

# Planning Committee

## 18 September 2024



<b>Application No.</b>	23/01524/FUL
<b>Site Address</b>	193 London Road, Staines-upon-Thames
<b>Applicant</b>	Mr Stephen Prockter
<b>Proposal</b>	Demolition of existing, vacant, trade counter and storage/industrial unit. Construction of a new steel portal frame structure with insulated metal clad facades and brickwork plinth, for use as a Self-Storage facility. Including improvements to existing access off Stanwell New Road and stopping up of other redundant accesses, associated car parking, service yard and cycle parking.
<b>Case Officer</b>	Matthew Churchill
<b>Ward</b>	Staines
<b>Called-in</b>	N/A

<b>Application Dates</b>	Valid:29.01.2024	Expiry:09.05.2024	Target: Extension of Time Agreed
<b>Executive Summary</b>	<p>This application relates to 193 London Road, which is situated at the junction of Stanwell New Road and London Road. The site is currently occupied by a parking area to the south and a vacant industrial unit at the north of the site.</p> <p>The application proposes the demolition of the existing vacant trade counter and storage/industrial unit, and the construction of a new steel portal frame structure with insulated metal clad facades and brickwork plinth, for use as a self-storage facility. The application further proposes improvements to the existing vehicular access to the site from Stanwell New Road, the stopping up of other redundant accesses, and a service yard and car parking area for 13 cars.</p> <p>Following discussions with planning officers, the applicant has reduced of the size of the building in comparison to the original plans. The height at the ridge has been reduced from 13.9 metres to approximately 11 metres and the height of the eaves have been reduced from 12.3 metres to approximately 9.4 metres. The distance between the building and the Stanwell New Road boundary has also been increased by 1.55 metres.</p> <p>The applicant has also submitted an indicative floor plan, which in addition to the ground floor, shows a first and second floor deck level, with each containing 1300m<sup>2</sup> of floor space. The applicant did not initially show the first and second floor levels, and the plans are</p>		

	<p>indicative as mezzanine floors which can be installed without planning permission. However, officers requested that the plans were submitted in order to gain understanding of how the facility would operate.</p> <p>The application site is located within the designated London Road (North Side) Staines Employment Area and the proposals would increase employment floorspace at the site above the current 1255m<sup>2</sup> by 45m<sup>2</sup> on the ground floor, although this is likely to substantially increase with the first and second floors, which the indicative plans show would contain 1300m<sup>2</sup> on each floor. The proposals are therefore considered to be in accordance with the objectives of policy EM1.</p> <p>Officers consider that the reduced scale of the building compared with the original submission has an acceptable impact upon the character and appearance of the area in this designated employment area. The reduced height would also be in accordance with the Council's 25° guide which, whilst aimed towards residential development is considered to be a good guide and which measures whether to the front and rear of a property, a significant view of the sky would be lost. Additionally, officers do not consider that there would be an overbearing impact, or an adverse impact upon privacy of the occupiers of the dwellings located opposite the site in Stanwell New Road.</p> <p>The application would be in accordance with the Council's maximum Parking Standards and the applicant's submission documents state that in the weekday peak of 13.30pm, there are likely to be 3 cars parked at the site. Additionally, no objections have been raised by the County Highway Authority or National Highways.</p> <p>Overall, officers consider that the proposals would accord with the Council's policies and as such the application is recommended for approval.</p>
<p><b>Recommended Decision</b></p>	<p>Approve the application for the reasons set out at Paragraph 8 of the Report.</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:
- SP3 (Economy and Employment Land Provision)
  - EM1 (Employment Development)
  - SP6 (Maintaining and improving the Environment)
  - EN1 (Design of New Development)
  - EN8 (Protecting and Improving the Landscape and Biodiversity)
  - EN11 (Development and Noise)
  - EN13 (Light Pollution)
  - EN15 (Development on Land Affected by Contamination)
  - CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
  - CC2 (Sustainable Travel)
  - CC3 (Parking Provision)
- 1.2 The policies contained within the National Planning Policy Framework (NPPF) (December 2023) are also relevant. The Governmental also published a draft revised NPPF in July 2024, which has not currently been adopted. The draft NPPF is given limited weight currently.
- 1.3 The Council's SPD on Climate Change (April 2024) is also relevant.
- 1.4 On 19 May 2022, the Council agreed that the draft Spelthorne Local Plan 2022 – 2037 be published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The public consultation for the Pre-Submission Publication version of the Local Plan ended on 21st September 2022 and the local plan was submitted to the Planning Inspectorate on 25th November 2022.
- 1.5 An Examination into the emerging Local Plan commenced on 23 May 2023. However, on 6 June 2023, the Council resolved to request that the Planning Inspector pause the Examination for a period of three (3) months to allow time for the new council to understand and review the policies and implications of the emerging Local Plan. After the three month pause the Council would decide what actions may be necessary before the Local Plan Examination should proceed.
- 1.6 At the meeting of the Council on 19 July 2023, it was agreed that Catriona Riddell & Associates be appointed to provide 'critical friend' support to inform the options for taking the Local Plan process forward.
- 1.7 On 14 September 2023, the Council considered a report following the deferral in June. The report listed three options; to continue with the local plan to include further work (especially on design codes), to request a further pause,

or to withdraw the local plan. On the day of the meeting, a letter was received from the Housing Minister stating that the Housing Secretary was directing the Council “not to take any step to withdraw the plan from examination...” The Council resolved to extend the pause in the Examination timetable until the proposed changes to the NPPF had been published before determining the next steps.

