


15/01590/SCC
**Grazing land opposite Ford Close,
Kingston Road, Ashford**

1:1,250

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Planning Committee

13 January 2016



Application No.	15/01590/SCC		
Site Address	Grazing land opposite Ford Close, Kingston Road, Ashford		
Proposal	Surrey County Council consultation for the 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.		
Applicant	Surrey County Council .		
Ward	Laleham and Shepperton Green		
Call in details	N/A		
Case Officer	Peter Brooks		
Application Dates	Valid: 23.11.15		
Executive Summary	<p>The application site is a triangular piece of land to the south of the Fordbridge roundabout. To the west of the site lies an open grazing field, the river Ash and the Council Depot. To the east lies a car wash facility. The land is open in character and forms part of the designated a Green Belt.</p> <p>The application is a consultation from Surrey County Council (SCC) for the erection of a fire station building with associated facilities. This fire station would serve the borough of Spelthorne and would replace the two existing fire stations within the borough (one opposite Ashford Hospital and one close to Sunbury Cross).</p> <p>The single fire station has been identified by Surrey Fire and Rescue Service (SFRS) as a suitable replacement for the two existing fire stations within the borough. Spelthorne must assess the proposal in planning terms. This site has been identified as the most suitable site within the borough for a new fire station, based on a number of criteria applied by the SFRS. It is not for the planning process to review the merits of the operational implications of the proposal.</p> <p>The fire station would comprise a single storey structure located close to the northern boundary of the site, fronting the A308. The element closest to the road would be relatively low profile, and contain offices, accommodation for on duty staff and various ancillary rooms. To the rear</p>		

	<p>of the building is the fire engine house, which has a higher roof to accommodate the fire fighting vehicles. To the west, south and east of the main building is a hard standing area for parking and training. The hard standing area to the south contains a training tower, generator and fuel tank to serve the fire building. The operational needs to the SFRS dictate the layout and form of the proposed fire station.</p> <p>In view of the site's location in the Green Belt, it is accepted that the construction of a new building would be viewed as 'inappropriate' development which would represent a departure from the Council's 'development plan'. However, the applicant's have put forward a strong case which demonstrates a series of 'very special circumstances' that justifies the erection of this particular building on this site.</p>
<p>Recommended Decision</p>	<p>It is recommended that Spelthorne Borough Council raise OBJECTIONS to this proposal, unless it can be demonstrated that it would be able to overcome flooding and landscaping concerns.</p>

MAIN REPORT

1 DEVELOPMENT PLAN

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- GB1 - Saved Local Plan Policy (Green Belts)
- CO1- Providing Community Facilities
- LO1 - Flooding
- EN1 - Design of New Development
- EN3 - Air Quality
- EN7 - Tree Protection
- EN13 - Light Pollution
- EN15 - Development on Land Affected by Contamination
- CC2 - Sustainable Travel
- CC3 - Parking Provision

2 RELEVANT PLANNING AND OTHER HISTORY

2.1 This site has no relevant planning history. It has been used as grazing land for many years and was previously owned and leased for that use by the Borough Council.

3 DESCRIPTION OF CURRENT PROPOSAL

- 3.1 This is a consultation on a planning application which has been submitted by Surrey County Council (SCC), seeking the views of Spelthorne Borough Council (SBC) on the proposal to construct a fire station on the application site.
- 3.2 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 this location is the best 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).
- 3.3 Spelthorne must make its recommendation based upon planning matters and not matters relating to the relative merits of closing the two existing stations. SFRS are the body who determines the operational need within the County.
- 3.4 The application site is a triangular piece of land to the south east of Fordbridge Roundabout. To the west of site lies an open grazing field, the river Ash and further west is the Council depot. To the east lies a car wash facility. The site is open in character and forms part of the designated Green Belt.
- 3.5 Also forming part of the application site is an existing access 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.
- 3.6 The fire station building would be a single storey structure with its longest axis running parallel to Staines Road West (this element would be 51m x 11.3m and 4.6m high). The building would be located on the northern edge of the site, with hard standing to its west, east and south. This part of the building would contain a number of rooms which would serve the fire station. These include rooms for on duty staff to sleep, a kitchen area, recreation rooms, bathroom/shower facilities, general office space and rooms for storing/cleaning/maintaining firefighting equipment, as well as other ancillary rooms. The remainder of the main building (33.5m x 15.7m) would comprise an appliance bay where the fire fighting vehicles would be stored. This appliance bay has a higher roof in order to accommodate the vehicles, and would have a maximum height of 7.765m. The roof over the building would comprise two monopitch elements in order to reduce its visual impact. The building would be of functional and simple appearance, with a brick exterior and metal roof.
- 3.7 The hard standing area which would be located on the east, south and west of the site would be used for car parking, training, and would allow manoeuvring space for fire vehicles. To the south of the main building a training tower/rescue house (a four storey structure used for training purposes) would be located with a total height of 12.27m. There would also be a generator and fuel tank to meet operational needs of the site in times of emergency
- 3.8 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.

