

Appendix A**RELEVANT SPELTHORNE BOROUGH LOCAL PLAN POLICIES**

This appendix sets out the text of policies from the Spelthorne Borough Local Plan 2001, that are relevant to the Planning Brief.

Readers are advised to consult the Plan for further information on the background and justification for the policies listed and for other Local Plan policies and proposals.

POLICY GB1

The Green Belt shown on the Proposals Map will be permanent and within it development will not be permitted which would conflict with the purposes of the Green Belt and maintaining its openness. Subject to the above, development will not be permitted except for uses appropriate to the Green Belt, comprising:-

- (a) agriculture and forestry
- (b) essential facilities for outdoor sport and recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it
- (c) limited extension, alteration or replacement of existing dwellings
- (d) appropriate re-use of buildings (see also Policy GB4)
- (e) appropriate engineering and other operations

POLICY RU1

The Borough Council will seek to protect and enhance the landscape of the Borough in order to conserve its natural beauty and amenity value, and in particular will:-

- (a) seek, in development proposals, the retention of existing trees, hedgerows and other landscape features which contribute positively to the existing landscape
- (b) encourage landowners and other organisations to bring forward proposals for the improvement of the landscape, especially areas which have been damaged by previous activity or land uses
- (c) require high standards of landscape design and after-care in development proposals
- (d) promote high quality landscape design and after-care in the management of its own land
- (e) resist proposals for raising land above the natural ground level where this would be out of character with the landscape of the area.

POLICY RU2

Within the Areas of Special Landscape Character defined on the Proposals Map, development adversely affecting the landscape character of the area will not be permitted. The Borough Council will expect any new development proposals to preserve or enhance the landscape character of such areas, and to ensure that the scale and quality of open space and any features important to the area are protected.

POLICY RU5

To protect the attractiveness of the river corridors, development will only be permitted which does not detract from their landscape character, nature conservation or recreational value. The Borough Council will seek opportunities to make environmental improvements and extend public access to the riverside as appropriate and particularly in considering any development proposals.

POLICY RU10

There will be a presumption against development within or affecting a designated or proposed Site of Special Scientific Interest, National Nature Reserve or Local Nature Reserve, unless it can be demonstrated that there will be no material harm, either direct or indirect to the ecological interest of the site. The Borough Council will have special regard to the United Kingdom's international obligations concerning potential and designated "Ramsar Sites" and Special Protection Areas. The environmental effects of any relevant proposed development which is likely to have a significant effect on a Special Protection Area (SPA), Ramsar Site, potential SPA or candidate Special Area of Conservation (SAC) will be subject to the most rigorous examination.

POLICY RU11

The Borough Council will safeguard Sites of Nature Conservation Importance as shown on the Proposals Map and will only permit development proposals within these sites, where there will be no adverse effect, either directly or indirectly on their ecological interest, or where the requirements of Policy RU14 are met. The Council, in consultation with the Surrey Wildlife Trust, will keep under review the Sites of Nature Conservation Importance and will seek to protect such sites following their selection on a County-wide basis by the Surrey Nature Conservation Liaison Group.

POLICY RU14

Where a development proposal would destroy or damage the nature conservation interest of a site, the applicant will be required to demonstrate that the benefits of the proposed development outweigh the decrease in the nature conservation value of the site, that any such decrease has been kept to a minimum, that mitigation or compensation to provide for species protection and/or habitat creation or enhancement has been made within the area, and that appropriate measures to monitor the effectiveness of the mitigation have been established.

POLICY RU16

The Borough Council will protect and conserve all land designated as common and as Metropolitan Common and, in consultation with the owners, Moormasters and other appropriate bodies, will seek to encourage schemes to maintain the landscape character, nature conservation and recreational value of those areas. The Borough Council will not normally permit development which would result in the loss of any designated Common or Metropolitan Common or which would adversely affect the nature conservation or recreational value of such areas.

POLICY RU23

The Borough Council supports the key aims of the Colne Valley Park as set out in the 1995 strategy and will seek to identify and implement projects in partnership with other organisations to further the environmental and recreational objectives of the Strategy.

POLICY BE1

The Borough Council will expect new development to be of a high standard in terms of design and materials and to:-

- (a) respect the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land
- (b) retain any mature trees and other significant landscape features that are of merit
- (c) provide and maintain suitable boundary treatment and landscaping
- (d) protect the quality of important views and/or create attractive new views and vistas, taking account of nearby features of interest or open land in particular of listed buildings and other buildings of local interest and the River Thames
- (e) contribute to an improvement to the townscape and/or environment
- (f) take account of the needs of disabled people
- (g) enable the creation of convenient pedestrian and cycle routes, where appropriate
- (h) promote energy efficiency and conservation, including through suitable building orientation, layout and window size, and water conservation.

