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**15/00676/FUL**  
**Hanworth Road, Sunbury-on-Thames**

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**Planning Committee****13 January 2016**

|                      |   |                    |                       |
|----------------------|---|--------------------|-----------------------|
| Application Nos.     | 15/00676/FUL  |                    |                       |
| Site Address         | Land off Hanworth Road, Sunbury on Thames, TW18 2HF   |                    |                       |
| Proposal             | Erection of new building to provide a B1c, B2 and B8 development with associated parking  |                    |                       |
| Applicant            | Diageo c/o Graftongate Investments  |                    |                       |
| Ward                 | Sunbury Common  |                    |                       |
| Call in details      |   |                    |                       |
| Application Dates    | Valid: 08.06.2015   | Expiry: 07.09.2015 | Target: Over 13 weeks |
| Officer              | Matthew Clapham   |                    |                       |
| Executive Summary    | <p>This application for a new commercial building of 4,338sqm within a B1c (Light Industry), B2 (General Industry) and B8 (Storage or Distribution) use is located on a previously developed brownfield site located within a designated Employment Area and is acceptable in principle. The site adjoins the recently developed Costco site and formed part of the original Dairy Crest operation which was demolished to allow for the Costco development. This area of land was superfluous to Costco's needs. From an economic development point of view, the proposal could lead to additional employment and benefits for local people and local businesses.</p> <p>It is considered that the design of the proposal is acceptable within the street scene and surrounding area. The Environmental Health Officer considers that, subject to conditions, the noise from the proposed development will not adversely affect the nearest dwellings. In view of the fact that there is no noise objection and given the distance to the nearest dwellings, the proposal would not have an unacceptable impact on the amenity of the residential properties in terms of loss of light or outlook and in this respect the application is acceptable. The proposal is also acceptable in terms of flooding, contamination, renewable energy and air quality. In terms of transportation matters, Surrey County Council and Highways England are satisfied with the proposals subject to conditions. The Lead Local Flood Authority at Surrey County Council is satisfied with the drainage elements of the proposal subject to a suitable condition ensuring access to the existing Thames Water drainage system.</p> |                    |                       |
| Recommended Decision | This application is recommended for approval.   |                    |                       |

## 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:

SP3 (Economy and Employment Land Provision)

EM1 (Employment Development)

LO1 (Flooding Implications of Development)

CO2 (Provision of Infrastructure for New Development)

SP6 (Maintaining and Improving the Environment)

EN1 (Design of New Development)

EN3 (Air Quality)

EN15 (Development on Land Affected by Contamination)

SP7 (Climate Change and Transport)

CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)

CC2 (Sustainable Travel)

CC3 (Parking Provision)

### 2. Relevant Planning History

2.1 The site and adjoining land has a detailed planning history. However, the more relevant and recent applications are set out below:

|                |  |                                 |
|----------------|--|---------------------------------|
| 13/01029/FUL   | Demolition of existing buildings on site and the erection of a "warehouse club" (13,006sqm), including tyre installation, sales and associated facilities with access and associated parking and landscaping. (NB. Costco Application – Now constructed and open). | Grant Conditional<br>15.03.2014 |
| SPE/FUL/86/118 | Erection of a timber acoustic barrier fence (to address noise complaints from local residents to the rear)   | Approved                        |
| SUN/FUL/1177Z  | Erection of a single storey  | Approved                        |

warehouse accommodation of 1967  
some 262,000 sq. ft. in two units  
with ancillary accommodation of  
3,000 sq. ft. (N.B related to current  
application site plus adjoining  
land).

### 3. Description of Current Proposal

- 3.1 The application site comprises a rectangular plot situated on the northern side of Hanworth Road, accessed via the slip road between the Sunbury Cross Roundabout and the A316. On the eastern side is the recently constructed Costco and to the other is a secure storage facility (Lock'n'store). It is located within a designated Employment area.
- 3.2 The site was previously occupied by a commercial building used by Dairy Crest, which has been demolished to facilitate the construction of the Costco Warehouse Club located to one side of this application site. There was previously a footprint of about 6626sqm. of commercial development on the application site.
- 3.3 It is proposed to erect a new building to provide a development comprising various B1, B2 and B8 with a total floor space of 4,338sqm including four loading bays to the rear and 43 parking spaces to the front. B1 office accommodation is shown to be located on a first floor level to the front of the building. Overall there is a net difference in the floorspace of commercial development on the site of 2288sqm. on the application site. The applicant has confirmed that there is no confirmed occupier for the building at this stage, however the intention is that the building will provide high quality Head Quarter accommodation to a future occupier.
- 3.4 The proposal will utilise the existing left in, left out access to Costco which itself leads onto the slip road onto the A316.
- 3.5 The building is a rectangular building with a twin curved design to the roof with a maximum height to the apex of 12.5m The eaves / haunch level is 10m. The material schedule submitted with the application shows the building with be clad using grey, aluminium and silver coloured cladding.
- 3.6 A Transport Assessment, Energy Statement, Air Quality Assessment, Noise Assessment, Flood Risk Assessment and a Planning & Design Statement have been submitted with the application.
- 3.7 Copies of the site layout and proposed elevations are provided as an Appendix.

#### 4. Consultations

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

| Consultee  | Comment  |
|--|--|
| Highways England                                   | No objections subject to conditions            |
| County Highway Authority                           | No objections subject to conditions            |
| The Environment Agency                             | No comments                                    |
| Thames Water                                       | No objections                                  |
| London Borough of Hounslow                         | No objections                                  |
| Surrey County Council (Lead Local Flood Authority) | Requested conditions                           |
| Environmental Health (Contamination)               | No objections subject to condition             |
| Environmental Health (Air Quality)                 | No objections subject to condition             |
| Environmental Health (Noise)                       | Requested condition regarding acoustic fencing |
| Councils Sustainability Officer                    | No objections                                  |

#### 5. Public Consultation

42 neighbouring properties were notified of the planning application. No letters of objection have been received.

