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Planning Committee

4 April 2018



Application No.	17/01365/OUT
Site Address	Renshaw industrial Estate, 28 Mill Mead, Staines –upon-Thames
Applicant	Renshaw UK Ltd
Proposal	Outline planning application for the redevelopment of the Renshaw Industrial Estate for up to 275 residential units in two buildings with 250 parking spaces and publicly accessible green space. Outline application to determine access, scale and layout only.
Ward	Staines
Called-in	N/A

Application Dates	Valid: 12/09/2017	Expiry: 09/03/2018	Target: Extension of Time agreed
Executive Summary	<p>This planning application seeks outline planning consent for the redevelopment of the Renshaw Industrial Estate for a multi-residential development of 275 units and 250 parking spaces and publicly accessible green space. Reserved matters concerning access, layout and scale are to be considered at this stage with details relating to appearance and landscaping to be reserved for subsequent submission</p> <p>The principle of high density residential development is considered to be acceptable. It would represent an efficient use of land, close to the town centre, providing residential units in a sustainable location.</p> <p>The proposal would comply with the relevant policies of the Core Strategy and Policies Development Plan Document and would provide appropriate mitigation for the increased density and reduced parking provision.</p>		
Recommended Decision	<p>This planning application is recommended for approval, subject to the completion of a S106 agreement and the conditions as set out at Paragraph 11 of the Report.</p> <p>In the event that the S106 agreement is not completed to the satisfaction of the Local Planning Authority, and in the event that the applicant does not agree a further extension of time for determination, the recommendation is to refuse planning permission.</p>		

MAIN REPORT

1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies Development Plan Document (CS&P DPD) 2009 are considered relevant to this proposal:

- SP1 (Location of Development)
- LO1 (Flooding)
- SP2 (Housing Provision)
- HO1 (Providing for New Housing Development)
- HO3 (Affordable Housing)
- HO4 (Housing Size and Type)
- HO5 (Housing Density)
- TC1 (Staines Town Centre)
- TC2 (Staines Town Centre Shopping Frontage)
- EM1 (Employment Development)
- CO2 (Provision of Infrastructure for New Development)
- CO3 (Provision of Open Space for New Development)
- SP5 (Meeting Community Needs)
- SP6 (Maintaining and Improving the Environment)
- EN1 (Design of New Development)
- EN3 (Air Quality)
- EN4 (Provision of Open Space and Sport and Recreation Facilities)
- EN8 (Protecting and Improving the landscape and Biodiversity)
- EN11 (Development and Noise)
- EN15 (Development on Land Affected by Contamination)
- SP7 (Climate Change and Transport)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

1.2 It is also considered that the following Saved Local Plan Policy is relevant to this proposal: - BE26 (Archaeology)

1.3 Also relevant are the following Supplementary Planning Documents / Guidance:

- SPD on Design of Residential Extensions and New Residential development
- SPG on Parking Standards

And the Council's Economic Strategy 2017-2022.

1.4 The guidance set out in the National Planning Policy Framework (NPPF) is relevant to the consideration of this proposal.

2. Relevant Planning History

STAINES/FUL/P507/9/2	Extension to factory	Approved 21/12/1960
STAINES/FUL/P9055/10	Erection of 2-storey office block	Approved 21/04/1969
PLANN/FUL74/22	Erection of single storey extension 3,290ft ² adjacent to workshop	Approved 07/05/1974
00/00421/FUL	Change of use of unit from B8 to B1	Approved 26/07/2000

3. Description of Site and Current Proposal

- 3.1 The site is located to the north of the A308 London Road and comprises an area of 0.86 hectares (± 2.13 acres).
- 3.2 Vehicular and pedestrian access is currently from Mill Mead adjacent to the Iron Bridge and incorporates a public right of way through to the Moormede residential development to the north.
- 3.3 The site currently comprises two storey commercial buildings used for various warehousing and office functions, although approximately half of the site was destroyed by fire in 2014. The fire damaged buildings were demolished and the area is now fenced to prevent unsecured access.
- 3.4 To the north of the site are residential properties within the Moormede estate, with those immediately north being apartments in 3 storey blocks. To the east is the telephone exchange commercial building. To the south is Charter Square (formerly Majestic House), which has planning approval for a mixed residential and commercial development and is currently under construction. To the west, the site is bounded by an elevated railway embankment.
- 3.5 The Charter Square development to the south originally contained a 5 storey office development and commercial units on the A308 London Road/High Street, and office and commercial accommodation on Mill Mead and Fairfield Avenue.
- 3.6 Outline permission for the Charter Square redevelopment was allowed on Appeal in 2011. The proposal allowed for a maximum 13 storey, mixed use development comprising office, commercial and residential uses.

