1.0 SUMMARY

1.1 Planning permission is sought for the erection of a 3300sqm storage and distribution (B8) warehouse with ancillary offices (440sqm) and associated parking, access and landscaping on established employment land.

1.2 The application is presented to Members for their comments at this stage. If acceptable, the scheme will be presented to the Sustainable Development Committee for determination.

2.0 SITE DESCRIPTION

2.1 The site is 10,330sqm in size situated between the western and south-western arms of Clockhouse Roundabout. It is bound to the north by the
dual-carriageway of the A30 Staines Road, on the south by Clockhouse Lane, on the east by an Esso Petrol filling station and on the west by Ascot Road, which leads into Ascot Road industrial estate.

2.2 The wider surrounding area includes the ‘New Square’ and ‘Lakeshore’ office developments to the west, the Bedfont Lakes to the south and West, Ascot Road Industrial Estate to the east and extensive areas of Metropolitan Green Belt (MGB), including Mayfield Farm to the north on the opposing side of Staines Road. The nearest residential area to the site is on the eastern side of Clockhouse Roundabout.

2.3 The land that is the subject of this application is undesignated within the adopted Unitary Development Plan (UDP), although immediately adjoining the site to the east is an area of MGB, whilst the Ascot Road Industrial Estate is a Locally Significant Industrial Site (LSIS) to the west and there is further MGB to the south of the site. Bedfont Lakes Business Park to the east is designated as a Key Existing Office Location.

3.0 RELEVANT HISTORY

<table>
<thead>
<tr>
<th>Application</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>00287/J/P29</td>
<td>Demolition of existing buildings, erection of a 15793sqm gross external (including basement plant) 318 bedroom hotel and associated uses on eastern part of site; restoration of Western part of site to form landscaped open space.</td>
</tr>
<tr>
<td></td>
<td>Approved with legal agreement 17th January 2001</td>
</tr>
<tr>
<td>00287/J/P40</td>
<td>Variation of condition 2 (time limit) of original decision 00287/J/P29 dated 17/01/01 to extend to end January 17 2007. (Demolition of existing buildings, erection of a 318 bedroom hotel including basement plan and associated uses on eastern part of site restoration of western part of site to form landscape open space)</td>
</tr>
<tr>
<td></td>
<td>Approved 25th June 2004</td>
</tr>
</tbody>
</table>

4.0 DETAILS

4.1 The proposal is for the erection of a storage and distribution warehouses (Class B8) with ancillary offices and associated development, including access, car parking and landscaping on land adjacent to Ascot Road, Feltham.

4.2 The proposed warehouse unit would provide 3,300sqm of B8 floorspace with 440sqm of ancillary office space. The building would be 81m x 41.5m and 11.3m in height to the ridge. The internal space has been designed in a flexible way as the end user has not yet been identified. Six delivery loading bays would be provided on the eastern elevation. A two-storey office space
would be provided at the south-east corner of the building, with male/female toilet facilities and kitchenette.

4.3 The warehouse building will be finished with a small palette of materials in a range of neutral colours. The roof would have a traditional double pitch, with 10% of the roof area incorporating poly-carb roof lights for natural daylight. The office space would have a flat, Green roof. A number of sustainability measures have been incorporated into the design, including:

- Daylight-linked lighting controls
- Air Source Heat Pump (ASHP) for cooling and heating
- High efficiency air handling plant incorporating heat recovery
- Glazing and solar shading
- Natural ventilation to warehouse
- Green roof to office area
- Rainwater harvesting

4.4 Access would be created from Ascot Road with a new priority controlled junction and provision of 18 visitor and staff parking spaces, including two disabled users spaces to the east of the building, with five lorry parking and delivery spaces. Twenty secure cycle spaces would be provided. A framework Travel Plan has been submitted in conjunction with the application.

4.5 Landscaping will be provided around the site and design to screen the building and parking, provide outdoor amenity space for employees and increase biodiversity with native planting. Existing trees along the northern boundary will be retained.

5.0 CONSULTATION

5.1 Neighbouring Notification – 7 Neighbouring owners/occupiers were consulted on 18/04/2012. A site notice was displayed on the 19/04/2012 and a press notice on the 27/04/2012. To date no comments have been received.

5.2 The Environment Agency (EA) were consulted on 18/04/2012 – An objection has been made based on the submitted FRA. The applicant has been requested to submit further information/clarification to overcome this objection.

5.3 BAA commented that they had no aerodrome safeguarding objection to the proposal, but requested that a number of conditions be included with any planning permission.
5.4 Other external consultation responses currently pending include the following:

- The Greater London Authority (GLA)
- Spelthorne Borough Council

6.0 POLICY

Determining applications for full or outline planning permission

6.1 When determining applications for planning permission, the authority is required to have regard to (a) the development plan, so far as is material, (b) any local finance considerations, so far as is material, and (c) to any other material considerations. Local finance considerations means the Community Infrastructure Levy, or a grant or other financial assistance that has been, or will or could be, provided to a relevant authority (such as the Council, the Mayor of London, the Homes and Communities Agency, etc.) by a Minister of the Crown.