- 1.8 On 22 September 2023, the Inspector agreed to a further pause to the Examination and requested that the Council continue to address the issues that he identified in the first week of the Examination, in particular flood risk and its potential implications in relation to the site allocation and delivery strategy of the plan.
- 1.9 On 10 November 2023, the Environment Agency (EA) provided comments on Spelthorne’s Level 1 and Level 2 Strategic Flood Risk Assessment (SFRA) seeking additional information, amendments and updates to the assessment.
- 1.10 Following the Environment & Sustainability Committee meeting on 29 February 2024, it was resolved to propose, to the Planning Inspector, modifications to the emerging Local Plan, including the removal of all Green Belt site allocations, with the exception of two allocations that meet the need for Gypsy, Traveller and Travelling Showpeople, the removal of site allocations at high risk of flooding and to move some higher flood risk sites to the later plan period (years 11-15), and the withdrawal the Staines Development Framework as a core document.
- 1.11 On 19 March 2024 the Council published updated Level 1 and Level 2 SFRA. On 2 May 2024 the EA provided comments, including a request for additional clarification which was provided on 17 May 2024.
- 1.12 On 18 July 2024, Council considered a report into the resumption of the Local Plan Inquiry which had previously been agreed by the Corporate Policy and Resources Committee on 8 July 2024. The report set out the recent response from the Environment Agency, and the options for deciding whether or not Council agreed a request for further Main Modifications to the Local Plan in order to resume the Examination hearings and progress the Plan to adoption. Council agreed the option to progress the local plan and officers have now requested this from the Inspector.
- 1.13 The following policies of the Pre-Submission Spelthorne Local Plan 2022 – 2037 are of relevance:
  - ST1: Presumption in Favour of Sustainable Development.
  - ST2: Planning for the Borough.
  - PS2: Designing places and spaces.
  - E1: Green and Blue Infrastructure.
  - E2: Biodiversity.
  - EC1: Meeting Employment Needs.
  - Infrastructure and Delivery.
- 1.14 The NPPF policy states at para 48 that: Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

- 1.15 Section 38(6) the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan (unless material considerations indicate otherwise) and not in accordance with an emerging plan, although emerging policies may be a material consideration.
- 1.16 At this stage, the policies in the Pre-Submission Spelthorne Local Plan carry limited weight in the decision-making process. The adopted policies in the 2009 Core Strategy and Policies DPD carry substantial weight in the determination of this planning application.

## 2. Relevant Planning History

- 2.1 The site has the following planning history:

SPW/COU/87/447	Change of use from industrial to use as small office suites.	Granted 26.08.1987
94/00519/FUL	Two storey office development with part covered basement parking, vehicle access from Stanwell New Road	Granted 16.10.1995
97/00017/ADV	Erection of three externally illuminated signs.	Granted 23.07.1997
00/00539/REN	Renewal of planning permission PA/94/0519 for the erection of a two storey office development with part covered basement parking, vehicle access from Stanwell New Road	Granted 15.06.2001
01/00366/FUL	Demolition of existing buildings. Erection of a 2-storey building fronting London Road incorporating warehouse, showroom, trade counter & office space, & 3-storey office building to the rear, plus parking and new vehicular access points.	Granted 23.02.2006
06/00252/REN	Renewal of planning permission PA/00/0539 for the erection of a 2-storey office development with part covered basement parking (vehicle access from Stanwell New Road).	Granted 11.09.2007
08/00991/FUL	Erection of a building providing warehouse, showroom, trade counter, and ancillary office facilities,	Granted 01.04.2010

	accesses, plus segregated customer parking, staff parking and service area.	
11/01122/FUL	Change of Use of part of the site to car parking following demolition of existing redundant building	Granted 31.05.2012
11/01121/FUL	Demolition of a redundant building, alterations to external appearance of existing building and erection of 2.5m high palisade fencing to site boundary.	Granted 31.05.2012
13/00311/ADV	Display of two advertisement signs, one unlit fronting Stanwell New Road and one internally illuminated backlit sign fronting London Road	Granted 30.04.2013

### **3. Description of Current Proposal**

- 3.1 The application site comprises an irregularly shaped plot that is some 2580m<sup>2</sup> in area. The site is situated at the junction of London Road and Stanwell New Road and is currently occupied by an industrial unit that is located at the north of the plot, together with a car parking area to the south.
- 3.2 It is relevant to note that the southern part of the site was previously occupied by a commercial building, which was demolished as part of planning permission 11/01121/FUL. The plot is currently accessed by vehicles from Stanwell New Road.
- 3.3 The western side of Stanwell New Road, situated opposite the application site, is residential in character and is typically occupied by two storey terraced dwellings, although there is some variation in dwelling types at the northern end of the road, including semi-detached dwellings.
- 3.4 Located immediately to the north of the site is Riverbridge Primary School, which is a Locally Listed Building. Situated to the north of the school is an electricity distribution site. Beyond the electricity site to the north are dwellings in Midway Close, and further properties in Stanwell New Road at Howard's Court.
- 3.5 The southern site boundary fronts onto London Road (A30). The properties to the east of the site are commercial in nature, including Enterprise House (203 London Road), which is a three-storey office building with parking at the rear, and a 'self-storage' building at no.213-217 London Road, which was granted planning consent in 2011 (11/00198/FUL).
- 3.6 Shortwood Common is located to the south of London Road opposite the application site, which is a Site of Special Scientific Interest (SSSI). The Staines Reservoirs, whilst not immediately adjoining the site, are located some 180 metres to the north-east, which form part of the London Water Bodies SPA and are also a Site of Special Scientific Interest.