#### 6. Planning Issues

- Principle of commercial use / employment
- Design and appearance
- Noise
- Residential Amenity
- Transportation
- Air Quality
- Flooding/Drainage
- Contamination
- Renewable Energy
- Landscaping

#### 7. Planning Considerations

##### Employment development

7.1 The National Planning Framework (NPPF) states that “*the purpose of the planning system is to contribute to the achievement of sustainable development*”. In para. 7, the NPPF outlines three dimensions to sustainable: economic, social and environmental. The economic role involves “*contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the*

*right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure...". Para 18 relates to the aim of building a "strong, competitive economy" and states that the "Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future". Para 19 makes it clear that the "Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system."*

- 7.2 The site falls within an Employment Area (Hanworth Road and Country Way, Sunbury) in the Councils Core Strategy and Policies DPD, 2009 (CS&P DPD) and the Proposals Map DPD. Policy EMI states that the Council will: *retain such designated employment areas and support in principle proposals in these areas for employment development, encourage proposals for redevelopment and extensions that enable business need to be met and make the most effective use of available employment land, refuse proposals that make a net loss of employment land or floorspace in Employment Areas, unless the loss of floorspace forms part of a redevelopment that more effectively meets needs for an existing business operating from the site or the loss of employment land is part of a mixed use development on the site which results in no net loss of employment floorspace, or it can be clearly demonstrated that the maintenance of existing levels of employment floorspace on the site is unsustainable and unviable in the long term.*
- 7.3 The principle for a commercial development on this site has been established by the previous use on the site and additionally, it is designated within the Councils Core Strategy and Policies Development Plan Document (CS&P DPD) as an Employment Area.
- 7.4 The original proposal for the Costco development (to the east) and the demolition of the Dairy Crest buildings acknowledged that it would result in the loss of a warehouse (Class B8 use) but would be replaced by a wholesale "warehouse club" both of which are employment uses. The previous Dairy Crest buildings on the site amounted to 21,205 sqm of floorspace. This proposal would result in an additional floorspace of 4,338sqm. This should be considered in conjunction with the Costco development which created 13,006 sqm of floorspace. Therefore the total floorspace of this scheme and the Costco development is 17,344sqm which will lead to a cumulative loss of 3,861sqm of employment floorspace. The development will result in an improvement in the quality of the buildings and the appearance of the site as a whole and will provide valuable employment opportunities. As such, it is considered that the overall benefits of the scheme, providing a more modern, sustainable and viable employment use ensure that the proposal would not conflict with Policy EM1 of the CS&P DPD.

## Design and Appearance

- 7.5 Policy EN1 of the CS&P DPD requires a high standard in the design and layout of new development. The unit comprises a large storage / distribution area with ancillary offices at first floor level to the front of the unit. The design of the building and the indicative facing materials provide a modern and high quality style of development that would not be detrimental to the character and appearance of the local area. The proposed elevations and materials show some areas on the elevations with contrasting materials which are considered to 'break up' the appearance of the buildings and compensate for any functional aspects of the design.
- 7.6 The unit is located in a similar position on the site to the previous Dairy Crest building on this part of the site. In terms of height, the proposed building has a double sloping roof with a maximum height of 12.5m and the eaves being at 10m. This compares to the previous buildings on the site which was in excess of 40 years old and had a height of 6-9m and at a prominent location has no inherent design or visual merits. The adjoining Costco building is considerably higher at 14m. with a flat roof. Parking is located to the front of the unit with the service yard area to the rear.
- 7.7 The site is located off the A316, a busy dual carriageway which leads into London northbound and onto the M3 motorway southbound. It is located within a large commercial area bisected by the M3/A316 and with buildings of varying heights. Bearing this in mind, and given the existing screening to the north together with proposed new screening, it is considered that the design of the proposal is acceptable within the street scene and the surrounding area, including the residential properties to the rear and would accord with the requirements of policy EN1.

## Impact on Neighbouring Properties

- 7.8 Policy EN1 of the CS & P DPD states that new development should achieve a satisfactory relationship with 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. It should be noted that there was previously a commercial use and building on the site and that the Costco warehouse has recently been constructed on part of the employment site. In view of this, the height of the building and the separation distances involved. The nearest gardens to residential properties are approximately 30m away to the rear / north, with the nearest dwellinghouses themselves being 35m away in Windsor Road. Therefore it is not considered that there would be any significant adverse impacts on neighbouring properties in terms of any loss of light, privacy or outlook.

## Noise

- 7.9 The Councils Environmental Health Department have reviewed the noise assessment and are satisfied that the erection of a 4m high acoustic fence to the rear of the site will be sufficient to minimise any noise impacts upon the adjoining residential properties arising from the service yard. The nearest properties being at least 35m away as outlined above. There is an existing 3.6m high fence to the rear boundary and the Costco development

required a 3m high acoustic fence to be installed. In view of the potential visual amenity issues of a 4m high fence, it is considered that a 3.6m high acoustic fence would be sufficient to overcome any significant noise concerns. A suitable condition can ensure suitable fencing is provided.

### Transportation

- 7.10 As explained in paragraphs 3.2 and 3.3 above, the proposal involves 2288sqm less floorspace on this site than previously existed. The site is part of a larger area on which the Costco proposal has now been completed. In assessing the net impact of this new development – which uses the same access as Costco – it is important to understand the implications of this additional floorspace and the extent to which the Costco scheme took into account in its traffic assessment of its scheme. The position is assessed as follows using sections of text and tables from Surrey County Councils consultation response.
- 7.11 The applicant submitted a Transport Statement with the application which detailed the relevant policies, existing and proposed transportation issues and details of projected trip generation and an assessment of potential highway impacts. Improvements were made to the Sunbury Cross Roundabout as part of the Costco application and vehicles accessing and egressing this site would utilise the existing left in, left out junction that allows access to Costco for both deliveries and customers and also the adjoining storage facility. The proposed uses of the site, including potential general industrial and warehouse / distribution uses have a lesser traffic generation characteristic than offices or retail or the particular operation of Costco. The proposed uses do not involve a ‘public’ facility. Careful consideration has to be given to highway safety and any potential conflicts between commercial lorries, staff cars and members of the public which all have to access and egress the site from the same access road and the same direction.
- 7.12 The County Highway Authority assesses that the developer is seeking a land use mix comprising 1,216m<sup>2</sup> of B1/B2 uses and 3,122m<sup>2</sup> of B8. The County Highway Authority believes a land use mix comprising at worst (in terms of traffic generation) 2000m<sup>2</sup> of B1/B2 use and 2622m<sup>2</sup> of B8 use could develop through changes of use that do not currently require planning permission. This could develop because permitted development allows changes of use from B8 to B1 up to a maximum, of 500m<sup>2</sup>. The most traffic intensive form of B1 use is an office which is reflected in trip rates agreed by the County Highway Authority. The forecast trip rates are likely to produce the movements shown in table 1 below.