- 3.7 Reserved matters were approved (16/00179/RMA) at Planning Committee in June 2016, allowing for 260 residential units, 9,187 square metres of office floor space and 2,165 square metres of commercial floor space.
- 3.8 The Charter Square development will provide a new Link Road to the north of the site, as part of the development, providing access to both Charter Square and the Renshaw Industrial Estate and allowing Mill Mead to be closed to vehicular traffic because of its narrow width and substandard junction with A308 London Road.
- 3.9 Full planning permission at 17-51 London Road (formerly Centrica) was approved by Planning Committee in May 2017 (16/01158/FUL). The proposal provides a maximum of 12 storeys, comprising 12,787 square metres of office development on the London Road and 253 residential units in 4 buildings to the rear, adjacent to Fairfield Road.
- 3.10 This outline planning permission relating to the Renshaw Industrial Estate seeks consent for the redevelopment of the site to provide up to 275 residential units in 2 buildings, at a maximum height of 11 storeys, with 250 car parking spaces and publicly accessible open space. Reserved matters concerning access, layout and scale are to be considered at this stage with details relating to appearance and landscaping to be reserved for subsequent submission.
- 3.11 The submitted layout proposes 197 units in Building A and 78 units in Building B in a mix shown in the following table:

Building	Duplex 2 bed	Triplex 3 bed	Studio	1 bed	2 bed	3 Bed
A	30	7	14	144	2	0
B	4	0	0	45	13	16

- 3.12 Vehicular access to the site would be from the Link Road, between Mill Mead and Fairfield Road, provided as part of the Charter Square development. Pedestrian access would also be from the Link Road in addition to Mill Mead, which would be closed to vehicular traffic as part of the Charter Square development.

4. Consultations

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

Consultee	Comment
County Highway Authority	No objection subject to conditions
County Archaeological Officer	No objection subject to conditions
Environment Agency	No objections subject to conditions
Thames Water	No objection subject to conditions
Environmental Health	No objection subject to conditions

Valuation Advisor	No objections
Civil Aviation Authority (CAA)	No objection, recommends informative regarding landscaping and cranes
Network Rail	No objection subject to conditions
Surrey Police	No objection
Environmental Health (Contaminated land)	No objection subject to conditions
Environmental Health (Air Quality)	No objection subject to conditions
Environmental Health (noise)	No objection subject to conditions
Environment Services (Renewable Energy)	No objection subject to conditions
Environment Services (Biodiversity)	No objection subject to conditions
SCAN	<p>Objects to the proposal on the following grounds:</p> <ul style="list-style-type: none"> • The development fails to provide adequate provision for disabled people. • The lifts do not provide access to all flats and certain lifts are likely to be inaccessible to wheelchair users. • Landscaping and levels indicate the need for steps which create barriers for disabled people to gain access to or around the buildings. <p>(Officer note: many of these points relate to building control matters. Landscaping is a matter for subsequent submission).</p>
Surrey Wildlife Trust	No objection subject to conditions
Trees	No objection
Thames Water	No objection subject to conditions
Staines Town Society	<p>Comments on the following grounds:</p> <ul style="list-style-type: none"> • Most of the units are larger than the minimum size; • There is a disproportionate number of 1 bed flats; • The design is less brutal than recent developments and stepping it reduces the bulk; • The open space is larger than neighbouring schemes, but needs to be resolved; and • No trees will be lost and new ones will be added. <p>However:</p>

	<ul style="list-style-type: none"> • The scheme is too large and out of scale and character with the town; • The levels are poor and mobility access is unresolved; • The site is within flood risk zone 2; • The Air Quality Assessment recognises that there will be a health impact; and • The cumulative impact of development has not been sufficiently considered.
Council's Financial Advisor	No objection
Group Head Neighbourhood Services	No objection concerning refuse collection
Lead Local Flood Authority	No objection subject to conditions

5. Public Consultation

- 5.1 Neighbouring properties were notified of the planning application, statutory site notices were displayed and the application was advertised in the local press.
- 5.2 As a result 6 letters have been received regarding the proposal. In accordance with normal procedures, copies of the representations have been uploaded onto the Councils website and will be placed into the Member's room prior to the committee meeting.
- 5.3 Representations include objections on the following grounds:
- Traffic generation
 - Inadequate capacity of the surrounding road network
 - Construction parking
 - Out of keeping
 - Inadequate infrastructure
 - Inadequate services in Staines
 - The cumulative impact of development has not been sufficiently considered

6. Planning Issues

- 6.1 The following primary planning issues were considered in the review of this planning application:
- Procedure
 - Principle
 - Housing size and type
 - Affordable Housing
 - Access to the Link Road
 - Parking
 - Transport issues
 - Scale, layout and impact on surroundings
 - Residential amenity