- 3.7 The application site is also located within the London Road (North Side) Staines Employment Area. Additionally, the site is situated within a High-Pressure Pipeline Consultation Zone (Cadent).
- 3.8 The application proposes a self-storage facility that would be situated within a steel portal frame structure, and which would be constructed following the demolition of the existing buildings. The applicant has not stated who would operate the self-storage facility. The application form indicates that the site would be open 24 hours a day.
- 3.9 It should be noted that the applicant has reduced the scale of the proposed building in comparison to the scheme originally submitted, as officers raised concerns over the impact upon the character and appearance of the area and to residential amenity. The reduction has comprised an approximate 2.9 metre reduction in ridge height from 13.9 metres to 11 metres, as well as an approximate 2.9 metre reduction in eaves height.
- 3.10 Additionally, the applicant has also increased the separation distance of the building to the Stanwell New Road boundary by 1.55 metres.
- 3.11 The revised plans show that the building would measure approximately 9.4 metres to the eaves and 11 metres at the ridge. The plans also show the building would contain a ground floor area of 1300m<sup>2</sup>. An indicative floor plan has also been submitted, which shows that the building would contain first and second floor decking providing access to the upper storage levels. The indicative plans show that both upper levels would incorporate 1300m<sup>2</sup> floorspace. However, as mezzanine floors can be installed without planning permission, these plans are indicative.
- 3.12 There would be 13 parking spaces at the north of the site that would be accessed through Stanwell New Road. The site layout can be seen below:



#### 4. Consultations

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

Consultee	Comment
County Archaeological Officer	No archaeological concerns.
County Highway Authority	Recommends conditions and informatives.
National Highways	Recommends conditions.
Natural England	Recommends a Construction Environment Management Plan is secured by condition.
Surrey Wildlife Trust	Recommends consultation with Natural England and conditions.
Heathrow Safeguarding	Recommends an informative relating to cranes.
Lead Local Flood Authority (SUDs)	No objections subject to conditions.
Thames Water	No comments received.
Sustainability Officer	The proposal meets to the 10% renewable energy requirement.



<b>Heritage Advisor</b>	No objections.
<b>Environmental Health (Contamination)</b>	Recommends conditions & informatives.
<b>Environmental Health (Noise &amp; Lighting)</b>	Recommends conditions.

## 5. Public Consultation

5.1 The Council has received nine letters of representation in response to the initial consultation, which object to the proposals on the following grounds:

- The proposed building is virtually over 100% larger than the existing building (Officer Note: the size of the building has been reduced in comparison to the original submission, although it is acknowledged that the proposed building is larger than the existing).
- A similar business already exists nearby.
- The site should be used for residential accommodation (Officer Note: the site is located within a designated Employment Area)
- The lighting and signage will have an adverse impact upon residential amenity.
- Concerns relating to wildlife.
- The proposals will overshadow the community.
- The scheme will have an unacceptable impact upon natural light serving nearby properties (Officer Note: The size of the building has been reduced in comparison to the original plans).
- The proposals will impact office windows adjoining the site.
- The building at the proposed height will obscure views.
- Existing businesses park their cars on Stanwell New Road.
- Concerns that the existing building is Listed and cannot be demolished (Officer note: The existing building is not statutorily or locally Listed).
- If the building was the same height and in the same location as the existing building it would be more acceptable.
- Concerns over the proposed height of the building and potential opening times.
- There may be asbestos in the building (Officer Note: This is not a planning matter).
- The entrance to the building should be on London Road.
- Concerns over noise impacts upon surrounding properties.
- There may be impacts upon the value of surrounding properties (Officer Note: this is not a planning matter).
- There may be a loss of daylight.
- Views of the nearby common will be obscured.
- There will be increased road traffic and parking issues.
- The elevations are well over and above the existing building.
- The pitch is not in line with neighbouring properties and towers over surrounding dwellings.
- The proposal will impact traffic in surrounding roads.
- There will be an adverse impact upon existing on-street parking.
- Having parking at the rear of the building will cause a highway safety issue.
- Concerns over anti-social behaviour in Stanwell New Road.

- The surrounding roads are not large enough for large vans and lorries.
- Concerns of the neighbour notification process.
- The height will be out of character.
- Lighting on the proposed building will have an adverse impact upon surrounding dwellings.
- The proposal will cause air pollution.
- Concerns over the existing use of the site.
- The proposals will not comply with BRE guidelines (Officer Note: the scale of the building has been reduced in comparison to the original plans).
- Concerns over the noise impacts.

5.2 The Council re-notified the occupiers of neighbouring and adjoining dwellings following the submission of the reduced plans and the indicative floor plans. At the time of writing, two further letters of representation have been received, which object to the proposals on traffic, noise and height grounds, as the building would be an eyesore, pavement parking, the impact upon light.

## 6. Planning Issues

- The Staines Employment Area.
- The character of the area.
- Residential amenity.
- Parking & highways.
- SUDS.
- Biodiversity.
- Air Quality.
- Climate Change
- Archaeology.