POLICY BE25

In considering proposals for development within areas of high archaeological potential, the Borough Council will:-

- (a) require an initial assessment of the archaeological value of the site to be submitted as part of any planning application
- (b) expect the applicant to arrange an archaeological field evaluation to be carried out prior to the determination of the planning application, where, as a result of the initial assessment, important archaeological remains are considered to exist
- (c) have a preference for preservation in situ, and in such circumstances will impose conditions or seek a legal agreement, where appropriate, to ensure that damage to the remains is minimal or will be avoided
- (d) require by planning condition or seek a legal agreement to secure a full archaeological investigation and recording of the site and subsequent publication of results in accordance with a scheme of work to be agreed in writing with the Council prior to the commencement of the proposed development, where important archaeological remains are known or considered likely to exist but their preservation in situ is not justified.

POLICY BE28

The Borough Council will keep under review appropriate crime prevention measures in public places and will, in considering development proposals and other opportunities to improve security, seek to secure the following features, where appropriate:-

- (a) residential estate layout which enables surveillance of visitors, open spaces, parking areas, minor roads and footpaths
- (b) restricted access to premises, including avoidance of escape routes to the rear
- (c) a range of uses in town centres which increase activity in the evenings
- (d) good lighting which provides security whilst respecting amenity
- (e) suitable shopfront protection measures which protect visual amenity, e.g. strengthened stallrisers, the appropriate siting of bollards or other street furniture, laminated glass or suitable style shutters

- (f) the use of close circuit television monitoring.

POLICY BE29

Within the area liable to flood, as shown on the Proposals Map, development, including land raising, will not be permitted unless it can be demonstrated to the satisfaction of the Borough Council that the proposal would not of itself, or cumulatively in conjunction with other development:-

- (a) increase impedance to the flow of flood water, or
- (b) reduce the site's contribution to the capacity of the flood plain to store water, or
- (c) increase the number of people or properties at risk from significant adverse effects of flooding
- (d) obstruct land adjacent to water courses required for access and/or maintenance purposes
- (e) adversely affect flood defence structures or other features with the same role.

Measures to mitigate any potential adverse effects of a development on the capacity of the flood plain should ideally enhance its capacity.

POLICY BE31

The Borough Council will seek to ensure that new development does not cause an increase in noise and/or vibration levels which would significantly affect adjoining areas, and that noise levels within developments are within acceptable levels compatible with their use. Any new development proposal which could be affected by excessive noise levels from adjoining sources will either be refused or, where appropriate, required to incorporate appropriate sound attenuation measures.

POLICY EM2

Proposals for development of appropriate layout and design to meet the needs of business activity will be encouraged, where they are consistent with Policy EM1 and the Built Environment and Movement policies of this Plan, by:-

- (a) retaining existing appropriately sited employment land
- (b) permitting the change of use of land and buildings, for business activity
- (c) subject to Policy EM7, encouraging the refurbishment and or redevelopment of existing premises used for business activity to meet needs and ensure the optimum use of such sites
- (d) permitting extensions to existing premises.

POLICY EM4

Proposals for business use in the defined commercial area of Staines will not be permitted unless the development:-

- (a) is of a scale, type and design appropriate to the site
- (b) enhances the character and role of the town centre
- (c) contributes positively to achieving the movement policies of this Plan
- (d) includes a residential element where this is environmentally suitable
- (e) is compatible with the shopping policies and proposals of this Plan and meets the criteria of Policy EM6.

POLICY S2

The Borough Council will seek to enhance the attractiveness of Staines Town Centre and its role as a shopping centre and business centre by:-

- (a) encouraging a major comprehensive retail development on the north side of the High Street, which may include an element of retail warehousing, and which will secure rear access and servicing for existing properties (see Proposal P16)
- (b) encouraging an extension of the Elmsleigh Centre (see Proposal P17)
- (c) seeking to secure implementation of the movement measures arising from the Staines Movement Study (see Proposals P18 and P19)
- (d) undertaking environmental enhancement of the town centre as a whole
- (e) generally resisting the loss of retail floorspace.

POLICY M1

The Borough Council, in conjunction with the County Council, will use all appropriate measures to manage and control the demand for travel by car in order to secure environmental improvements, improve safety, and reduce congestion and pollution

by:-

- (f) encouraging the use of public transport, cycling or walking
- (g) implementing appropriate calming and traffic management measures to contain the use and impact of cars and give positive advantage to other forms of transport
- (h) bringing forward specific schemes to assist public transport
- (i) refusing developments with significant extra movement implications where there is not an overriding need or where a more appropriate location e.g. town centre may reduce the movement implications to an acceptable level. Proposals for development will be encouraged to locate close to public transport facilities.