- Daylight and sunlight assessment
- Accessibility
- Waste and recycling
- Air quality assessment
- Arboricultural assessment
- Ecology
- Archaeology
- Drainage
- Flooding
- Amenity space
- Open space
- Renewable energy
- Noise
- Contaminated land

7. Planning Considerations

Outline Application

- 7.1 This is an outline application which seeks to establish whether the scale and nature of the proposed development would be acceptable before a detailed proposal is submitted.
- 7.2 In this case the applicant is seeking determination of:
- Means of Access – which covers accessibility for all routes to and within the site, as well as the way they link up with other roads and pathways outside the site.
 - Layout – which covers the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
 - Scale – which covers information on the size of the development, including the height, width and length of each building proposed within the development in relation to its surroundings.
- 7.3 This means that the matters which are not for consideration and have been ‘reserved’ for later determination are:
- Appearance – which deals with the aspects of a building or place that determine the visual appearance and includes the facade, materials, decoration, lighting, colour and texture.
 - Landscaping – which deals with the improvement or protection of the site and the surrounding area and includes the planting of trees and hedges and laying out of gardens, courts and squares and other amenity features.

Need for Housing

- 7.4 When considering planning applications for housing local planning authorities should have regard to the government's requirement that they boost significantly the supply of housing and meet the full objectively assessed need for market and affordable housing in their housing area so far as is consistent with policies set out in the National Planning Policy Framework (NPPF) para 47.
- 7.5 Relevant policies for the supply of housing cannot be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable site (para 49 of NPPF).
- 7.6 The Council has embarked on a review of its Local Plan and accepts that the housing target in its Core Strategy and Policies DPD-Feb 2009 of 166 dwellings per annum is significantly short of its latest objectively assessed need of 552-757 dwellings per annum (Para 10.42 – Strategic Housing Market Assessment – Runnymede and Spelthorne – Nov 2015). In September 2017, the government produced a consultation paper on planning for the right homes in the right places. The proposals included a standard method for calculating local authorities' housing need and proposed a figure of 590 per annum for Spelthorne. On the basis of its objectively assessed housing need the Council is currently unable to demonstrate a five-year supply of deliverable sites.
- 7.7 However, the objectively assessed need figure does not represent a target as it is based on unconstrained need. Through the Local Plan review the Borough's housing supply will be assessed in light of the Borough's constraints which will be used to consider options for meeting need. Once completed, the Borough's up to date Strategic Land Availability Assessment will identify further opportunity sites for future housing development that can then be considered for allocation in the new Local Plan. This will also form the basis for a revised 5-year housing land supply figure.
- 7.8 Para 14 of the NPPF stresses the presumption in favour of sustainable development and that proposals which accord with a development plan should be approved without delay. When the development plan is absent, silent or relevant policies are out of date, permission should be granted unless *'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole or specific policies in this Framework indicate development should be restricted.'* This application must be considered having regard to the above requirements of Para 14 of the NPPF.
- 7.9 Notwithstanding that the proposal falls short of addressing the assessed need for affordable housing, taking into account the above and the relevant adopted policies of the CS&P DPD, which encourage new housing development, it is considered that significant weight should be given to the use of this particular urban site for housing.
- 7.10 In March of this year, the Government launched the draft revised NPPF, consultation proposals. This reaffirms the presumption in favour of

sustainable development for plan making and decision taking (with some amended wording) and focuses on delivering housing through a plan led system

Principle of Development

- 7.11 Policy EM1 and the Council's Economic Strategy seek to retain and support employment development, unless the site is unsustainable and unviable in the long term.
- 7.12 Policy H01 encourages the redevelopment of poorly located employment land for housing and seeks to ensure the effective use of urban land through the application of Policy HO5 on density.
- 7.13 This is also reflected in the NPPF paragraph 58 which emphasises the importance of optimising the potential of sites to accommodate development and provides further relevant context at paragraph 23.
- 7.14 The site has an existing substandard access via Mill Mead which is narrow for two way commercial traffic and has a poorly located junction with the A308 London Road, adjacent to the Iron Bridge. Pedestrian access is also poor with a single, narrow footpath on the east side of Mill Mead.
- 7.15 Although the Link Road proposed in connection with the Charter Square development to the south of the Renshaw Industrial Estate would improve access for commercial vehicles, and the existing commercial uses are by definition, appropriate in a residential area, the site is considered to be more appropriate for residential development due the backland location, surrounding residential development and its proximity to services and a variety of transportation options.
- 7.16 It is not located in a high flood risk area or the Green Belt and therefore the principle of optimising the potential of the site would be in accordance with national policy.
- 7.17 In addition, the applicant's Employment Space Review indicates that the existing buildings require significant investment and maintenance and that there is sufficient and better located, office accommodation within the Borough.
- 7.18 It is therefore considered that the principle of the loss of employment land and the provision of high density residential development on this site is acceptable provided all other policy requirements are met satisfactorily.