## 7. Planning Considerations

### Employment Area

- 7.1 The application site is located in the London Road (North Side) Staines Employment Area in the Council's adopted local plan. The site is also shown to be located in Strategic Employment Area in the Council's Emerging Local Plan Policies Map.
- 7.2 Policy EM1 of the Council's Core Strategy and Policies Development Plan Document (CS&P DPD) (February 2009) states that the Council will maintain employment development by supporting in principle, employment development in the Council's designated Employment Areas.
- 7.3 The policy further states that the Council will refuse "*proposals that involve a net loss of employment land or floorspace in Employment Areas, unless that loss of employment land or floorspace forms part of a redevelopment that more effectively meets the needs for an existing business operating from the*

*site, or the loss of employment land is part of a mixed development that results in no net loss of employment floorspace, or it can clearly be demonstrated that maintenance of the existing levels of employment floorspace on the site is unsustainable or unviable in the long term”.*

- 7.4 In the notes section for policy EM1, it is clarified that employment development under this policy includes industry, offices, research and development, warehousing, retail, hotels and some leisure uses.
- 7.5 At paragraph 85, the NPPF states that planning policies and decisions should help create conditions in which businesses can invest, expand and adapt. The NPPF further states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This remains unchanged at paragraph 83 of the draft NPPF.
- 7.6 The applicant’s submission documents state that the existing building has an existing gross internal floor space of 1255m<sup>2</sup>. The proposed building would incorporate a ground floor of 1300m<sup>2</sup> representing an increase in employment floorspace of 45m<sup>2</sup>. The indicative plans also show that the first and second floor decking areas would contain 1300m<sup>2</sup> on each floor, adding an additional 2600m<sup>2</sup> of internal floor space. However, it should be noted that the floor plans are indicated as mezzanine floors can be installed without planning permission.
- 7.7 The proposals would nevertheless increase employment floor space in this designated employment area and the scheme would therefore, generally, be in accordance with the objectives of policy EM1 and the NPPF.

#### Character and Appearance

- 7.8 Policy EN1 of the CS&P DPD states that the Council will require a high standard in the design and layout of new development. The policy further states that proposals for new development should demonstrate that they will make a positive contribution to the street scene and 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.
- 7.9 The NPPF states development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents.
- 7.10 Additionally, the NPPF states that planning decisions should ensure that developments function well and add to overall character of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and are sympathetic to the local character and history and surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

- 7.11 The National Design Guide (January 2021) states that well designed places are based on a sound understanding of the features of the site and the surrounding context, integrated into their surroundings so they relate to them, influenced by, and influence their context positively, and are responsive to local history, culture and heritage.
- 7.12 The application site is located on the eastern side of Stanwell New Road. The western side of the road is occupied by two-storey residential dwellings that are typically terraced, although there is a greater variety of dwelling types at the northern end of the road.
- 7.13 Immediately to the north of the site in Stanwell New Road is Riverbridge Primary School, which is a Locally Listed Building. Further to the north is an electricity distribution facility, two storey dwellings in Midway Close, and a two-storey residential building at Howard's Court.
- 7.14 Officers initially had concerns that the proposed building would have had an unacceptable impact upon that character of the area. This was because the proposed ridge height of 13.9 metres and eaves height of some 12.3 metres were considered to result in a building that was overly dominant and out of proportion within the street scene.
- 7.15 In response, the applicant has reduced the ridge height to some 11 metres and the eaves height to approximately 9.4 metres. The applicant has also increased the distance between the proposed building and Stanwell New Road by some 1.55 metres. The roof design has also been revised.
- 7.16 As a result of the reduced height, together with the increased distance to the Stanwell New Road Boundary, it is considered that the proposal would have an acceptable scale in the context of the Stanwell New Road street scene. Officers do not consider that the building at the reduced scale would be over dominant or visually overbearing. Moreover, the application site is located within a designated employment area, and a commercial building in this location would not be out of character.
- 7.17 The building would also be visible from London Road. The section of London Road located to the west of the site on the opposite site of Stanwell New Road, is predominantly residential and is largely occupied by two-storey semi-detached dwellings.
- 7.18 The buildings in London Road situated to the east of the site are predominantly commercial, including Enterprise House at No. 203 London Road, and a self-storage building at no.213-217 London Road. When measured from elevation plans submitted with previous planning applications at Enterprise House, whilst the building is set over differing levels, the highest part of the building located toward the rear, measures approximately 13.9 metres in height (16/00613/FUL).
- 7.19 The building located at No .213-217 London Road measures a maximum height of 14.2 metres, although the third floor measuring this height is set back some 48 metres from the front elevation. The front element of this building measures some 9.3 metres in height.

- 7.20 In the context of surrounding properties, the application building is also considered to have an acceptable visual impact upon London Road. Officers therefore considered that the proposals would be in accordance with the objectives of policy EN1 and Section 12 of the NPPF in terms of the impact upon the character of the area.
- 7.21 The elevation plans show that the building would incorporate a mixture of materials, including steel and timber cladding, which adds interest to the overall design of the scheme. The plans also show that landscaping would be contained between the building and the Stanwell New Road and London Road highways, which is considered to make a positive contribution to the street scene.