- 3.9 The proposal would also involve alterations to the existing highway to allow fire fighting vehicles 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. Lights would be installed on the A308 to halt traffic and allow fire vehicles to exit the site in emergencies. The proposal would also include the use of an existing access road which runs to the south of the site between Ashford Road and the A308. This access would allow returning engines and ‘on call’ firefighting staff to rapidly enter the site when travelling from the south. A further explanation of the ‘on call’ fire fighters is provided later in the report.
- 3.10 Copies of the proposed site layout and elevations are provided as an Appendix.

4 CONSULTATIONS

- 4.1 The following table shows those bodies consulted and their response

Consultee	Comment
County Highway Authority	Raises no objections.
County Archaeological Officer	Will respond to applicant.
Environment Agency	Will respond to applicant.
The Council’s Tree Officer	Verbally reported no objections subject to improved landscaping.
Environmental Health	No objections subject to conditions relating to contamination and gas protection.

5 PUBLIC CONSULTATION

As Spelthorne is a consultee SCC have notified adjoining neighbours. At the time of writing this report, the Council has not been passed any letters of representation from SCC, and has received one letter directly concerning the scheme.

6 PLANNING ISSUES

- Green Belt
- Flooding
- Community Facility
- Design, Appearance and Visual Impact
- Highway Issues and Parking
- Residential Amenity
- Noise
- Light Pollution
- Contamination
- Archaeology

7 PLANNING CONSIDERATIONS

Green Belt

a) Background

- 7.1 The site lies within a designated Green Belt and Saved Local Plan Policy GB1 is most relevant as it seeks to ensure only 'appropriate' development is allowed in the Green Belt. The National Planning Policy Framework (NPPF) states that the construction of new buildings should be regarded as 'inappropriate' development, which by definition would be considered as harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF continues by stating that:-

'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and other harm, is clearly outweighed by other considerations'.

The following paragraphs assess the proposal on the above basis having regard to the harm to the Green Belt.

b) Harm to the Green Belt

- 7.2 It is accepted that this development would therefore not be deemed as "appropriate" in policy terms when having regard to the NPPF and the Planning Policy Guidance Note on Green Belts.
- 7.3 Given the open character and undeveloped nature of the application site, it is acknowledged that any new building would clearly affect the open character of the existing Green Belt. It is clear that the fire station building and the other structures within the site would be visible within the Green Belt which would result in some visual harm to the Green Belt setting.

c) Very Special Circumstances

- 7.4 The applicants have set out in some detail the 'very special circumstances' which apply in this case and which are summarised below. These are as follows:
1. **The need for development:** 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. In order to provide a more balanced service provision across the county which would be able to achieve the Surrey Response standard (that being in attendance to 80% of all critical incidents with either one appliance in 10 minutes or two appliances in 15 minutes).

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 whole-time 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).

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 Ashford area was shown to be the best area due to its relatively central location within the borough, its accessibility and that no suitable sites could be located within the existing urban area. A number of sites were considered, but none were found to be suitable.

2. **No other suitable sites available:** In order to determine the best site for the new fire station, a number of criteria were set out. These were:
 - Location/Response time – site should be located in 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.