Housing Type, Size and Density

- 7.19 Paragraph 50 of the NPPF states that in order to deliver a wide choice of high quality homes, Local Planning Authorities should plan for a mix of housing based on current and future trends and community needs.
- 7.20 Policy H04 and the Council's Supplementary Planning Document (SPD) on Housing Size and Type seeks 80% of dwellings, in developments of 4 or more

units, to be 1 or 2 bed units in order to ensure the overall dwelling stock meets the Borough's identified demands.

- 7.21 The submitted layout provides for 14 x studio (6%), 189 x one bed (68%), 49 x two bed (18%) and 23 x three bed units (8%). This housing mix, providing 87% one and two bed units, would meet the requirements of the policy and assist in meeting the Borough's needs and is therefore considered acceptable.
- 7.22 The Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New Residential Development (2011) sets out minimum floor space standards for new dwellings.
- 7.23 The Government has also published national minimum dwelling size standards in their "Technical Housing Standards – nationally described space standard" document (2015). These largely reflect the London Housing Design Guide on which the Spelthorne standards were also based and are arranged in a similar manner to those in the SPD.
- 7.24 All of the units shown on the submitted layout comply with the minimum standards contained in the Council's SPD and the national technical housing standards and are therefore considered to be acceptable.
- 7.25 Policy HO5 of the CS&P DPD sets out general guidance on density although this must be interpreted in the context of the particular mix of dwellings proposed. The policy indicates a guide density range of 40 to 75 dwellings per hectare for this location, but acknowledges that higher densities may be acceptable where the design is appropriate and the location is accessible by non-car based modes.
- 7.26 The principle of a high density development is consistent with the Government's core planning principles as set out in paragraph 17 of the NPPF. There are 12 core planning principles, which the NPPF states should underpin both plan making and decision-making. One of these principles is:
- "Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value"*
- 7.27 In addition, in February 2017, the Government issued a white paper, 'Fixing Our Broken Housing Market.' This set out a number of measures intended to boost housing supply and in the long term create a more efficient housing market. One of the ways indicated to achieve this is by making better use of land for housing by encouraging higher densities where appropriate. The aim of the white paper is to optimise the proposed density of development.
- 7.28 The paper also refers to the Government's proposals to amend the NPPF to make it clear that local plans and development proposals should:
- make efficient use of land and avoid building homes at low densities where there is a shortage of land for meeting housing requirements.

- address the particular scope for higher density housing in urban locations that are well served by public transport (such as around many railway stations), that provide scope to replace or build over low-density uses (such as retail warehouses, lock-ups, and car parks) or, where buildings can be extended upwards by using airspace above them.
- ensure the density and form of development reflects the character, accessibility and infrastructure capacity of an area and the nature of local housing need.

As mentioned above, In March of this year, the Government launched the draft revised NPPF, consultation proposals. This reaffirms the presumption in favour of sustainable development for plan making and decision taking (with some amended wording) and focuses on delivering housing through a plan led system. The draft proposals attaches importance to the effective use of land and combines existing policy with a number of proposals from the Housing White Paper. These include:

- making more intensive use of existing land and buildings and avoiding
- avoiding building homes at low densities in areas of high demand and pursuing higher density housing in accessible locations, while reflecting the character and infrastructure capacity of each area.

- 7.29 This scheme proposes a density of 320 dwellings per hectare, which is comparable with both Charter Square and 17–51 London Road, and being an apartment development where higher numerical densities can be achieved and in a sustainable location, adjacent to the Staines Town Centre and public transport options, it is considered to be an appropriate density in accordance with policy HO5, providing it complies with policy EN1 on design which will be considered below in this report

Affordable Housing

- 7.30 Policy HO3 of the CS&P DPD requires up to 50% of housing to be affordable where the development comprises 15 or more dwellings. The Council seeks to maximise the contribution of affordable housing from each site having regard to the individual circumstances and viability, with negotiation conducted on an 'open book' basis.
- 7.31 The policy also states that the provision within any one scheme may include both social rented and intermediate units, subject to the proportion of intermediate units not exceeding 35% of the total affordable housing component.
- 7.32 The applicant has proposed 25 affordable housing units, based on their Viability Report which represent an affordable housing provision of 9%. Both the Viability Report and the applicant's Planning Statement indicate that the 25 units of affordable housing would be split as ten x 3 bed units and five x 2 bed units for affordable rented and ten x 1 bed intermediate units, all of which would be located within Building B.

- 7.33 Although this is significantly lower than the 50% sought through the Council's policy, the applicant's Viability Report was independently reviewed by the Council's financial advisor, who consider that the proposal does not meet the viability requirements and cannot provide any additional affordable housing units, above the 25 units offered, without affecting the viability of the development.
- 7.34 The provision of 25 affordable housing units as proposed in the submitted application is therefore considered acceptable and appropriate in this particular case.