POLICY M2

The Borough Council will, in conjunction with Railtrack, the British Rail Property Board, Surrey County Council and other transport operators seek to improve the attractiveness of Staines Station to existing and potential users including improved links to the Town Centre.

POLICY M3

The Borough Council will make appropriate provision for public car parking in Staines by:-

- (a) continued provision of public car parks at an appropriate level
- (b) requiring appropriate new car parking provision as part of any major new shopping development

POLICY M4

The Borough Council will, by its management of the Staines Town Centre car parks, give main priority to shoppers, some priority to those working in the town, and, so far as is possible but without prejudice to the priority requirements, seek to continue to make provision for commuter parking.

POLICY M5

The Borough Council will permit development that is or can be made compatible with transport infrastructure. Any improvements to transport infrastructure deemed necessary to accommodate a proposal will be required at the developer's expense. Major developments must include appropriate provision for:-

- (a) parking and servicing arrangements
- (b) public transport services
- (c) pedestrians and cyclists

and must be located close to or within town centres and public transport facilities, and not result in an increase in the need for travel. Permission may be refused where additional traffic generated cannot be satisfactorily accommodated on the network as a whole or would remove existing spare capacity necessary to accommodate specific proposals in this Plan. All highway works should comply with current highway design standards.

POLICY M8

Development proposals will be required to make appropriate off-street parking provision applicable to the uses for which permission is sought or to other uses to which the development may be put without the need for planning permission.

POLICY M9

In existing centres where there is either already good public transport, or where an applicant can assist its improvement, the Borough Council will encourage commuted payments in lieu of parking space in order to assist further improvement to the public transport system. Such payments may also be accepted, in addition or instead, towards improving facilities for pedestrians or cyclists.

POLICY M13

The Borough Council will seek to encourage cycling as a form of transport by:-

- (a) providing dedicated routes and facilities where appropriate, with the objective of securing a Borough wide cycle network and which also links up with routes in adjoining Boroughs
- (b) requiring appropriate cycling and cycle parking facilities in new developments and highway schemes
- (c) undertaking highway works to improve safety for cyclists
- (d) promoting cycling as a form of transport

- (e) reviewing current restrictions on cycling in certain areas.

POLICY M14

The Borough and County Councils will continue to seek public transport improvements, including interchange facilities in the Borough and in major development.

POLICY M15

The Borough Council will encourage measures to improve the accessibility of Heathrow Airport from the Borough by public transport, where improvements can be achieved in an environmentally acceptable manner. The Council supports the provision of a Southern Rail link to Heathrow from the Staines Waterloo line (SWELTRAC) connecting to the existing route between Ashford and Feltham.

POLICY SC3

The Borough Council will seek to secure improved access arrangements for people with physical or sensory disabilities, elderly people and those with toddlers or infants in pushchairs by:-

- (a) identifying the needs of such people in the Borough, and improving awareness of access issues
- (b) making appropriate improvements to its own buildings and land, including car parks and pedestrian areas
- (c) encouraging the improvement of other buildings and facilities
- (d) ensuring development proposals are accessible.

POLICY R9

The Borough Council will seek to safeguard the existing rights of way network in the Borough, and will take opportunities where appropriate, to extend or create footpaths, bridleways and recreational cycle routes.

PROPOSALS P20 AND P35

P20	Land between Fairfield Avenue and Millmead	<p><i>Current use:</i> Commercial/Highway/ Railway.</p> <p><i>Area:</i> N/A.</p> <p><i>Ownership:</i> Private</p>	<p><i>Relevant Planning Permissions:</i> PA/00/0302 Majestic House, nos. 122-132 and rear of 132a-140 High Street, 4-10 Fairfield Avenue and land fronting Millmead. Committee resolution to grant planning permission (03/01/01). Redevelopment with 16,573m² of offices, 1,650m² of A1/A2/A3 and 1,244m² of residential and new link road from Fairfield Avenue to Millmead, subject to signing of a legal agreement.</p> <p><i>Agreements:</i> None</p> <p><i>Council Decisions:</i> None</p>	<p><i>Proposal:</i> New road giving access for all traffic from Fairfield Avenue to Millmead with closure of the Millmead High Street. junction.</p> <p><i>Implementation:</i> Private/Borough Council.</p> <p><i>Time Scale:</i> By 2001</p> <p><i>Reference in Plan:</i> Paragraph 9.18</p>
P35	Land adjoining south and south west side of Staines Moor, Staines	<p><i>Current use:</i></p> <p><i>Area:</i> N/A</p> <p><i>Ownership:</i> Thames Water Utilities</p>	<p><i>Relevant Planning Permissions:</i> None</p> <p><i>Agreements:</i> None</p> <p><i>Council Decisions:</i> None</p>	<p><i>Proposal:</i> Part of circular bridleway route including footpath.</p> <p><i>Implementation:</i> Borough Council</p>