Table 1

| Land use              | 0800-0900 |            | Total Movements | 1700-1800 |          | Total Movements |
|-----------------------|-----------|------------|-----------------|-----------|----------|-----------------|
|                       | Arrivals  | Departures |                 | AM        | Arrivals |                 |
| B1 2000m <sup>2</sup> | 33        | 3          | 36              | 3         | 25       | 28              |
| B8 2622m <sup>2</sup> | 11        | 5          | 16              | 2         | 8        | 10              |
| Total movements       | 44        | 8          | 52              | 5         | 33       | 38              |



- 7.13 Table 2 below shows the vehicle movements that could have occurred in the previous 21,205m<sup>2</sup> of B8 land use that once occupied the site comprising Costco and the current application site.

Table 2

| Land use                   | 0800-0900 |            | Total Movements | 1700 -1800 |            | Total Movements |
|----------------------------|-----------|------------|-----------------|------------|------------|-----------------|
|                            | Arrivals  | Departures | AM Peak         | Arrivals   | Departures | PM Peak         |
| B8<br>21,205m <sup>2</sup> | 88        | 39         | 127             | 18         | 61         | 79              |

- 7.14 The County Highway Authority comment that Costco, in their planning application numbered 13/01029/FUL did not remove the existing vehicle movements shown in table 2 from their modelling work of Sunbury Cross. In terms of guidance on modelling work, Costco would have been correct to remove those existing movements, but decided not to in order to produce a robust assessment of the impacts of their proposed development (in effect exaggerating the scale of traffic generation). The accepted mitigation measures were based on this 'robust' assessment.
- 7.15 In order to assess whether Costco have over mitigated the impact of their development, another exercise was carried out as shown in tables 3 and 4 below.

Table 3

| Land use                              | 0800-0900<br>Peak<br>movements | 1700 -1800<br>Peak<br>movements |
|---------------------------------------|--------------------------------|---------------------------------|
| Former 21,205m <sup>2</sup> B8<br>use | 127                            | 79                              |
| Total movements                       | 127                            | 79                              |

Table 4

| Land use                                    | 0800-0900<br>Peak<br>movements | 1700 -1800<br>Peak<br>Movements |
|---|--------------------------------|---------------------------------|
| Proposed 4622m <sup>2</sup><br>B1/B2 and B8 | 52                             | 38                              |
| Costco                                      | 29                             | 380                             |
| Total movements                             | 81                             | 418                             |

- 7.16 Table 5 below shows the difference in vehicle movements between the former 21,205m<sup>2</sup> B8 (see table 3) land use had Costco have taken that into account and the combined traffic of the Costco site and the proposed development (see table 4).

Table 5

| Land use                           | 0800-0900<br>Peak | 1700 -1800<br>Peak |
|------------------------------------|-------------------|--------------------|
| Difference in vehicle<br>movements | -46               | +339               |

- 7.17 Table 5 shows the difference in vehicle movements after removing traffic from the former 21,205m<sup>2</sup> B8 use from the combined traffic of Costco and the proposed development. Costco provided mitigation for their 29 movements during the morning peak and 380 movements during the evening peak as shown in table 6. These movements are higher than the combined traffic of Costco and the proposed development minus traffic from the previous 21,205m<sup>2</sup> B8 use that once occupied the site which Costco and proposed development sits on. I am satisfied that traffic improvements have already been appropriately made to cover the additional traffic from the current proposal and the County Councils support for the scheme is soundly based.
- 7.18 In terms of parking the developer is proposing an adequate number of parking spaces by complying with Spelthorne Borough Council maximum parking standards. In terms of servicing the site, the developer is proposing four lorry bays. This is below the 'requirement' outlined in the Spelthorne Borough Council parking Standards which requires 23, based on 1 lorry space per 200 sqm of development. This standard takes no account of the scope for greater efficiency in the use of parking for larger developments or the range of operational arrangements Industrial / Warehouse operators may have. The standard is more applicable for large distribution operations with vehicles based at a site rather than storage / general industrial use and businesses who may make greater use of timed deliveries. Both the County Highway Authority and Highways England have not objected to the proposed development notwithstanding the shortfall in lorry loading bays. The spaces and service areas are set out adequately allowing entry and exit in forward gear.
- 7.19 In terms of bicycle parking the developer is proposing 10 spaces, but it is not clear whether they are to be under cover. Spelthorne Parking Standards require a minimum of 15 spaces for the proposed mix of development taking account changes of use. I have recommended a condition below to achieve the minimum number of bicycle parking spaces in a sheltered location.
- 7.20 The County Highway Authority have recommended a condition for the applicant to provide a travel statement to maximise in the use of public transport given the location of the site.
- 7.21 Highways England have also assessed the application and have not raised any objections to the proposal subject to a suitable condition. Therefore it is considered that the proposal is acceptable in terms of parking and highway safety.

#### Air Quality

- 7.22 The Councils Environmental Health Officer has reviewed the Air Quality Assessment submitted with the application. The previous use of the site was noted, as is the fact that the site was split to create two separate developments with the neighbouring Costco development site having already been developed and covers the larger portion of the original site. The improvement to the road network with the widening the northbound exit of the Sunbury Cross roundabout towards the A316 to two lanes and a financial contribution towards the Council's Action Planning measures have already ameliorated some air quality issues. In view of the small number of daily vehicles anticipated from this development (and the possibility that

there might be a reduction in traffic compared to existing use), it is not considered reasonable to request further mitigation measures from the redevelopment of the remaining portion of the original site. A condition requiring dust management to be in accordance with the recommendations of the Air Quality Assessment has been requested. On this basis, no objections are raised in terms of Air Quality.