Access and the Link Road

- 7.35 Access to both building's A and B is proposed from the new Link Road, to be constructed as part of the Charter Square development. Building A would have direct access to the Link Road, whilst access to Building B would be at the junction of the Link Road and Mill Mead. This would reduce vehicle movements through the Link Road / Mill Mead junction and represent a significant improvement for the public realm and pedestrian movement to and from the Moormede estate.
- 7.36 The applicant's Transport Assessment was submitted based on vehicle access being taken from the Link Road between Fairfield Avenue and Mill Mead, proposed as part of the planning application for the adjoining site (Charter Square), which also incorporates the stopping up of vehicular access to Mill Mead from the A308 London Road, whilst maintaining pedestrian access.
- 7.37 The use of Mill Mead for both construction traffic and future residential traffic has not been assessed by the applicant and is not considered appropriate by the Highway Authority. It is therefore essential that the Link Road is constructed to an adoptable standard prior to the commencement of construction on this site.
- 7.38 The existing vehicular access of Mill Mead, adjacent to the Iron Bridge is considered to be unsatisfactory, for reasons including insufficient visibility, road width, junction proximity and the impact of queueing characteristics on the wider road network. The intensification of use would represent an unnecessary highway safety risk which would significantly and demonstrably outweigh the benefits of housing on the site.
- 7.39 The Link Road will be constructed by the applicant of the adjoining site and would subsequently be adopted by the County Highway Authority, at no cost to the Council.
- 7.40 The principle of using the Link Road access would be acceptable, however its construction is outside of the applicant's control. For this reason, and to ensure adequate highway and pedestrian safety, a "Grampian" style condition (i.e. a condition to control development under a planning permission where works are to be carried out off-site) would be required to preclude the implementation of the development until the Link Road has been constructed.

Parking

- 7.41 Under the requirements of the Council's Parking Standards SPD (2011) the proposed development would require 375 parking spaces, based on the following standards:

Unit Type	General Needs Housing	Affordable Housing
1 bed unit	1.25	1
2 bed unit	1.5	1.25
3 bed unit	2	1.75

- 7.42 When considered as 2 separate buildings, Building A would require 260 spaces and Building B would require 115 spaces. These are independent buildings which are not connected above or below grade.
- 7.43 Parking provision in the submitted layout is off-street, with the majority of spaces provided in Building A to the east of the site. In this building, basement parking would provide 123 spaces, the ground floor would provide 37 indoor and 12 outdoor spaces and the first floor would provide 53 covered spaces, providing an overall total of 225 spaces. Building B would provide 23 covered spaces on the ground floor. The total provision on the site would be 248 spaces.
- 7.44 The applicant's submission states that the car parking strategy reflects local car ownership statistics for Staines Ward, based on the 2011 Census. The development would provide an overall parking stall ratio of 0.91 spaces per dwelling, and would exceed the ratio of the adjoining redevelopment sites at Charter Square (Majestic House) and 17-51 London Road (Centrica) which were approved at 0.83 and 0.81 spaces per unit respectively.
- 7.45 In terms of the separate buildings Building A would have a parking ratio of 1.14 spaces per unit and Building B would have a parking ratio of 0.29 spaces per unit.
- 7.46 Although the submission indicates that the applicant would be willing to enter into a legal agreement to prevent residents from being eligible for public parking permits, such an obligation would not concern the land in which the developer has an interest and which is the subject of the planning application and would not therefore be a planning obligation within the scope of a s106 legal agreement.
- 7.47 The County Highway Authority has reviewed the application details and has raised no objection to the reduced parking provision and considers that the proposed mitigation measures indicated in the application would support the aims of the NPPF which seeks to promote and maximise the use of sustainable transport modes.
- 7.48 These measures include the submission of a Travel Plan detailing methods of reducing of future occupier's reliance on the private car, including the

provision of a car club and the provision of a financial contribution towards the enhancement of the public realm on the south side of London Road to encourage walking to bus stops and the railway station.