6.2 In addition, the determination must be made in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan


The emerging Core Strategy

6.4 On 12 July 2011, the Council's Cabinet approved that the Core Strategy "Preferred Strategy" should go out to consultation. As emerging policy, the Local Planning Authority (LPA) considers that the emerging Core Strategy is capable of being a material consideration. Given that the emerging Core Strategy is still in the consultation stages, the LPA considers that in general limited weight can be given to it at this stage and that where a specific core strategy policy is engaged by an application greater weight may be attached.

The draft National Planning Policy Framework

6.5 The National Planning Policy Framework (NPPF) came into force on 27 March 2012 and has replaced national policies and guidance formerly contained in Planning Policy Statements and Planning Policy Guidance notes and some other documents. The Local Planning Authority (LPA) considers that, where pertinent, the NPPF is a material consideration and as such, it will be taken into account in decision-making as appropriate.

7.0 PLANNING ISSUES

7.1 The main planning issues to consider are:
The principle of the new employment development

Impact of the proposal on the surrounding environment

Traffic generation and access, parking and servicing arrangements

Sustainable principles

Acceptability of the proposed employment development in principle

Employment Policy

7.2 The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development. It goes on to state (Paragraph 111) that planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.


7.4 The application site is outside of these designated industrial sites and is unallocated within the adopted Development Plan. Consequently, in accordance with Policy EP5 of the EDPD, industrial uses outside these areas would be assessed against the following criteria:

- Compatibility with uses in the area surrounding the proposal and potential impacts on those uses;
- Capacity and impact on the road network and access by sustainable modes of transport

7.5 The site is located in area whereby employment uses, in particular, industrial warehousing uses, are not uncommon with Ascot Road Industrial Estate immediately to the west. In addition to this, there are no residential properties in close proximity to the site and large areas of MGB surround the site to the north, east and south. Consequently, it is considered the site is located within an area that is characterised by industrial uses and the proposal would be compatible with these existing uses. Furthermore, the MGB designation of adjoining land would minimise the potential for future conflict in land use terms.

7.6 In terms of capacity, it is noted that recent junction improvements have been undertaken at the Clockhouse Lane/Ascot Road junction in association with the recent development undertaken at Ascot Road Industrial Estate and the expansion of this LSIS. Consequently it is considered the proposal would not result in an unacceptable impact on the capacity of the local road
network and that the provision of a Travel Plan would help ensure the promotion of sustainable travel as part of this development.

7.7 Therefore, in light of the above, it is considered that the proposal would broadly be in accordance with EDPD Policy EP5 and would make a positive contribution to the economic viability of the local area and provide further employment opportunities for local residents, all of which is in accordance with the EDPD and adopted UDP.

7.8 In order to maximise potential employment opportunities for local people who need work, supplementary planning guidance for planning obligations states that the Council will secure obligations relating to job-brokerage and skills training. The redevelopment of this site provides such an opportunity and recruitment of local people could potentially increase their skills and training, reduce travel to work distance and increase local household income. As such, it is appropriate to secure an obligation in relation to job-brokerage and skills training.

7.6 Therefore the principle of the redevelopment of the site is acceptable, notwithstanding the other planning issues which will be discussed in turn.

Impact of the proposal on the surrounding environment

Design and scale of development

7.9 The proposed development would provide 3,300sqm of storage and warehouse (B8) floorspace and ancillary office space (440sqm). The proposed building with a maximum height of 11.3m to the ridge and 9.5m to the eaves. It is considered such a sized building would be comparable in size to other industrial warehouse units located to the west of the site within the Ascot Road Industrial Estate and subsequently would not be out of place in terms of size and scale, with surrounding development or the area in general.

7.10 The proposed layout would ensure the retention of existing mature trees along the northern boundary, as well as enhanced vegetation planting to the south, east and west of the site, helping to screen and soften the appearance of the proposed building. The position of the new building would also respond to the designated MGB land to the east of the application site, allowing new landscaping along this boundary and helping to retain a sense of openness on this portion of the site, maintaining the character of the adjoining MGB land.

7.11 The proposed building would have a modern, functional design that would be compatible with other similar buildings in the vicinity of the application site. Whilst the proposal would represent a significant addition to this site in terms of built form, it is considered the scale of development would be appropriate to the site. However, concerns have been raised regarding the monotonous appearance of the warehouse unit and further design improvements and the potential for a profiled cladding appearance to further help soften the visual appearance of the new building have been requested.
Member’s comments on the design of the new building are sought at this stage in the application process.