#### Locally Listed Building

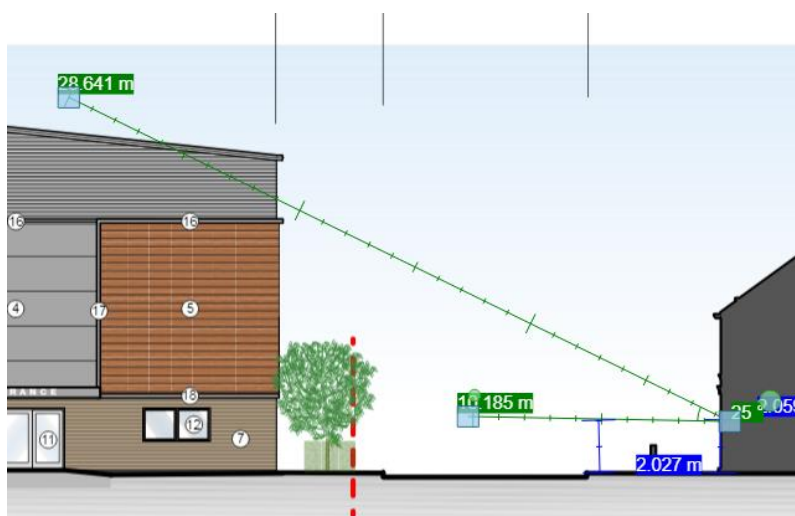
- 7.22 Policy EN5 of the CS&P DPD states that the Council will seek to preserve architectural heritage by encouraging the retention of buildings of local architectural or historic interest and seeking to ensure that their character and setting is preserved in development proposals.
- 7.23 Riverbridge Primary School, which is situated to the north of the application site is a Locally Listed Building. The Council's Heritage Advisor has been consulted and has commented that the redevelopment of this site would not harm the setting of the Locally Listed Building to the north. As such, the proposal is considered to be in accordance with the objectives of policy EN5 in this regard.
- 7.24 It is noted that the Local Planning Authority (LPA) has received a letter of representation which states that the existing building on the application site is Listed. However, it has been confirmed that the existing building is not a Statutory Listed Building or a Locally Listed Building.

#### Residential Amenity

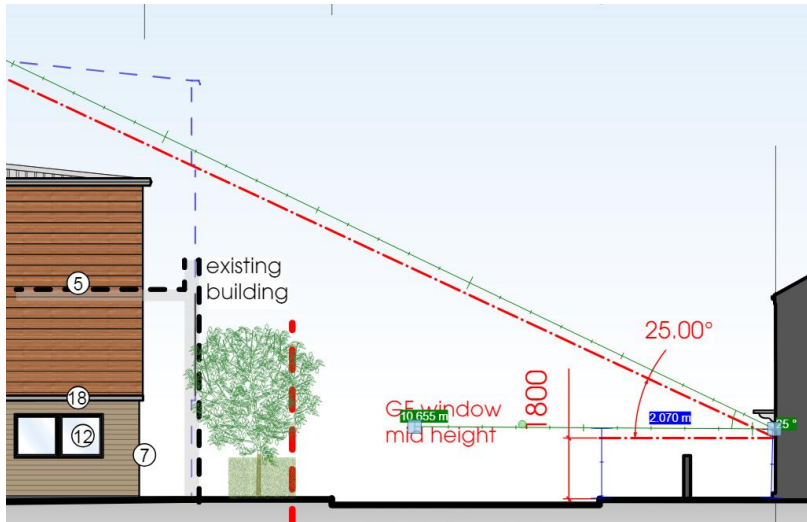
- 7.25 Policy EN1 of the CS&P DPD states that proposals for new development should demonstrate that they will achieve a satisfactory relationship to adjoining properties avoiding significant harmful impacts in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.
- 7.26 The NPPF states that planning decisions should ensure that developments create places that are safe, inclusive and accessible with a high standard of amenity of existing and future users.
- 7.27 On the basis of the original plans, officers were concerned that the proposals would have had an unacceptable impact relationship with dwellings opposite the site at no's. 3-15 Stanwell New Road.
- 7.28 The building proposed in the applicant's original plans would have measured some 12.3 metres in height at the eaves and 13.9 metres at the ridge. When

measured from the residential dwellings situated opposite the site on Stanwell New Road, there would have been a breach of the Council's 25° guide.

- 7.29 The 25° guide which is set out in paragraph 3.21 in the Council's SPD on the *Design of Residential Extensions and New Residential Development* (April 2011), is designed to ensure that in the area to the front and rear of a property, no extension or new dwelling is so close that a significant view of the sky is lost. It is acknowledged that the 25° is applicable to residential development rather than commercial proposals. However, it provides useful guidance in determining whether a scheme would have an acceptable impact upon nearby properties. The applicant's daylight/sunlight assessment also indicated that with the original scheme there would be shortfalls in BRE (Building Research Establishment) guidelines. The breach of the 25° guidance in the original plans is shown below:



- 7.30 In the revised plans, the eaves height has been reduced from 12.3 metres to 9.4 metres, and the ridge height has been reduced from 13.9 metres to 11 metres. The applicant has also relocated the building so that it is situated 1.55 metres further from the boundary with Stanwell New Road. As a result of the reduced height and relocation, the scheme would no longer breach the Council's 25° guidance, as shown in the image below (note the applicant's measurement in red, is taken from 1.8 metres above ground level, whereas the Council's measurement in green is based upon the SPD on design which states the measurement should be taken at 2 metres):