Transportation Issues

- 7.49 The site is located adjacent to the Staines Town Centre and close to existing public transport provision. The NPPF promotes sustainable transport choices and to reduce the need to travel, especially by car. The applicants have submitted a Transport Assessment of the proposal and a Travel Plan Framework which have both been reviewed by the County Highway Authority.
- 7.50 The Transport Assessment examines the existing travel characteristics and local highway network, transport policy considerations and traffic generation from the development. The modelling of traffic movements to and from the site, with that created by the adjacent committed developments, showed that queue lengths would increase at the London Road / Mustard Mill Road traffic lights. However these could be mitigated by revisions to the timing of the lights.
- 7.51 The Travel Plan Framework aims to promote more sustainable modes of transport other than private cars and sets out a framework of measures to be implemented across the site, addresses the promotional measures to be implemented to encourage the uptake of sustainable modes and details of recovery measures in the event of targets not being met.
- 7.52 The County Highway Authority has reviewed the Transport Assessment, Travel Plan Framework and additional technical information submitted by the applicant. They concluded that the local road network can accommodate the proposed traffic movements with no significant impact on journey times or highway safety provided that the timing of the London Road / Mustard Mill Road traffic lights is amended. The applicant has agreed to a financial contribution to allow this to be carried out.
- 7.53 The County Highway Authority also concluded that the Travel Plan Framework provides a sound basis to encourage the reduction of reliance on the private car.

Scale/Layout and Impact on Surroundings

- 7.54 The scale of the proposal can be considered in terms of the surrounding development which varies from 3 storey apartment blocks to the north, 7 storey commercial development to the east and 12 storey multi-residential apartment blocks to the south (the latter of which is currently under construction).
- 7.55 The proposal is for a podium style development with a stepped form, increasing in height from north to south to provide a transition from the low-rise Moormede residential development to the north to the mid-rise Charter Square multi residential development to the south.

- 7.56 Building A would step from approximately 13m (3 storeys) in height to 38m (11 storeys), whilst building B would step up from 11m (3 storeys) to 30m in height (9 storeys).
- 7.57 Building A would provide 197 units with a total floor area of 26,075 sq., and building B would provide 78 units with a total floor area of 8,615sq.m.
- 7.58 The provision of 275 units would result in a density of 320 units per hectare, which is significantly higher than that identified in policy HO5, but does reflect higher density development in a sustainable location in accordance with the Government's White Paper 'Fixing our Broken Housing Market' and the draft revised NPPF and would provide a significant contribution towards the Borough's housing supply.
- 7.59 It is acknowledged that the building would result in a substantial development within Staines Town Centre and that this is an outline application with all matters relating to appearance and landscaping reserved for a later planning application. However, the layout and scale of the proposed development would be agreed and are considered to provide adequate protection to the residential amenity that the neighbouring properties might reasonably expect to enjoy.
- 7.60 Whilst the application proposes eleven storeys on the southern part of the site, it is stepped away from the existing low-rise residential development to the north. The floor plans show the building stepped back 8.0m at the fourth storey for both buildings A and B, a further 8.0m at the sixth storey for building A and 16.0m for building B, a further 16.0m at the eighth storey for both buildings A and B and 8.0m at the tenth floor for building A. Both Charter Square Phase 1A (Majestic House) and 17-51 London Square (Centrica) were approved with a maximum of 13 residential storeys
- 7.61 It is considered that with the stepping back, the impact on the surrounding existing development would be acceptable. The proposal, in terms of scale and massing would have an acceptable impact on the surrounding townscape in this part of Staines and would more generally reflect the scale of development currently emerging in the built up commercial areas of modern town centres.

Residential Amenity

- 7.62 The nearest residential properties would be in Swallow Close to the north, approximately 18m away from building A and, in Kingfisher Drive approximately 25.5m away from building B.
- 7.63 Building A would be approximately 15.5m from at its closest point from the Charter Square development and 25m where residential units would front it. Building B would be within 8.5m of the Charter Square development, at the southern end, although the closest residential unit would be 16.5m away.
- 7.64 The planning system seeks to protect adjacent properties from over dominant development or inappropriate levels of enclosure. The Council's SPD 'Design

of Residential Extensions and New Residential Development' provides for back to back distances of 21m to avoid overlooking and loss of privacy and 13.5m for back to side. These are increased for 3 storey development, but not specified for anything taller. The location of the site within central Staines rather than a suburban context is where reduced distances between buildings are more likely to be expected. The part of the development closest to both Swallow Close and Kingfisher Drive would comply with the SPD in terms of the requirements for three storey development.

- 7.65 Although in some instances the distances between units within the proposed development are below the guidance in the SPD, given the site's location close to the town centre where suburban standards must be more flexible to optimise development, and given the orientation of buildings and type of units which mitigate any potential overlooking, it is considered that the impact on residential amenity is acceptable. The distances between the proposed development and Charter Square are considered appropriate for modern multi-residential mid-rise units.

Daylight and Sunlight Assessment

- 7.66 The applicant's daylight and sunlight assessment concludes that based on the scale and massing proposed, the majority of the daylight and sunlight received by the neighbouring properties would meet the BRE guidelines, whilst some would be impacted at a minimal level. In addition the habitable rooms of the proposed development would benefit from adequate daylight and sunlight in this location close to the town centre where higher density development and unit layouts create greater challenges.