Impact on the Green Belt

7.12 Policy ENV-N.1.4 of the UDP requires any development proposals near the MGB to be designed so that they do not detract from the open aspect or visual amenities of the MGB. As noted earlier, the proposed building would be sited on an unallocated site within the adopted UDP and would be an acceptable development taking into consideration adjoining land uses and accessibility.

7.13 The new building has been positioned away from the MGB, helping to ensure the open character of this area is retained. In addition to this, landscape planting would be reinforced along this boundary to further project the MGB and the views from this land towards the application site.

7.14 It is not considered that the proposal here would have a significant impact upon the MGB adjoining the site and consequently it is not anticipated that any contributions towards Green Belt improvements would be sought as part of any S106 negotiations.

Impact on adjoining properties

7.15 As noted earlier, the proposed building would be positioned in the context of other similar uses adjoining the site. As such, it is considered unlikely that there would be any impact on adjoining properties with regard to noise, odour or air pollution.

7.16 The nearest residential units are over 500m away. It is therefore considered the proposal would not harm neighbours living conditions.

Air Quality

7.17 The whole Borough has been declared an Air Quality Management Area (AQMA) as monitoring and modelling indicates that the national objectives for air quality are not likely to be met at present. However, whilst the designation of the AQMA is indicative of a certain level of air quality, this in itself does not prevent development. New development should not result in an increase in airborne pollutants without mitigation.

7.18 In this instance, owing to the nature of the building proposed and its use, location and scale, the development is not likely to significantly increase vehicle trips or polluting industrial activities beyond that of the existing site or surrounding area despite the lack of existing development on the site at present and no mitigation is considered necessary. Air quality is also governed by other statutory controls such as the Clean Air Act and further permissions would be necessary for any polluting processes, though given the nature of the buildings, heavy industry or manufacturing uses are not envisaged.
7.19 The air quality assessment submitted in conjunction with the application indicates that road traffic from the development is forecast to be insignificant, with increases in traffic flows not exceeding the criteria set out in the Environmental Protection UK guidance and consequently the impact on air quality in the area from this development would be minimal and restricted to an acceptable level.

Noise

7.20 Policy ENV-P.1.5 of the UDP states that the Council will not allow any development that could result in unacceptable noise nuisance to nearby of future occupiers. As stated previously, no residential properties are located close to the application site and consequently it is not considered that the proposal would result in an unacceptable increase in noise for nearby residential properties. Furthermore, the presence of other industrial uses adjoining the site would ensure the compatibility of this use with the surrounding area.

7.21 Given the location of the site and distance to the nearest residential properties, it is considered the proposal would not be unacceptable in terms of noise generation/creation and would be compatible with the adjoining land uses and general environment of the surrounding area in this respect.

Contaminated land

7.22 Owing to the history of uses on the site, which includes industrial works, there is potential for some contamination of the land. The NPPF advises that for instances where there is suspicion that the site might be contaminated, or where evidence suggests that there may be some contamination, planning permission may be granted subject to conditions that development will not be permitted to start until a site investigation and assessment have been carried out and that the development itself will incorporate any remedial measures shown to be necessary. Therefore a condition requiring the findings of the site investigation in regards to monitoring and any necessary remedial work to be carried out could be included in any approval.

Flood Risk and Water Quality

7.23 UDP policy ENV-P.1.3 states there is a general presumption against new developments generating surface water runoff likely to result in adverse impacts such as an increased risk of flooding. The EA indicative flood map shows that the site lies outside Flood Zone 1. This area is defined as being at little or no flood risk at all, with a 1 in 1000 annual probability (0.1% chance) or less of flooding from rivers or the sea in any one year.

7.24 A Flood Risk Assessment (FRA) has been submitted in conjunction with the application to determine that surface water runoff can be minimised to Greenfield rates in accordance with London Plan Policy 5.13. The EA have commented that at present the FRA submitted is unacceptable and further evidence would be required to demonstrate that the runoff rates indicated
can be achieved on the site. The applicant has been requested to address the issues raised by the EA in their consultation response prior to determination.

Access, parking and traffic generation

Proposed Commercial Development

7.25 Policy T.1.4 (Car and Cycle Parking and Servicing Facilities for Developments) of the Unitary Development Plan states that all developments must provide parking and servicing facilities in accordance with the Council’s standards as found in Appendix 3. These can be summarised as follows:

<table>
<thead>
<tr>
<th>UDP standard</th>
<th>Maximum</th>
<th>Proposed Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 car space/200m²</td>
<td>19 car</td>
<td>18 car</td>
</tr>
<tr>
<td></td>
<td>(includes 2 disabled)</td>
<td>(includes 2 disabled)</td>
</tr>
<tr>
<td>1 lorry space/500m²</td>
<td>7 lorry</td>
<td>7 lorry</td>
</tr>
<tr>
<td>1 cycle/850m²</td>
<td>Min. of 5</td>
<td>20</td>
</tr>
</tbody>
</table>

7.26 As the above table shows the proposal would result in the shortfall of one car parking space from the Council’s maximum standards for this type of development.