#### Flooding and Drainage

- 7.23 Surrey County Council's Sustainable Drainage team in their role as Lead Local Flood Authority have reviewed the drainage details and subject to various conditions are satisfied that there are no specific flood concerns and that a suitable SuDs drainage system may be installed at the site. A condition is also required to ensure that the applicant gets the required permission from Thames Water in order to access their drainage network. The Environment Agency have judged the proposal as having low environmental risk and have not made any comments.

#### Contamination

- 7.24 The NPPF requires that decisions should ensure that:

*“the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation; after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and adequate site investigation information, prepared by a competent person, is presented.”*

- 7.25 Policy EN15 of the CS&P DPD is concerned with development on land affected by contamination. The Council will expect proposals to be accompanied by an assessment of risk from contamination *“in all cases where the proposal is for housing or other forms of development which are particularly sensitive to contamination”* which are bound to be met.
- 7.26 The applicants have submitted a Geo-Environmental site investigation report and additional groundwater chemical analysis which have been assessed by the Council's Pollution Control Officer. The initial contamination assessment for the Costco development reviewed the site in its entirety, including this part of the site. However the remediation measures recommended in that assessment were only carried out on that part of the site covered by Costco. As such, the Councils Environmental Health team have recommended that the standard remediation condition is attached to this proposal to cover this part of the site.

#### Renewable Energy

- 7.27 The NPPF emphasises the importance of meeting the challenge of climate change and supporting the delivery of new and low carbon energy which it regards as essential to the dimensions of sustainable development. Policy CC1 of the CS&P DPD supports the provision of renewable energy, energy efficiency and promotes sustainable development. This will be by requiring

some larger developments, including new buildings which exceed 100 sqm. to:

- a) Optimise design, layout and orientation of development to minimise energy use
- b) Include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources, and
- c) Encouraging measures including attaining high energy efficiency and minimum impact on the environment to at least Code for Sustainable Homes – 3 star or BREEAM “very good” standard, encouraging high standards of sustainable construction and encouraging appropriate freestanding renewable energy schemes.

7.28 The applicant has submitted an energy statement. The Councils Sustainability Officer is satisfied that the details contained in the Statement and subsequent additional calculations are satisfactory and meet the Councils requirements to ensure developments achieve 10% of their energy needs by way of on-site renewable energy sources.

#### Landscaping and Biodiversity

7.29 The NPPF requires the planning system to “*contribute to and enhance the natural environment*” by a number of ways including “*minimising impacts on biodiversity and providing net gains in biodiversity where possible. The advice also encourages “opportunities to incorporate biodiversity in and around developments...”*”

7.30 Policy EN8 of the CS&P DPD seeks to protect and improve the landscape and biodiversity through a number of means, including safeguarding sites of international and national importance, ensuring that new development avoids harm to nature biodiversity and refusing permission where development would have a significant harmful impact on nature conservation value.

7.31 The Phase 1 Habitat Survey submitted as part of the Costco development reviewed the site in its entirety including this part of the site. It identified that the majority of the site comprised areas of hard standing and a building. These were considered to be of low ecological value. Due to the size of the site, its previous use and the access road into Costco being located to the rear of the site, there is limited scope for substantial landscaping and planting. Previously for the Costco development, Natural England, Surrey Wildlife Trust and the Councils Tree Officer and Sustainability Officers did not raise any objections. A suitable condition requiring details of landscaping to be submitted is considered satisfactory in order to achieve some enhancement to the site when viewed from both the street scene and residential properties to the rear. It is not considered that the development would give rise to significant adverse effects. It is considered that the application is acceptable in ecological terms and complies with EN8 of the CS&P DPD and the NPPF.

## Other matters

- 7.32 In terms of lighting, a suitable condition is recommended requiring a detailed lighting scheme to ensure that appropriate lighting is provided on the site whilst without light spill beyond the site boundary. In view of the lighting on the adjoining Costco site which has a significant external parking area compared to this proposal, it is not considered that any lighting would have an unacceptable relationship with residential dwellings to the north. Highways England have raised no objection in terms of light spillage onto the A316.

## Conclusion

- 7.33 The proposed employment use on the site complies with the Councils policies being in a designated employment area. The siting and design of the proposed building is acceptable and would not be detrimental to the character and appearance of the area. Satisfactory parking, turning and access arrangements are to be provided which would ensure that there are no adverse impacts upon Highway Safety. It is considered that the application will have an acceptable impact on the amenity of neighbouring properties and is recommended for approval subject to conditions.

## **8. Recommendation**

- 8.1 GRANT subject to the following conditions:-

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

Reason: This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) No development shall take place until full details of both soft and hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees and shrubs shall be planted on the site within a period of 12 months from the date on which development hereby permitted is first commenced, or such longer period as may be approved by the Local Planning Authority, and that the planting so provided shall be maintained as approved for a period of 5 years, such maintenance to include the replacement in the current or next planting season whichever is the sooner, of any trees or shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.

Reason: To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development.

- 3) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan

indicating the positions, design, materials and type of boundary treatment including acoustic fencing to be erected in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details and maintained as approved.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

- 4) Before any work on the development hereby permitted is first commenced details of the materials and detailing to be used for the external surfaces of the buildings and surface material for parking areas be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

- 5) That within 3 months of the commencement of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials in accordance with details to be submitted to and approved by the Local Planning Authority before any work on the development hereby permitted is first commenced, and thereafter the approved facilities shall be maintained as approved.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009

- 6) No goods or articles shall be stored on any part of the application site except inside the buildings.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

- 7) Prior to the commencement of the development hereby permitted, details of the floodlighting of the car park and loading bays shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with those details and thereafter maintained.

Reason: To safeguard the amenities of local residences in the vicinity.

- 8) The development shall be carried out in accordance with the dust management mitigation recommendations detailed in section 5.24 and Appendix 4 of the Air Quality Assessment produced by BWB Consultancy submitted 13 May 2015.

Reason: To protect local air quality within an air quality management area.

- 9) 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" providing guidance can also be downloaded from Spelthorne's website at [www.spelthorne.gov.uk](http://www.spelthorne.gov.uk).