- 7.67 The Building Research Establishment good practice guide 'Site Layout Planning for Daylight and Sunlight' states that for large residential developments:

'The aim should be to minimise the number of dwellings whose living rooms face solely north, northwest or north east.'

It also states:

'Sunlight in the spaces between buildings has an important impact on the overall appearance and ambiance of a development.'

- 7.68 The proposed layout provides for a stepped building in a 'U' shape. As a result of the siting and efficient internal layout, between the ground and tenth floors there are 20 apartments, 13 duplex and 7 triplex units whose primary windows would face north and therefore would have restricted access to sunlight. This would represent 14.5% of the units.
- 7.69 In respect of the central courtyard space, the 10 storey element to the south would cast a shadow of approximately 26m across the length of the 31m space and the wings, even at the lowest point, would shadow approximately 15m across the 20m width.

- 7.70 Notwithstanding the constraints created by the proposed development, it is a high density proposal close to the town centre and it is considered that, on balance, the benefits of the proposal in this particular location outweigh the restricted sunlight created by the design of the central space.
- 7.71 The Daylight and Sunlight Assessment concludes that the majority of the daylight and sunlight received by the neighbouring properties would meet the BRE guidelines, whilst some would be impacted at a minimal level. In addition the habitable rooms of the proposed development would benefit from adequate daylight and sunlight and the proposal is therefore acceptable.
- 7.72 Having reviewed the layout of the proposal in terms of daylight and sunlight it is considered that the design is comparable to other similar schemes in the vicinity and would provide a satisfactory level of amenity to occupiers and users of the open spaces.

Accessibility

- 7.73 The layout provides for 6 'disabled' spaces on the ground floor of Building A and 4 'disabled' spaces on the ground floor of Building B. All of those in Building A are immediately adjacent to an access to the internal corridor and within 12.0m of an elevator core. In Building B, 2 of the spaces are immediately adjacent to a lobby and elevator core with the other 2 being within 20 metres.
- 7.74 There is no indication that any of these corridors, lobbies or elevators would be inaccessible to wheelchair users or people with other disabilities.
- 7.75 The proposed development would be subject to Building Regulations which requires new development to make 'reasonable provision for most people', including wheelchair users, to gain access to and use the dwelling and its facilities.
- 7.76 Flood mitigation requires the levels changes shown on the layout plan and whilst it is recognised that steps create barriers for some disabled people, the layout includes ramping to provide access to or around the buildings for wheelchair users.
- 7.77 It is considered that adequate consideration and provision has been made for disabled access to, and use of, the buildings.

Waste and recycling

- 7.78 The applicant's Design and Access Statement shows the location of the proposed bin stores for Building's A and B and states that the provision conforms to Spelthorne's Guidance.
- 7.79 The Group Head of Neighbourhood Services raised concern regarding the operational aspects of the use of the waste and recycling areas, the collection from the areas and the resultant impact on highway safety of refuse vehicles stopping on the highway and within the development during collections and required revisions to the layout.

- 7.80 The applicant's revised ground floor plan has restructured the bin stores and collection operation for both Buildings A and B, providing separate textile and waste electrical and electronic equipment stores in Building A and a loading area for the refuse vehicle at Building B, which would provide unrestricted pedestrian access along Mill Mead during collections.
- 7.81 The Group Head of Neighbourhood Services is satisfied with the revisions to the waste and recycling layout and has raised no objections.

Air Quality Assessment

- 7.82 The applicant's Air quality Assessment states that a qualitative assessment on the construction phase has been carried out and the risk ranges from low to medium. Following the implementation of appropriate mitigation measures indicated, the impact of emissions during construction would not be significant.
- 7.83 The suggested mitigation measures are from the best practice guide and relate to 'high risk' sites. They are considered appropriate, however a condition relating to a dust management plan during construction is recommended.
- 7.84 In addition, because of the asbestos containing materials debris found following the 2014 fire, the condition relating to the demolition method statement has been amended to include the identification and removal of any asbestos containing materials.
- 7.85 Post construction, the applicant's Air Quality Assessment states that the implementation of the travel plan would mitigate any potential traffic air quality impacts. It is also noted that NO₂ air quality objectives are expected to be met at all proposed new receptor locations within the operational development.
- 7.86 The proposed development is in close proximity to air quality hotspots that have been modelled by the Borough Council. The predicted increase in concentrations as a result of the development could be considered significant because the actual concentrations will be noticeably higher and the impact increased over and above the predicted levels.
- 7.87 In respect of this, it is recommended that the measures outlined in the Framework Travel Plan are enhanced to mitigate the predicted impacts and that a specific condition relating to electric vehicle charging is included.

Arboricultural Assessment

- 7.88 The applicant's Arboricultural Assessment indicates that there are no trees within the site, although there are trees along the northern and western boundaries which would represent above and below ground constraints in terms of canopies and root systems.
- 7.89 The Arboricultural Assessment indicates that all of the surrounding trees are in good condition and can be retained and protected throughout the

construction works and that all demolition should occur under arboricultural supervision.