7.27 The site scores a Public Transport Accessibility Level (PTAL) of 1, which is described as “Very Poor”. PTAL uses a mathematical formula to demonstrate accessibility by public transport. The values of a site may range from 1 at the lower end of the scale to 6 at the higher. In this case, access to public transport is limited to the 116 bus services running along the north of the site.

7.28 Access to the site would be from a new priority controlled junction with Ascot Road. A swept path analysis of an articulated vehicle entering the site, gaining access to the loading area, and leaving the site in forward gear has been provided.

7.29 A Framework Travel Plan has been submitted and is currently under review by the Council’s Transport Policy team.

7.30 Member’s comments on the provision of parking and access arrangements for the site are sought at this stage in the application process.

Sustainable principles

7.31 Sustainability underpins many London Plan and UDP policies, which require developments not only to be sustainable in transport terms but also; to include appropriate recycling facilities and to minimise waste; to include energy efficiency measures and promote the use of renewable energy; and
not to increase significantly the requirement for water supply or surface water drainage.

7.32 Policies ENV-B.1.1, ENV-P.1.3, ENV-P.2.1, ENV-P.2.4 and ENV-P.2.5 require that all developments should include recycling facilities and minimise waste, include energy efficiency measures, be sustainable in transport terms, promote the use of renewable energy and not significantly increase the requirement for water supply or surface water drainage.

7.33 As a large new building, the proposal can make a contribution to sustainable development in the Borough and it is important that their design recognises and adopts sustainable development principles. Discussions are continuing in this regard.

7.34 It is proposed that the development would make a significant contribution towards sustainable design principles, incorporating ASHP technology and minimising the use of energy with a high building fabric to minimise heat loss; rainwater harvesting techniques and a Green roof over the office space. A full assessment and review of the proposed sustainable design methods incorporated into the scheme is currently ongoing.

8.0 PLANNING OBLIGATIONS

8.1 Unitary Development Plan policy IMP6.1 states that the Council will seek to ensure that a developer enters into a planning obligation to secure planning benefits related to the proposed development. A payment or other benefit offered pursuant to a Section 106 agreement is not material to a decision to grant planning permission for a development, or any part of a development, that is capable of being charged the community infrastructure levy (whether there is a local levy in operation or not) and shall not be required unless it complies with the provisions of the Community Infrastructure Levy Regulations 2010 (regulation 122), which provide that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

8.2 Accordingly, it is mandatory that each criterion be satisfactorily addressed prior to granting planning permission subject to a section 106 agreement or unilateral undertaking.

8.3 Government Circular 05/2005 provides guidance on the use of planning obligations, which may impose a restriction or requirement, or provide for payment of money from the developer to make acceptable development proposals that might otherwise be unacceptable in planning terms. The five tests in Circular 05/2005 still apply to all developments not capable of being charged the community infrastructure levy. The Council’s Supplementary Planning Document on Planning Obligations contains guidance on the imposition of planning obligations in compliance with Circular 05/2005.
These obligations may offset shortfalls in the scheme or mitigate the impacts of the development.

8.4 If approval were to be considered, the main areas for inclusion into any Section 106 agreement would be:

- The funding of employment and/or training provisions for local people.
- Green Travel Plan.

8.5 Any necessary transport works

9.0 EQUAL OPPORTUNITIES IMPLICATIONS

9.1 In response to its Equalities Duties and the Equality Act 2010, following a relevance test, available at:

http://www.hounslow.gov.uk/index/council_and_democracy/equality/eias/environment_eias.htm

9.2 It is considered that there are no relevant implications that the Council needs to assess further in this case and that in determining this application the Council have complied with its duties.

| Relevant Section of Relevance Test | 9 General Industry/Storage/Warehousing |

10.0 COMMUNITY INFRASTRUCTURE LEVY

10.1 Some new developments granted planning permission on or after 1st April 2012 will be liable to pay Community Infrastructure Levy (CIL) to the Mayor of London with respect to the funding of Crossrail. This is at the rate of £35 per m$^2$ of new floor space.

10.2 This proposal is liable to pay £129,492.30 Community Infrastructure Levy (GIA = 3699.78sqm).

11.0 RECOMMENDATION

11.1 It is recommended that Members comment on the application and that Members’ comments be reported to the Sustainable Development Committee if an acceptable scheme can be negotiated and then referred back to the Mayor. If no acceptable scheme can be negotiated, the application will be refused under delegated powers.