordance with Policy LO1 of the Spelthorne Core Strategy and Policies DPD 2009.
9. To protect the amenities of future residents and the environment of potentially harmful substances in accordance with Policies SP6 and EN15 of the Spelthorne Borough Core Strategy and DPD 2009.
10. To protect the amenities of future residents and the environment of potentially harmful substances in accordance with Policies SP6 and EN15 of the Spelthorne Borough Core Strategy and DPD 2009.
11. To ensure the protection of neighbouring properties in accordance with Policy EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
12. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies DPD February 2009.
13. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies DPD February 2009.
14. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies DPD February 2009.
15. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.
16. To ensure the protection of neighbouring properties in accordance with Policies EN1 and EN11 of the Spelthorne Core Strategy and Policies DPD 2009.
17. To ensure the protection of neighbouring properties in accordance with Policies EN1 and EN11 of the Spelthorne Core Strategy and Policies DPD 2009.
18. To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and biodiversity and contribute to the character of the local area in accordance with Policy EN1 and EN8 of the Spelthorne Core Strategy and Policies DPD 2009.
19. To ensure that the external appearance of the building is satisfactory in accordance with Policy EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
20. To ensure the protection of neighbouring properties in accordance with Policy EN1 of the Spelthorne Core Strategy and Policies DPD 2009.

21. To ensure protection of the trees in accordance with Policy EN1 and EN8 of the Spelthorne Core Strategy and Policies DPD 2009.
22. To ensure protection of the trees in accordance with Policy EN1 and EN8 of the Spelthorne Core Strategy and Policies DPD 2009.
23. To protect the development from flooding in accordance with Policy LO1 of the Spelthorne Core Strategy and Policies DPD 2009.
24. To protect the development from flooding in accordance with Policy LO1 of the Spelthorne Core Strategy and Policies DPD 2009.
25. To ensure the Sustainable Drainage System complies with the technical standards in accordance with Policy LO1 of the Spelthorne Core Strategy and Policies DPD 2009.
26. To protect the amenities of future residents and the environment of potentially harmful substances in accordance with Policies SP6 and EN15 of the Spelthorne Borough Core Strategy and DPD 2009.
27. To ensure that any archaeological remains are preserved in accordance with Policy BE25 of the Spelthorne Borough Local Plan 2001.
28. To ensure the protection of neighbouring properties in accordance with Policies EN1 and EN13 of the Spelthorne Core Strategy and Policies DPD 2009.
29. To ensure the protection of neighbouring properties in accordance with Policies EN1 and EN11 of the Spelthorne Core Strategy and Policies DPD 2009.

Informatives:

1. This approval relates only to the provisions of the Town and Country Planning Act 1990 and must not be taken to imply or be construed as an approval under the Building Regulations 2000 or for the purposes of any other statutory provision whatsoever.
2. The County Planning Authority confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
3. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act.

Trees and scrub are likely to contain nesting birds between 1 March and 31 August inclusive. Trees and scrub are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity during this period and shown it is absolutely certain that nesting birds are not present

4. The applicant is advised that under the Thames Region Byelaws 1981 and Water Resources Act, any works in, over, under or within 8 metres of a main river require flood defence consent from the Environment Agency.
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.

6. 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).
7. 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 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.
8. If the proposal is to discharge into the main river or if works are required to the main river as part of the final design, Flood Defence Consent will be required from the Environment Agency.

CONTACT

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BACKGROUND PAPERS

The deposited application documents and plans, including those amending or clarifying the proposal, responses to consultations and representations received as referred to in the report and included in the application file and the following:

Government Guidance

[National Planning Policy Framework 2012](#)

[Planning Practice Guidance](#)

The Development Plan

The Spelthorne Core Strategy and Policies DPD 2009

Other Documents

Biodiversity and Geological Conservation: Circular 06/2005

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