- 10) 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" providing guidance can also be downloaded from Spelthorne's website at [www.spelthorne.gov.uk](http://www.spelthorne.gov.uk).

- 11) No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated purpose.

Reason: This condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

- 12) Notwithstanding the proposed plans the development shall not be occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority to park a minimum of 15 bicycles in a secure and sheltered location. Thereafter the sheltered bicycle parking area shall be maintained for its designated purpose.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

- 13) Prior to the occupation of the development a Travel Statement shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice Guide".



The approved Travel Statement shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Statement to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

- 14) The development hereby approved shall not begin until details of an agreement obtained from the local sewerage undertaker stating that the proposal can discharge into the surface water sewer has been submitted to and approved in writing by the Local Planning Authority. This agreement should state a rate of discharge rate into the surface water system has been agreed. The development shall thereafter be carried out in strict accordance with those details.

Reason: To ensure an acceptable Sustainable Drainage System and to comply with Policy LO1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document (2009) and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

- 15) The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. Those details shall include:
- a) Information about the design storm period and intensity (1 in 30 & 1 in 100 (+30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
  - b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
  - c) details of storage volumes for each attenuation Sustainable Drainage system feature are submitted

Reason: To ensure an acceptable Sustainable Drainage System and to comply with Policy LO1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document (2009) and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

- 16) Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to

and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason: To ensure an acceptable Sustainable Drainage System and to comply with Policy LO1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document (2009) and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

- 17) Before the commencement of the construction of the building hereby approved, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details

Reason: To ensure that the construction works do not compromise the functioning of the agreed Sustainable Drainage System.

- 18) Before the commencement of the construction of the building hereby approved, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the local planning authority.

Reason: To ensure that the proposal has fully considered system failure

- 19) Before the commencement of the construction of the building hereby approved, details of how the Sustainable Drainage System shall be maintained and who shall own and maintain the drainage system, must be submitted to and approved by the local planning authority.

Reason: To ensure an acceptable Sustainable Drainage System and to comply with Policy LO1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document (2009) and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

- 20) Prior to construction of the development hereby approved, a drainage layout detailing the location of SUDs elements, pipe diameters and their respective levels must be submitted to and approved by the local planning authority

Reason: To ensure the drainage design meets the technical standards

- 21) Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any Order revoking and re-enacting that Order), no extensions or outbuildings shall be erected to the warehouse development hereby permitted without the prior planning permission of the Local Planning Authority.

Reason: To safeguard the appearance of the locality/amenity of neighbouring residential properties in accordance with policies SP6, EN1 and CC3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

- 22) All extract systems/plant/air handling equipment, in the proposed units, shall be installed and maintained so that noise or vibration cannot be heard or felt at or beyond the boundary of the nearest noise sensitive premises. The extract system shall be 5dB(A), below the existing back ground level.

Reason: To secure reduction in the level of noise emanating from the buildings on amenity grounds.

- 23) No development shall commence until a report has been submitted to and agreed by the Local Planning Authority which includes details and drawings demonstrating how 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage. The detailed report shall identify how renewable energy, passive energy and efficiency measures will be generated and utilised for each of the proposed buildings to meet collectively the requirement for the scheme. The agreed measures shall be implemented with the construction of each building and thereafter retained and maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing.

Reason:- To ensure that the development is sustainable and complies with Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

- 24) Prior to the commencement of the works a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should include details of wheel washing facilities to ensure that mud is not deposited on the slip road and M3 which would be considered a risk to the users.

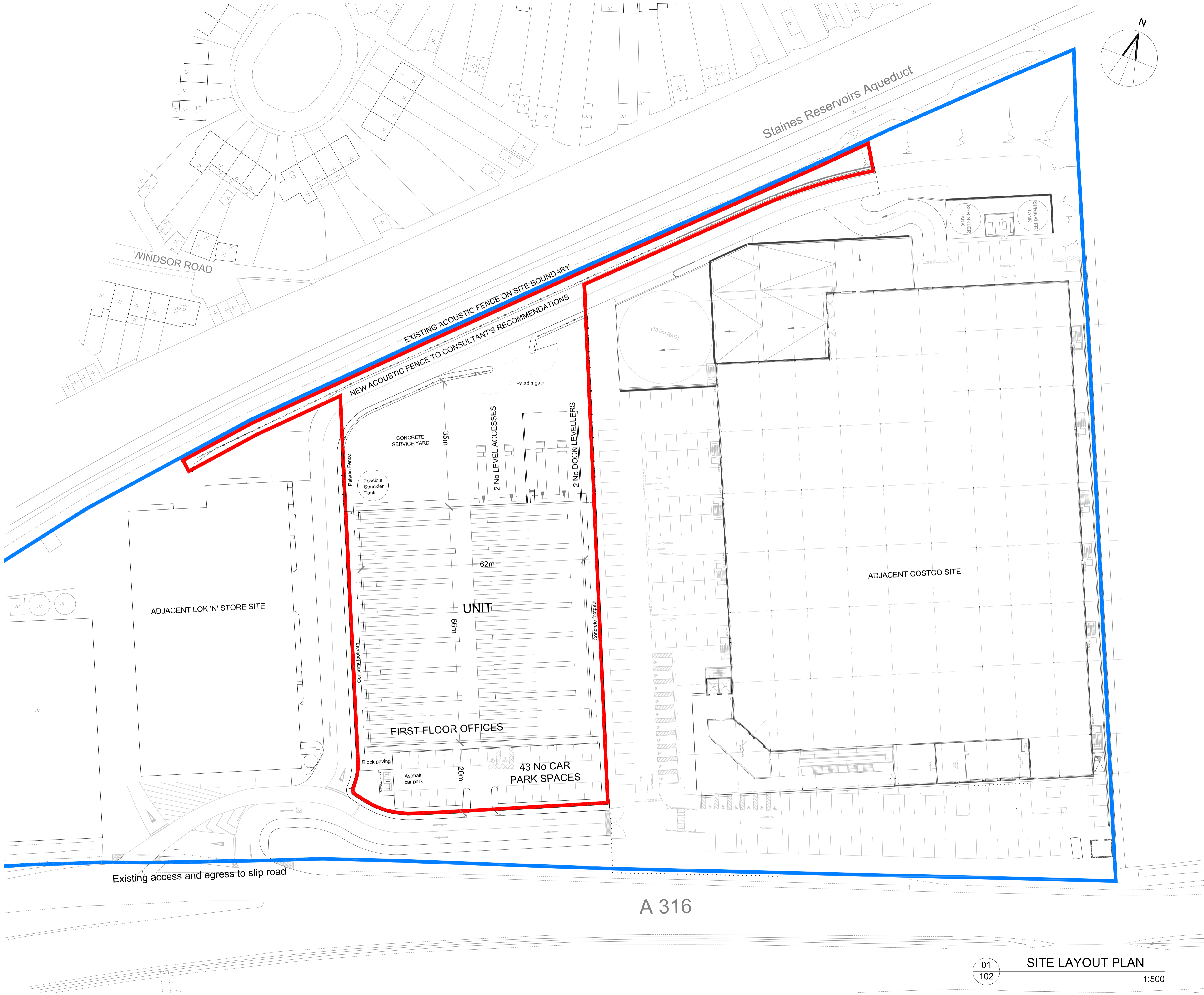
Reason:- To ensure the safety of motorists using the adjacent slip road and operation of the M3.