Using the above criteria SFRS assessed a total of 5 sites, giving each site a total score. Only the application site scored highly enough to be able to satisfy the requirements of the SFRS. The site at Fordbridge roundabout was able to satisfy the requirements as follows:

Location/Response times – The heat map produced by the study centred on Ashford urban area, this was however an unsuitable area due to its density and associated traffic congestion to locate a fire station. The proposed site was located on the south west corner of the ‘heat map’, and is well connected to the main highway network. This will allow better response times.

Size – the application site would be larger than the minimum required 0.6 Hectares. The site would be 0.84 hectares and so provide over sufficient space to meet operational needs.

Adjacencies – 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 it is considered this separation by a main trunk road would not significantly harm the amenities of the occupiers of these dwellings.

Availability – SCC owns the entire application site.

Topography – the site is level.

Access – the sites location accessing straight onto the A308 dual carriage way would provide excellent access to the whole borough (eg on the A308 dual carriageway from Staines to Sunbury, access via the A308 to the A30 dual carriageway, Ashford Road leading south to Laleham and Shepperton . 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 weighs in favour of the schemes accessibility.

Planning policy designations – the site is located within the Metropolitan Green Belt and a medium probability flood risk area. The application requires the submission of a Very Special Circumstances Case (in relation to Green Belt) and the completion of a sequential and exception test (in relation to flooding). The applicant has been able to demonstrate that the scheme would therefore comply with planning policy.

Existing use – the site is currently used as grazing land and is available for development, without the need for extension preparatory works.

- Poor quality existing fire stations:** The two existing fire stations date from the mid 1960's and suffer from a number of issues relating to their age, as well as their historical design. The buildings are not of a suitable size to meet modern standards, and the sites lack suitable space to conduct training of a modern standard. The sites are in simple terms, not of a suitable size to redevelop for a fire station, and the sites would not allow the SFRS to provide the quality of service to comply with Core Functions as identified in the Fire and Rescue Services Act 2004.

The existing buildings due to their age require extensive works to bring them up to modern standards, and their construction utilising large elements of flat roof and large glazed windows results in buildings that are expensive to run. Therefore for both operational and economic reasons it was recommended that the two existing stations be closed and a single new station, built to meet modern standards be constructed.

- Centrally located site required:** In order to meet required response times (outlined in paragraph 7.4 (1)) the site should be located within the 'very good' category on the 'heat map'. The site would therefore be located to allow the best response times for emergency vehicles. The sites location, being central to the borough, would constitute a very special circumstance weighing in favour of the scheme.

Summary of the Very Special Circumstances

- The proposal would constitute inappropriate development which would be harmful to the Green Belt. However the harm would be outweighed by the operation need of the 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 proposal has therefore been able to demonstrate that very special circumstances have been demonstrated, and that the harm to the green belt is outweighed by the need to provide a new fire station within the borough.

Flooding

A) Background

- 7.5 The site lies within Flood Zone 2 (FZ2) which is defined as a medium probability flood zone (a 1 in 1000 year flood event area), and 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. Ideally one would not locate a fire station in FZ2. 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
- 7.6 The proposed fire station site and building would be raised above the expected flood level to safeguard it during times of flood, and further details of this are outlined in paragraph 7.13.

B) Sequential and Exception Test

- 7.7 Paragraphs 100 to 103 in the NPPF set out how applications should be steered away from those areas liable to flood, and if this is not possible, the tests they must go through to demonstrate that they would not make the overall flooding situation worse and they would provide an overall benefit to the area
- 7.8 The sequential test aims to steer new development to those areas least liable to flood. Development should not be permitted if there are reasonable available sites appropriate for the proposed development in areas with a lower probability of flooding. If no other sites can be identified then the proposal must pass the Exception test.
- 7.9 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.

C) The Sequential Test

- 7.10 As has been demonstrated as part of the Green Belt Very Special Circumstances case, the proposed site is deemed to be the most appropriate site within Spelthorne to locate the proposed fire station. When applying the

sequential test, a pragmatic approach on the availability of alternative sites should be taken. As this site has been concluded to be the most appropriate site, there are no other reasonable available sites with a lower probability of flooding than FZ2 and as such the sequential test is considered to be passed acceptably.