- 7.31 The revised plans show there would no longer be a breach of the Council's 25° it is considered that the proposal would have an acceptable impact upon the light serving dwellings opposite the site.
- 7.32 The applicant has also commented that the proposed building now falls within the 25° benchmark test - as set out in Clause 2.2.5. of the BRE Guide for Sunlight / Daylight - relative to the buildings opposite.
- 7.33 As a result of the reduced eaves and ridge height and as the applicant has increased the distance of the building from the Stanwell New Road by 1.55 metres, (some 18-19 metres to properties on the opposite site of Stanwell New Road), officers do not consider that the proposal would result in an overbearing impact. The siting of the highway of Stanwell New Road is also considered to mitigate any adverse impacts in this regard.
- 7.34 The application also proposes first and second floor windows in the Stanwell New Road elevation. As the windows would be some 18-19 metres from dwellings located opposite the site and the highway of Stanwell New Road is located between, it is considered that the proposal would have an acceptable impact upon privacy.
- 7.35 It is noted that the Council has received a letter of representation, which raises concerns over the impact of the scheme upon the adjoining office windows at Enterprise House. When measured from the applicant's plans there would also be a separation distance of approximately 12.7 metres, which is considered to result in an acceptable impact upon the occupiers of this property.
- 7.36 The scheme is also considered to have an acceptable impact upon all further properties in the surrounding locality.
- 7.37 The proposal is therefore considered to be in accordance with the objectives policy EN1 and the NPPF in amenity terms.

#### Parking & Highways

- 7.38 Policy CC2 of the CS&P DPD states that “*The Council will seek to secure more sustainable travel patterns by... (d) only permitting traffic generating development where it is or can be made compatible with transport infrastructure in the area taking into account: (i) number and nature of additional traffic movements including servicing needs; (ii) capacity of the local transport network (iii) cumulative impacts including other proposed development; (iv) access and egress to the public highway; and (v) highway safety*”.
- 7.39 Policy CC3 of the CS&P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.
- 7.40 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The draft NPPF states that development should only be prevented or refused if the impacts upon the road network would be severe in all tested scenarios.
- 7.41 The Council’s Parking Standards (Supplementary Planning Guidance) SPG states that a B8 unit that is used solely for storage, should have a maximum of 1 parking space per 100m<sup>2</sup> of internal floor space. On this basis the ground floor plan there would be a maximum requirement of 13 spaces, and the proposal would be in accordance with the Council’s guidelines.
- 7.42 If the first and second floor decking levels shown indicative floor plans were implemented, the development would normally be expected to provide a maximum of 39 off street parking spaces. As this is applied as a maximum and not a minimum, if the first and second floors were installed, the proposal would comply with the Council’s maximum Parking Standards.
- 7.43 The applicant’s Transport Assessment states that car parking demand at the site is predicted to peak at 13.30pm on weekdays, with an accumulation of 3 vehicles, resulting in a minimum space capacity of 8 spaces at any one time. The applicant has also confirmed in writing that this figure would remain applicable should the indicative decking levels be installed.
- 7.44 In terms of Trip Generation, the applicant’s Transport Assessment indicates that the existing use currently generates 1340 two-way trips, which would reduce to 52 two-way trips as a result of the proposed use (increasing to 57 taking into account the indicative first and second floor plans). The applicant has also indicated that the site layout and access is not designed to accommodate an articulated HGV, and the largest vehicle likely to enter the site being a 7.5 tonne box van.
- 7.45 The applicant has also submitted a transport addendum detailing the impact of the indicative floors, which has been reviewed by the County Highway Authority (CHA). The CHA commented that there is a negligible difference between trips during peak periods (as a result of the additional floors). The CHA also commented that the applicant has sufficiently demonstrated that the number of trips to the development would be significantly lower than the extant



land use. The CHA further stated “*The operational characteristics of the proposed development are such that there would be low staffing levels, a larger proportion of trips outside network peak hours, whilst it should be noted that self-storage sites tend not to experience intense usage by their customers*”.

- 7.46 As the proposal would be in accordance with the Council’s maximum parking standards, and as trip generation at the site is predicted to significantly fall as a result of the proposed use, it is considered that the works would be in accordance with the objectives of policy CC2, CC3 and the NPPF in parking and highways terms.
- 7.47 The LPA also consulted National Highways which raised no objections subject to conditions.

#### Noise

- 7.48 Policy EN11 of the CS&P DPD states that the Council will seek to minimise adverse impacts of noise by requiring developments that generate unacceptable noise levels to reduce noise to an acceptable level.
- 7.49 The proposal has been reviewed by the Council’s Environmental Health Department, which has recommended that a condition is imposed upon the decision notice requiring the rated noise level from plant to be at least 10 dB(A) below background noise levels at the nearest sensitive property.
- 7.50 There may be some additional noise and disturbance as a result of vehicles accessing the site 24 hours a day. However, given the relatively low trip generation for this use, outlined in the applicant’s transport and the nature of the use, officer’s do not consider that this would cause sufficient harm to reasonably justify a recommendation for refusal.

#### Lighting

- 7.51 Policy EN13 of the CS&P DPD states that the Council will seek to reduce light pollution by only permitting light proposals which would not adversely affect amenity or public safety. The Council’s Environmental Health Officer has been consulted and has raised no objections, subject to a condition being imposed upon the decision notice.

#### Climate Change

- 7.52 Policy CC1 of the CS&P DPD states that the Council will support the provision of renewable energy by requiring development involving new buildings to include measures to provide 10% of the developments energy through on-site renewable sources, unless it can be shown that it would seriously threaten the viability of the development.
- 7.53 The applicant has submitted a Renewable Energy Statement that has been reviewed by the Council’s Sustainability Officer, who has confirmed that the 10% requirement would be met. The proposal is therefore considered to be in accordance with policy CC1.