- 25) The development hereby approved shall be carried out in accordance with the following approved plans: 30076-PL-104A; 30076-PL-105A; 30076-PL-103; 30076-PL-101; 30076-PL-102 received 13 May 2015.

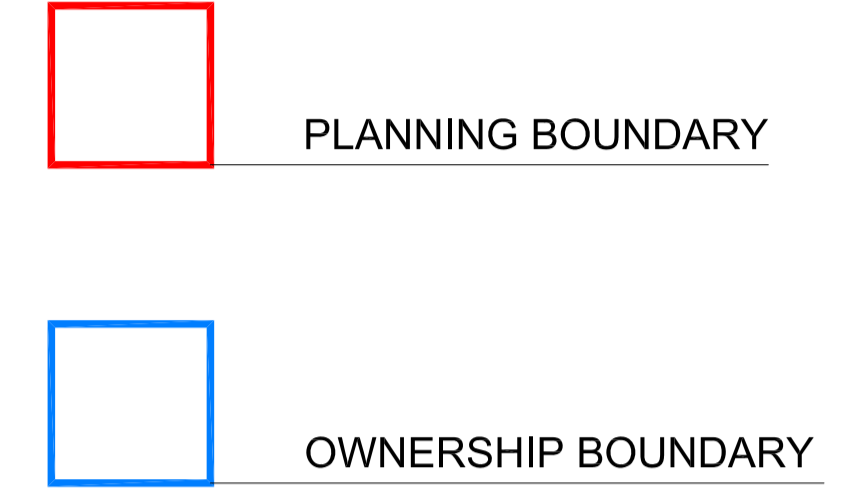
Reason:- For the avoidance of doubt and in the interest of proper planning.

## INFORMATIVES

1. We would recommend that the developer is referred to our advice note and evidence document on our website (<http://new.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/suds-planning-advice>) for further guidance.
2. 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).
3. There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
4. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.



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|                  | Ha    | acres |
|------------------|-------|-------|
| <b>SITE AREA</b> | 1.030 | 2.55  |



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| /        | 03.03.2015 | First Issue | SDD  | DE   |

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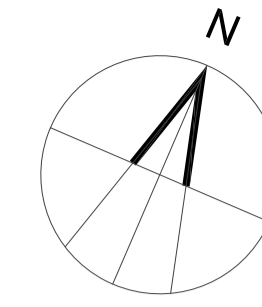
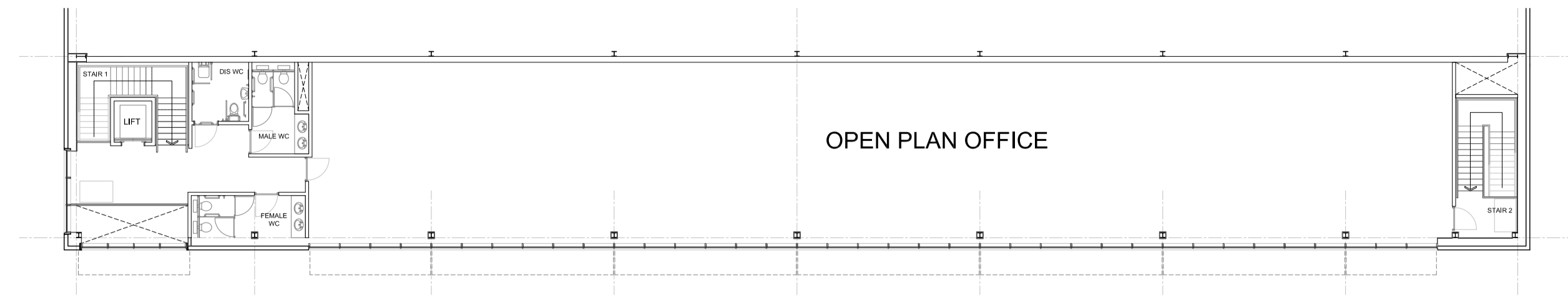
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HANWORTH RD, SUNBURY-ON-THAMES