D) The Exception Test

- 7.11 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.
- 7.12 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 have a 'very good' ability to serve the response area.
- 7.13 The Flood Risk Assessment (FRA) submitted with the application recommended that the site be finished higher than the predicted flood level (1 in 100 years plus climate change) to a level of 13.47 AOD. The finished floor level of the fire station would be set at 14.20 AOD, to provide a freeboard of 0.73m. As the use as a fire station would be classed as highly vulnerable it is considered the raised floor level and dry means of escape to the east, would mean the users would be kept safe during times of flood. The lifetime of non-residential is dependent on the characteristics of the proposed development. The FRA has demonstrated that by virtue of its raised level, and provision of Sustainable Urban Drainage (SUDs) incorporated in the scheme, the development would be 'safe' over its expected lifetime.
- 7.14 The raising of the ground level within the floodplain would reduce the area which would be capable of flooding ie reduce flood storage capacity. The applicant could address this concern by increasing the flood storage capacity on the site by lowering levels around the new station site to compensate for this.

E) Summary of flooding

- 7.15 The proposal has demonstrated that the sequential test has been passed, however it is considered the exception test has not been fully passed, as currently the proposal would increase flood risk elsewhere due to the loss of flood storage capacity. This can be overcome by increasing flood storage capacity on the undeveloped western edge of the site closest to the River Ash to compensate for the proposed loss. Without this change objection is recommended on flooding grounds.

Design, Appearance and Visual Impact

- 7.16 The fire station building and other supporting structures has been designed to minimise its visual impact in this green belt location. The design and form however has been dictated by the proposed use, and structures must be of a certain size to accommodate fire engines and space for on duty fire fighters

and training areas. It is considered the design and form have been calculated so as to minimise the impact on the character of the area.

Transport Assessment

- 7.17 The application has been accompanied by a Transport Assessment (TA). This TA concluded the site was located in an accessible location (as supported by the heat map assessment) and is well linked to the wider transport network. The required visibility splays can be achieved and 'wig wag' signal lights would be installed to halt traffic on the A308 to allow fire engines to leave the site safely during emergency call outs. Such arrangements for emergency vehicles are not uncommon.
- 7.18 The response of the County Highway Engineer will be reported verbally.

Construction Management

- 7.19 A construction management plan details how the scheme would be constructed, in a way to minimise disruption on the wider area. These documents are common for larger developments and it is considered the proposed would be acceptable.

Arboricultural Considerations

- 7.20 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 other 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. However, more extensive landscaping is required to soften the visual impact of what is a substantial building.

Acoustic Considerations

- 7.21 The submitted noise impact assessment concludes that the acoustic impacts on the development have been investigated and found to be acceptable in this location. Noise impacts likely to be generated includes during emergency responses, training and the installed plant on site. The nearest residential properties are located to the north in Ford Close, and are separated from the site by the A308 dual carriageway.

Air Quality

- 7.22 An air quality report submitted with the scheme concluded 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. It was also concluded that training activities would not have significant harmful effects on air quality. It should be noted that overall the air quality impact is little different to the 2 existing stations.

Archaeology

- 7.23 A County Archaeological unit conducted a trial trench evaluation. From a total of seven trenches, within three traces of iron age/prehistoric pottery was found. It has been recommended that further work be undertaken to ascertain if further material can be located. The County Archaeologist will respond directly to the County Planning Officer.

Ecology

- 7.24 The application has been accompanied by ecology studies 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. Conditions can be added by the County to ensure that ecology is protected during construction, and if any is found during construction how to deal with this eventuality.