- 7.54 The Climate Change Supplementary Planning Document (SPD) was adopted by the Council in April 2024. It provides more detailed guidance to applicants on how to implement adopted Policy SP7 from the Core Strategy 2009. Policy SP7 seeks to reduce climate change effects by:
- a) promoting inclusion for renewable energy, energy conservation and waste management in new and existing developments*
  - b) development reduces the need to travel and encourages alternatives to car use*
  - c) encourage non car-based travel,*
  - d) promoting the efficient use and conservation of water resources,*
  - e) promoting measures to reduce flooding and the risks from flooding,*
  - f) supporting measures to enhance and manage Staines' role as a public transport interchange.*
- 7.55 There are also three implementation policies; Policy CC1: Renewable Energy Conservation and sustainable Construction, Policy CC2: Sustainable Travel and Policy CC3: Parking provision.
- 7.56 There are also other key documents supporting action on climate change; the NPPF 2023 chapter 14 "*Meeting the challenge of climate change*", the *National Model Design Code and Spelthorne Borough Council's Climate Change Strategy 2022 – 2030*.
- 7.57 A climate change checklist has been submitted with this application, in accordance with the new SPD requirements. This checklist shows that the applicant has considered the following factors: an energy statement considering renewable energy measures, the roof structure is designed to fit PV panels, travel and transport, the building will be constructed using recycled materials, they have considered wildlife by increasing soft landscaping, and they will include bat bricks and bird boxes.
- 7.58 Overall, the scheme performs against the Council's SPD and climate change policies. Subject to a condition to secure that the development is carried out in accordance with the climate change checklist (in the event that planning permission is granted), the application accords with the expectations of the policies.

### Biodiversity

- 7.59 Policy EN8 of the CS&P DPD states that the Council will seek to protect and improve landscape and biodiversity in the borough.
- 7.60 It is relevant to note that the application was submitted before National Biodiversity Net Gain requirements came into effect. Nevertheless, given the sites proximity to Shortwood Common SSSI and the Staines Reservoirs, which forms part of the London Water Bodies SPA and is also a SSSI, both the Surrey Wildlife Trust (SWT) and Natural England were consulted.
- 7.61 The SWT reviewed the applicant's submission documents including the Ecological Impact Assessment, and commented on lighting, demolition and

recommended that an ecological enhancement plan and construction environment management plan are secured by condition.

- 7.62 Natural England also recommended that given the sites proximity to Staines Moor and Staines Reservoirs, that a construction environment management plan is secured by condition. Subject to the proposed conditions, the proposal is considered to be in accordance with the objectives of policy EN8.

#### Flooding

- 7.63 The application site is situated outside of the flood event areas. As such the proposal is considered to have an acceptable impact upon flood flows and flood storage capacity and would be acceptable in this regard.

#### SUDS

- 7.64 The proposal has been reviewed by the County SUDs department which initially requested further information. The application submitted further details, which have been reviewed by the County SUDs Department, which has raised no objections subject to conditions.

#### Contamination

- 7.65 Policy EN15 of the CS&P DPD states that the Council will ensure that where development is proposed on land that may be affected by contamination, action will be taken to ensure that the site is safe or will be made safe for its intended use.
- 7.66 The application has been reviewed by the Council's Environmental Health Department, which having reviewed the applicant's submission documents has recommended that a condition is attached to the decision notice. Further conditions are also requested in relation to demolition.

#### Air Quality

- 7.67 Policy EN3 of the CS&P DPD states that the Council will seek to improve the air quality of the Borough and minimise harm to air quality by amongst other things supporting measures to encourage non-car based modes of travel and supporting measures to reduce traffic congestion where it is a contributor to existing area of poor quality.
- 7.68 The Council's Environmental Health Department has reviewed the applicant's Air Quality Assessment and has raised no objections although has recommended a condition in relation to bike storage.

#### Archaeology

- 7.69 London Road situated at the front of the application site is a Site of High Archaeological Potential. The County Archaeological Officer has been consulted and has raised no archaeological concerns, noting that the site is under the 0.4ha area required by the Spelthorne Local Plan for larger applications to need to consider the impact upon heritage assets.

#### Heathrow Safeguarding

- 7.70 The LPA has consulted Heathrow Safeguarding, which has raised no objections subject to an informative relating to Cranes.

#### Financial Considerations

- 7.71 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not. It is relevant to note that the proposal is not a CIL chargeable development. The proposal may generate business rates which is not a material consideration in the determination of this proposal.

#### Equalities Act 2010

- 7.72 This planning application has been considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

- 7.73 The elimination of discrimination, harassment and victimisation; The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it; The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

#### Human Rights Act 1998

- 7.74 This planning application has been considered against the provisions of the Human Rights Act 1998.
- 7.75 Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, i.e. peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

- 7.76 In taking account of the Council policy as set out in the Spelthorne Local Plan and the NPPF and all material planning considerations, Officers have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by the approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

### Conclusion

- 7.77 The application proposes an increase in employment floorspace in the designated London Road (North Side) Staines Employment Area in accordance with the objectives of policy EM1 and the NPPF.
- 7.78 Officers consider that the reduced ridge and eaves height and increased distance to the boundary result in the proposals having an acceptable impact upon the character of the area and the amenity of neighbouring dwellings. The proposal are also considered to have an acceptable impact upon parking provision the highway. The proposal would therefore be in accordance with the objectives of local policies and national guidance.