**DRAWING**  
SITE LAYOUT PLAN

**CLIENT**  
GRAFTONGATE

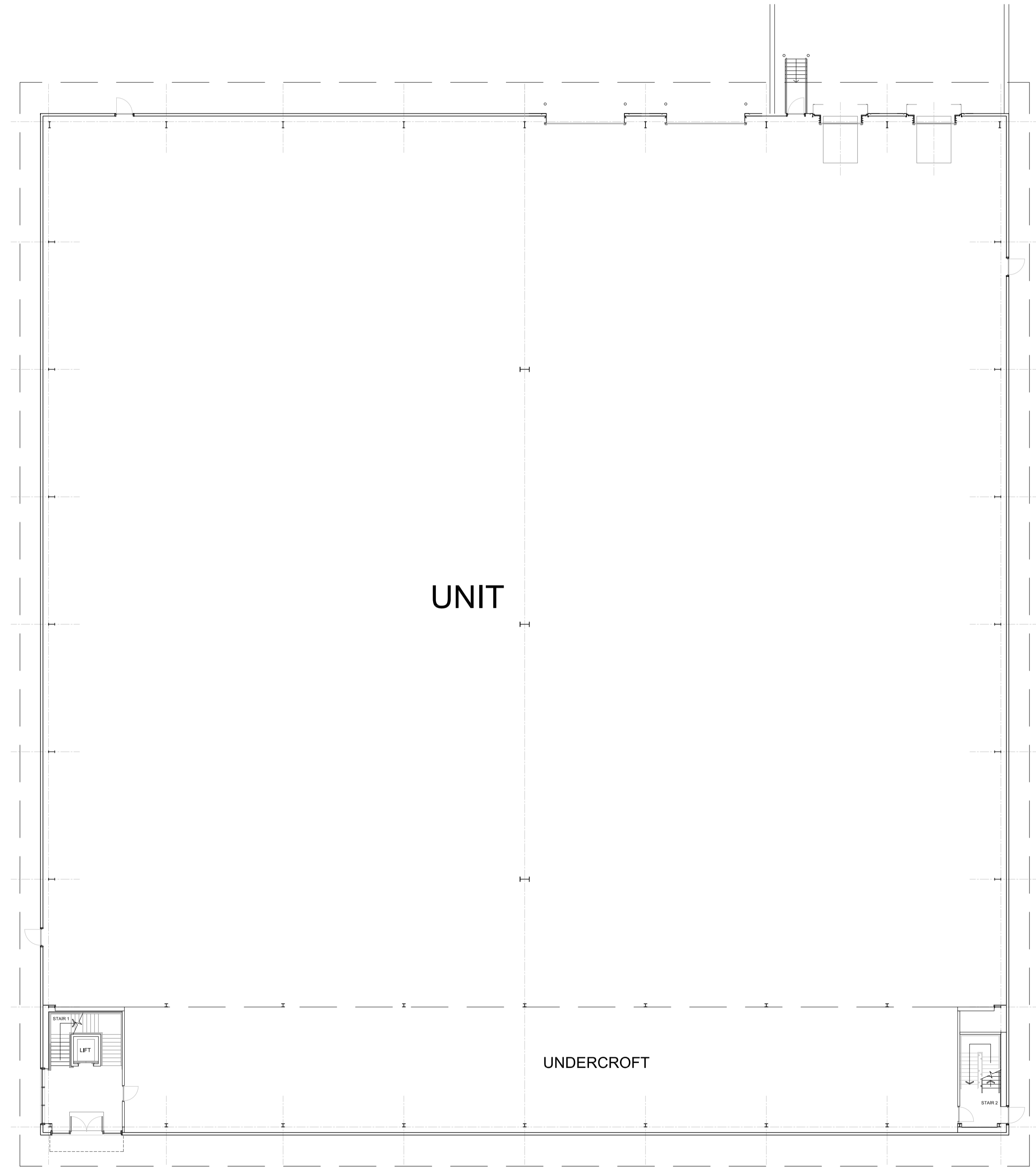
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30076-PL-102



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02  
103  
FIRST FLOOR PLAN  
1:200