Conclusion

- 7.25 The proposal has passed both the sequential test, but has not passed the exception test in relation to flooding due to the loss of flood storage capacity which could increase flood risk elsewhere. This matter could be overcome by increasing flood storage on site, and Spelthorne therefore currently object to the proposal on this basis.
- 7.26 The current landscaping scheme does not provide sufficient mitigation of the visual impact of what is a substantial building. By increasing landscaping around the building to reduce its visual impact, Spelthorne would be able to remove their objection on this issue.
- 7.27 In assessing the proposal in relation to the Green Belt, it has already been explained that substantial weight must be given to the harm to the Green Belt. It is also considered that the size of the structure means, notwithstanding proposed landscaping, the scheme would lead to moderate additional visual harm. Subject to the flooding and landscaping issues being resolved, I would be satisfied that the substantial case for a modern well located fire station to constitute 'very special circumstances' and would 'clearly' outweigh the Green Belt harm.
- 7.28 The other matters considered which have been referred above would be acceptable subject to several planning conditions.
- 7.29 The consultation for a new fire station from SCC is currently considered to be unacceptable, due to the loss of flood plain storage and insufficient landscaping surrounding the site, resulting in a position where the harm to the Green Belt is not 'clearly outweighed'. It is therefore recommended that SCC be informed that Spelthorne Borough Council raise Objections to the proposal unless flood storage capacity on site is increased and by incorporating a more comprehensive landscaping scheme to better screen the development.

8 **RECOMMENDATION**

8.1 That Surrey County Council be informed that Spelthorne Borough Council raise OBJECTIONS to the proposed new fire station to be located on land south of Fordbridge Roundabout unless:

1. Flood storage capacity is increased to avoid adding to flood risk elsewhere; and
2. Sufficient landscaping is proposed to mitigate the visual impact of the proposal

Spelthorne would also comment that if permission was to be granted by SCC then the following should be satisfied:

1. Adequate protection of ecology during construction;
2. A demonstration that impact on archaeology is acceptable;
3. Acceptable in terms of highway safety to the satisfaction of the County Highway Authority.
4. Air quality measures presented in the Air Quality Assessment be controlled by condition and that Construction Environmental Management Plan and Dust Management Plan be approved prior to commencement to protect human health and prevent nuisance.
5. Ground gas mitigation of ground gas risk be approved prior to commencement and the scheme be constructed in accordance with these approved details.
6. That the following conditions be applied in relation to ground contamination:

A) Condition: No development shall take place until:-

(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 and approved in writing by the Local Planning Authority.

(ii) Where any such potential sources and impacts 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 Local 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 Local Planning Authority prior to the commencement of 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 the express written agreement of the Local Planning Authority.