## **8. Recommendation**

- 8.1 APPROVE 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. The development hereby permitted shall be carried out in accordance with the following approved plans PL 202 Rev F, PL101 Rev B, PL203 Rev D, PL404 Rev B, PL 403 Rev F (Received 17.07.2024) Location Plan, PL 401, PL 402, PL 201 Rev A (Received 12.12.2024).

Reason:- For the avoidance of doubt and to ensure the development is completed as approved.

3. No development above damp course level shall take place until details of the materials to be used for the external surfaces of the building(s) and surface material for parking areas are submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials and detailing.

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.

4. Prior to the occupation of the development, details of a scheme of the means of enclosure shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s)/use is/are occupied. 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.

5. Following construction of any groundwork and foundations, no construction of development above damp course level shall take place until a report is 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.

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.

6. No part of the development shall be first opened for trading unless and until the proposed modified vehicular access to Stanwell New Road has been constructed and provided with visibility zones in general accordance with the approved plan (dwg no. PL403 - rev F) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason:- In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2023.

7. The development hereby approved shall not be first opened for trading unless and until the existing dropped kerb along the frontage of the site to Stanwell New Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason:- In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2023.

8. The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plan (dwg no. PL403 - rev F) for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason:-. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2023.

9. The development hereby approved shall not be first occupied unless and until facilities for the secure, lit and covered parking of bicycles have been provided within the development site in accordance with a scheme submitted and approved by the Local Planning Authority. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason:-. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2023.

10. No development shall commence until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) vehicle routing
  - (e) measures to prevent the deposit of materials on the highway
  - (f) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority.

Only the approved details shall be implemented during the construction of the development.

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2023.

11. 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 occupants and the environment from the effects of potentially harmful substances.

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.

In accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

12. 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 occupants and the environment from the effects of potentially harmful substances.

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.

In accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

13. The rated noise level from the plant hereby approved shall be at least 10 dB(A) below the background noise level at the nearest noise sensitive property as assessed using the guidance contained within the latest BS 4142 (2014).

Reason:- To safeguard the amenity of nearby residential properties

14. Prior to the commencement of development, full details of new drainage and its location shall be submitted to and approved in writing the Local Planning Authority (in consultation with National Highways). The



development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems.

Reason:-. In the interest of the safe and efficient operation of the Strategic Road Network, and to protect the integrity of the Trunk Road drainage asset in accordance with DfT Circular 01/2022: The Strategic Road Network and The Delivery of Sustainable Development (paragraph 59).

15. Prior to commencement of the development a construction environmental management plan (CEMP) shall be submitted and approved in writing by the Local Planning Authority. The proposal shall then be constructed in accordance with the approved details.

Reason:-. To ensure construction impacts do not adversely affect the integrity of Staines Moor SSSI.

16. Prior to the occupation of the building(s), a scheme to provide bird boxes and bat boxes/tubes on the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the building(s) is occupied and thereafter maintained.

Reason:-. To encourage wildlife on the site.

17. 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. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1.2l/s.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

c) Details of drainage management responsibilities and maintenance regimes for the drainage system.

d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason:-. To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

18. 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. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason:-. To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

19. Details of a scheme of both soft and hard landscaping works shall be submitted to and approved by the Local Planning Authority prior to first occupation of any part of the development hereby approved. The approved scheme of tree and shrub planting shall be carried out prior to first occupation of the buildings and/or site. The planting so provided shall be maintained as approved for a minimum 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. In accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

20. Prior to the occupation of the development hereby permitted, the sustainability measures proposed in the supporting Climate Change Checklist shall be incorporated into the design of the development and/or site layout as relevant. Thereafter the approved sustainability measure shall be retained and maintained.

Reason:-. To ensure sustainability measures are taken into account in the development in accordance with policies SP7, CC1, CC2 and CC3 of the Spelthorne Core Strategy and Policies DPD 2009 and the Climate Change SPD, April 2024.

21. Prior to the occupation of the building(s) hereby permitted details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The agreed

external lighting shall be implemented prior to the occupation of the building(s) and shall at all times accord with the approved details.

Reason:- To safeguard the amenity of neighbouring residential properties and in the interest of security

22. The development hereby approved shall not be occupied unless and until at least 50% of all available parking spaces are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with the approved plans and thereafter retained and maintained to the satisfaction of the Local Planning Authority

Reason:- In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2023.

### Informatives

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/> To apply for future crane permits, please follow the link via CAA website: Crane notification | Civil Aviation Authority (caa.co.uk).
2. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Sub ground structures should be designed so they do not have an adverse effect on groundwater. 3 If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk). Please use our reference number in any future correspondence.
3. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice,

([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.

4. 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).
5. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway 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/permits-and-licences/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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)
6. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
7. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises and BS 5839-1 the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.

8. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
9. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
  - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
  - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
  - (c) Deliveries should only be received within the hours detailed in (a) above;
  - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
  - (e) There should be no burning on site;
  - (f) Only minimal security lighting should be used outside the hours stated above; and
  - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway. Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - [www.ccscheme.org.uk/index.php/site-registration](http://www.ccscheme.org.uk/index.php/site-registration).
10. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (a) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (b) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (c) the arrangements that will be in place to ensure a reasonable telephone response during working hours; Spelthorne Borough Council, Council Offices, Knowle Green, Staines-upon-Thames, TW18 1XB [www.spelthorne.gov.uk](http://www.spelthorne.gov.uk) (d) the name and contact details of the site manager who will be able to deal with complaints; and (e) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the

standards set by the Considerate Constructors Scheme  
(<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

## **Appendices:**