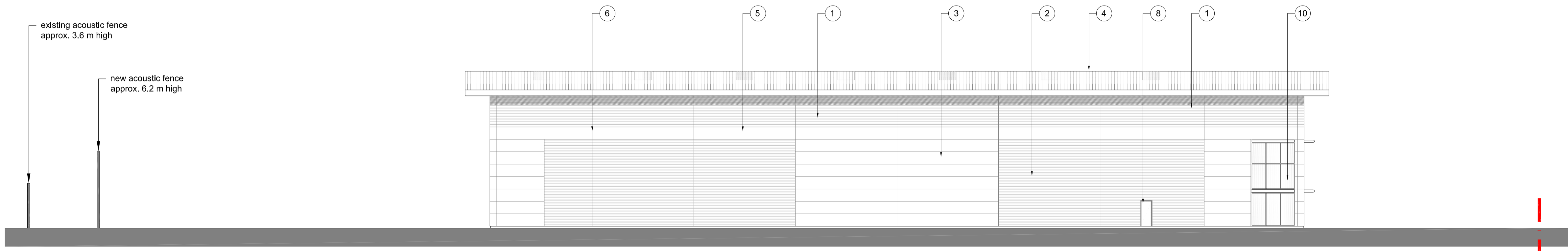


01  
103  
GROUND FLOOR PLAN  
1:200

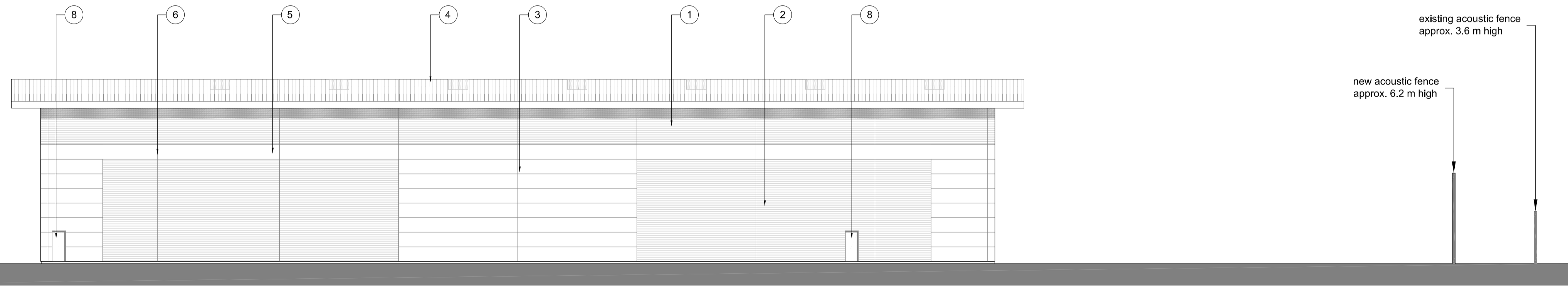


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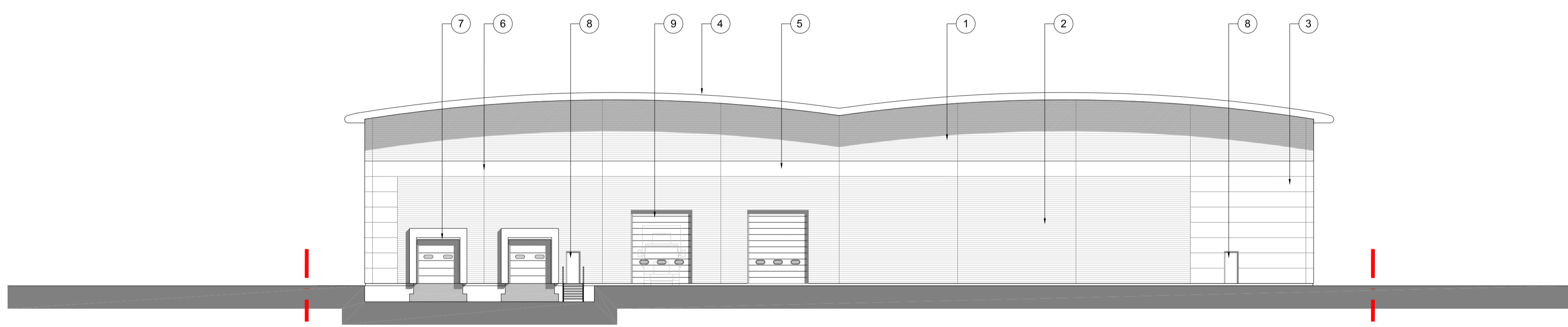
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|   |   |
| <small>TITLE</small><br><b>HANWORTH RD, SUNBURY-ON-THAMES</b>  |   |
| <small>DRAWING</small><br><b>FLOOR PLANS</b>   |   |
| <small>CLIENT</small><br><b>GRAFTONGATE</b>  |   |
| <small>DATE</small><br><b>MARCH 2015</b>   | <small>SCALE</small><br><b>1:200 @ A1</b> |
| <small>DRAWN</small><br><b>SDD</b>   | <small>CHECKED</small><br><b>DE</b>       |
| <small>DRAWING NUMBER</small><br><b>30076-PL-103</b>   |   |



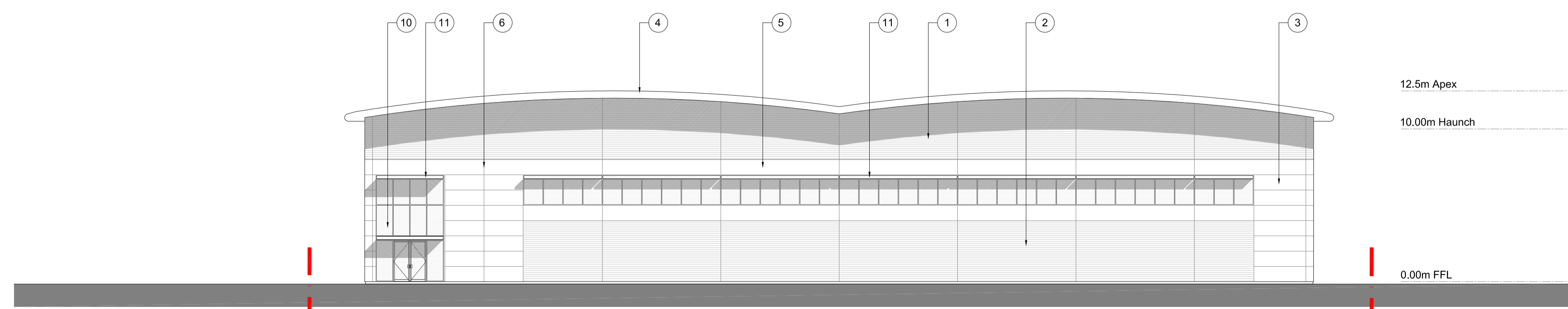
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104 WEST ELEVATION  
1:200



02  
104 EAST ELEVATION  
1:200



03  
104 NORTH ELEVATION  
1:200



04  
104 SOUTH ELEVATION  
1:200

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- MATERIAL SCHEDULE**
- ① HORIZONTALLY LAID TRAPEZOIDAL PROFILED CLADDING GREY ALUMINIUM (RAL 9007)
  - ② HORIZONTALLY LAID TRAPEZOIDAL PROFILED CLADDING GREY SILVER (RAL 9006)
  - ③ KINGSPAN FLAT PANEL CLADDING COLOUR: METALLIC SILVER (RAL 9006)
  - ④ ROOF PROFILED STEEL CLADDING FINISH: BRITISH STEEL COLORCOAT HPS200 COLOUR ALBATROSS (LIGHT GREY)
  - ⑤ HIGH LEVEL HORIZONTAL FEATURE BAND FINISH: BRITISH STEEL COLORCOAT PRISMA COLOUR: COLOUR : METALLIC SILVER (RAL 9006)
  - ⑥ T: FIN FLASHING COLOR GREY ALUMINIUM (RAL 9007)
  - ⑦ DOCK LEVELLERS COLOUR: METALLIC SILVER (RAL 9006)
  - ⑧ PERSONNEL DOORS COLOUR: METALLIC SILVER (RAL 9006)
  - ⑨ LEVEL ACCESS LOADING DOORS COLOUR: METALLIC SILVER (RAL 9006)
  - ⑩ CURTAIN WALLING DARK GREY FRAME (RAL 7016) / CLEAR GLASS
  - ⑪ BRISE SOLEIL CANOPY CANTILEVERED BRISE SOLEIL CANOPY WITH BULL NOSE PROFILED FASCIA WITH CONCEALED FIXINGS. COLOUR: FINISH / METALLIC SILVER (RAL 9006)



**PLANNING**

| REV | DATE       | NOTE                    | DRAW | CHK |
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| A   | 06.04.2015 | Text alignment revised, | SDD  | DE  |
| /   | 03.03.2015 | First Issue             | SDD  | DE  |

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**DRAWING**  
ELEVATIONS

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