				<i>Time Scale: By 2006</i> <i>Reference in Plan: Paragraph 11.29</i>
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LOCAL PLAN APPENDIX 6 EXTRACT

GUIDELINES FOR NOISE CONTROL

1.0 INTRODUCTION

- 1.1. Paragraphs 4.86 and 4.87 of the Plan explain this Council's approach to the control of development in relation to noise. The text summarises the latest Government guidance contained in PPG24 "Planning and Noise". It also notes that this Council's existing approved guidelines for noise (following those produced by Surrey County Council) contain guidance on a wider range of uses and recommendations on appropriate sound attenuation levels, which is not found in PPG24. The Council's guidance will be applied in these circumstances where guidance is not otherwise found in PPG24.

This Appendix firstly sets out the Recommended Noise Exposure Categories for new dwellings near existing noise sources, as contained in PPG24. It goes on to set out the Council's additional guidance for noise control under 5 sections. Section 2.0, relating to noise from London (Heathrow) Airport has been prepared by the Borough Council. The subsequent sections set out guidance prepared by Surrey County Council, in consultation with Surrey Districts, in line with the commitment in the Surrey Structure Plan and are designed to give a consistent guide for environmental health and planning officers across the County. Those parts of the guidelines which are relevant to this Local Plan and the day-to-day exercise of the Borough Council's planning functions are reproduced below. Certain references are contained in the guidelines to Circular 10/73, which gave Government guidance on noise issues prior to PPG24.

It must be stressed that the guidelines in Sections 3.0 - 6.0 of this Appendix are not intended to be used as obligatory standards. Each case must be assessed on its particular circumstances which may involve special site factors and/or other policy considerations, and may mean that straightforward standard application of the criteria may not always be appropriate. Where the noise source involved exhibits unusual characteristics, the specialist advice of the County Engineer's Noise Control Section may be sought.

At the end of the Appendix in Sections 7.0 and 8.0, a 'noise barometer' and glossary are provided.

RECOMMENDED NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS NEAR EXISTING NOISE SOURCES

NOISE LEVELS ^[1] CORRESPONDING TO THE NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS $L_{Aeq,T}$ dB				
NOISE SOURCE	NOISE EXPOSURE CATEGORY			
	A	B	C	D
Road traffic				
07.00 – 23.00	<55	55 – 63	63 – 72	>72
23.00 – 07.00 ^[2]	<45	45 – 57	57 – 66	>66
Rail traffic				
07.00 – 23.00	<55	55 – 66	66 – 74	>74
23.00 – 0700 ²	<45	45 – 59	59 – 66	>66
Air traffic ^[3]				
07.00 – 23.00	<57	57 – 66	66 – 72	>72
23.00 – 0700 ²	<48	48 – 57	57 – 66	>66
Mixed sources ^[4]				
07.00 – 23.00	<55	55 – 63	63 – 72	>72
23.00 – 0700 ²	<45	45 – 57	57 – 66	>66

Key to Noise Exposure Categories (NEC)

- A Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level.
- B Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.
- C Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.
- D Planning permission should normally be refused.

^[1] **Noise Levels:** the noise level(s) ($L_{Aeq,T}$) used when deciding the NEC of a site should be representative of typical conditions.

^[2] **Night time noise levels (23.00 – 07.00):** sites where individual noise events regularly exceed 82 dB L_{Amax} (S time weighting) several times in any hour should be treated as being in NEC C, regardless of the $L_{Aeq,8h}$ (except where the $L_{Aeq,8h}$ already puts the site in NEC D)

^[3] **Aircraft noise:** daytime values accord with the contour values adopted by the Department of Transport which relate to levels measured 1.2m above open ground. For the same amount of noise energy, contour values can be up to 2 dB(A) higher than those of other sources because of ground reflection effects.

^[4] **Mixed sources:** this refers to any combination of road, rail air and industrial noise sources. The “mixed source” values are based on the lowest numerical values of the single source limits in the table. The “mixed source” NECs should only be used where no individual noise source is dominant.

To check if any individual noise source is dominant (for the purposes of this assessment) the noise level from the individual sources should be determined and then combined by decibel addition (remembering first to subtract 2 dB(A) from any aircraft noise contour values). If the level of any one source then lies within 2 dB(A) of the calculated combined value, that source should be taken as the dominant one and the site assessed against the appropriate NEC for that source, rather than using the “mixed source” NECs. If the dominant source is industrial noise see paragraph 19 of Annex 3.