Reason: To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

NOTE

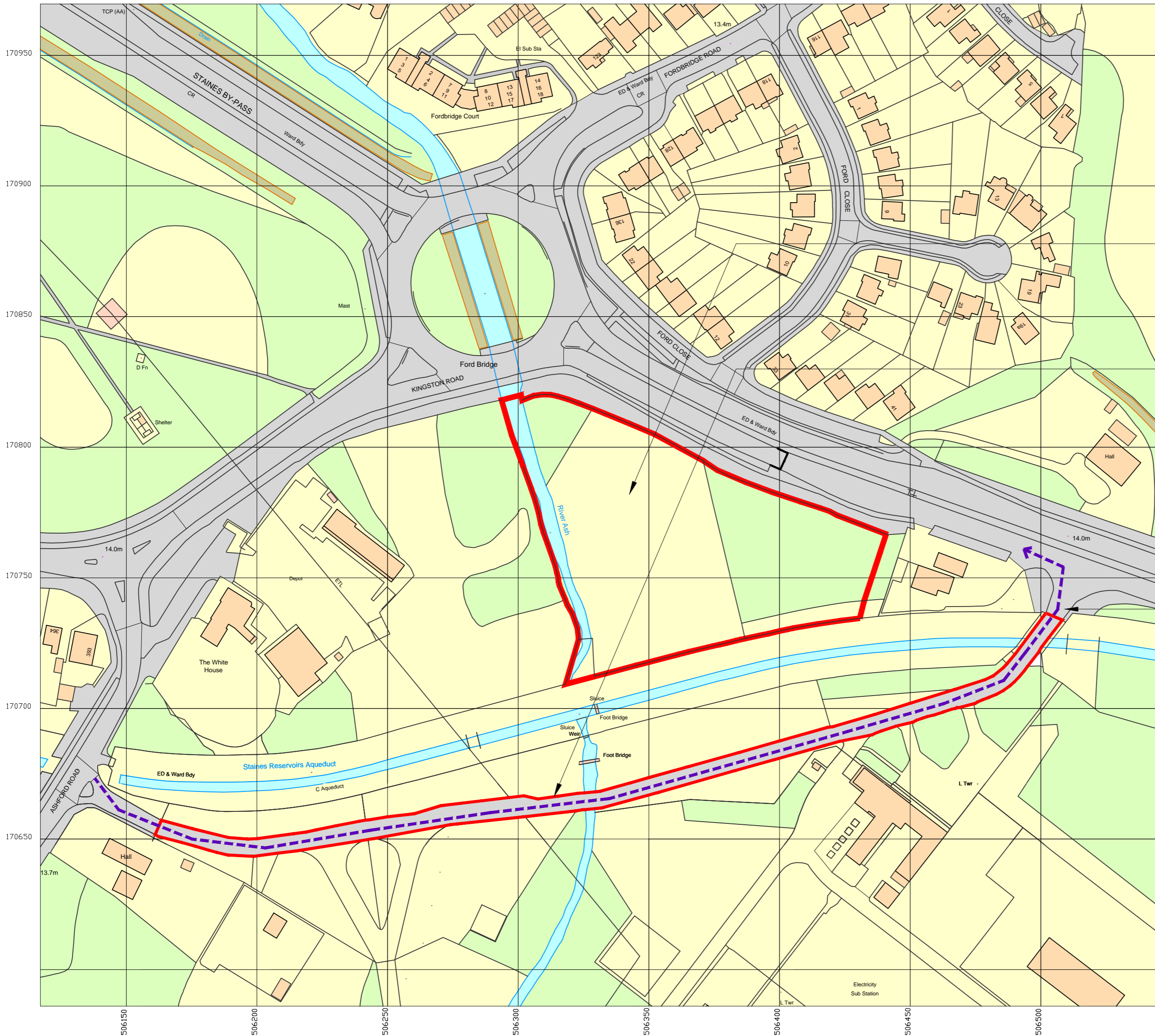
The requirements of the above Condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet entitled "Land Affected By Contamination:Guidance to Help Developers Meet Planning Requirements" proving guidance can also be downloaded from Spelthorne's website at www.spelthorne.gov.uk.

B) Condition: Prior to the first use or occupation of the development, 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 agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

NOTE

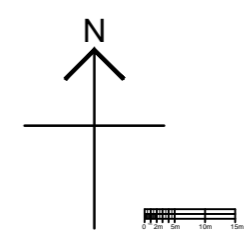
The requirements of the above Condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet entitled "Land Affected By Contamination:Guidance to Help Developers Meet Planning Requirements" proving guidance can also be downloaded from Spelthorne's website at www.spelthorne.gov.uk.



Proposed Site for the New Spelthorne Fire Station. Note: This is a Flood Zone Risk 2 and designated Green Belt area

Route indicated in purple is along an existing Thames Water roadway linking between the A308 and Ashford Road. This route will be for Fire Appliances and 'On Call' Fire Crews to use so as to gain faster access to the new crossover of the Fire Station (on the northbound carriageway of the A308) when approaching the site from north of the Fordbridge roundabout.

Note: Due to 'On Call' Fire Crews only having a 5 minute period in which to reach the Fire Station and mobilise the Appliance use of this roadway will avoid the potential for critical time being lost heading southwards down the A308 to the M3 roundabout before turning round and heading back to the site. 'On Call' Crews located North of the site responding to a mobilisation call will therefore exit the Fordbridge roundabout via Kingston Road/Ashford Road and use the Thames Water roadway (outlined in red) to cross south of the Fire Station site and return a short distance north on the A308 into the site. Note: Access Rights across this private Thames Water roadway have been agreed with legal agreements currently being finalised by Surrey County Council



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Amendments		
P1	Planning Application Issue	01/10/15
Client: Surrey County Council/Surrey Fire & Rescue		
Project: Proposed New: Spelthorne Fire Station Fordbridge Roundabout/A308 Staines By-Pass, Surrey, TW15 3SL		
Stage: Planning		
Sheet Title: Location Plan		
Drawn By: JLB	Checked By: RSP	
Job / Drawing No. 7834.P.100		Rev. PI
Date: 23/06/2015	Scale: 1:1250@A2	

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