- 7.90 They also state that all of the new buildings proposed are outside of root protection area, but that dwellings to the west, within Building B, are likely to experience shading from neighbouring trees.
- 7.91 However, the applicant recognises that pruning of adjacent trees will be required prior to construction or in the future to ensure adequate clearance. These are under separate ownership and the applicant would need to seek the consent of Network Rail for any works.
- 7.92 The Council's Tree Officer has reviewed the Arboricultural Assessment and raises no objection.

Ecology

- 7.93 The applicant states that the extended phase 1 habitat survey confirms that the habitats on-site have the potential to support roosting bats and nesting birds. Appropriate measures should be incorporated to avoid the bird breeding season and a scoping survey of the buildings should be undertaken prior to their demolition.
- 7.94 The Surrey Wildlife Trust was consulted and has raised no objection on ecological grounds, although they support the recommendations in the Ecological Assessment.
- 7.95 A condition has been recommended to secure biodiversity enhancements prior to occupation of the development and an informative has been recommended in connection with the potential for birds and bats at the site.

Archaeology

- 7.96 An Archaeological Assessment was submitted by the applicant which identified high potential for archaeology dating to the Neolithic and Bronze periods on the site, which would be of regional significance. Although the proposed development would have an adverse impact on any surviving archaeological deposits, there is no evidence of archaeological remains of national significance and further evaluation could be secured by an appropriately worded planning condition.
- 7.97 The County Archaeologist states that the assessment suitably identifies and assesses the significance of any archaeological interest that may be affected and that further work is required. The results of further evaluation, prior to construction, would enable informed decisions on the likely archaeological implications of the proposed development and allow suitable mitigation measures to be developed.
- 7.98 The County Archaeologist has therefore recommended a condition in accordance with the conclusions reached in the Archaeological Assessment.

Drainage Strategy

- 7.99 The applicant's engineers have submitted a drainage strategy on behalf of the applicant that indicates that surface water could be attenuated on site using below ground storage, discharged to adjacent watercourses at greenfield run-off rates. In addition, it is proposed to instigate SUDS to improve the quality of the surface water run-off.
- 7.100 Foul water would be discharged to the existing Thames Water sewer located in Mill Mead and Thames Water has raised no objection to the proposal.
- 7.101 The Lead Local Flood Authority has reviewed the surface water drainage strategy for the proposed development and is satisfied that it meets their requirements, subject to conditions to ensure the sustainable urban drainage system is properly implemented and maintained.

Flooding

- 7.102 The site is located in flood zone 2 which represents land having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%).
- 7.103 The applicant's Flood Risk Assessment (FRA) states that although the site is located in the medium flood risk area appropriate mitigation would reduce the risk of flooding. The proposed mitigation includes providing a finished floor level constructed at 16,600m AOD, providing a minimum ramp crest level of 16,230 m AOD to the basement and incorporating a pumped discharge system or an appropriate sump.
- 7.104 The FRA assessed other flood risks as low and concluded the overall flood risk to be low on this site. The Environment Agency were consulted on the proposal and raised no object to the proposal, subject to conditions.

Amenity Space

- 7.105 The Council's SPD, Design of Residential Extension and New Residential Development (2011) provides general guidance on minimum garden sizes (Paragraph 4.20). In the case of flats it requires 35 square metres per unit for the first 5 units, 10 square metres for the next 5 units, and 5 square metres per unit thereafter. On this basis 1,550 square metres would be required for the 275 flats.
- 7.106 The application indicates that it would provide 725 square metres of green public space between the two buildings, however this is currently the Mill Mead right-of-way and no application has been made to extinguish these rights and cannot, therefore, be guaranteed.
- 7.107 However, the layout also indicates 1,290 square metres of shared communal space and 1,965 square metres of private gardens, terraces and balconies. In the case of higher density town centre residential development and mixed use schemes paragraphs 4.46 – 4.47 of the SPD states:

"Such schemes will usually involve high density flatted development... The opportunities for on-site open space provision will be limited, particularly

where ground floor non-residential uses and access/delivery areas occupy most of the site area. Family accommodation is therefore unlikely to be appropriate. Some amenity space can be provided in the form of large balconies as well as at roof level, subject to design and safety considerations.”

- 7.108 Although the green space between the buildings cannot be confirmed as available green space at this stage, due to its existing status as public highway, the proposal does indicate that sufficient residential amenity space would be provided in the proposed layout.

Open Space

- 7.109 Policy SP5 of the CS&P DPD indicates that new developments that individually or cumulatively add to the requirements for infrastructure and services will be expected to contribute to the provision of necessary improvements.
- 7.110 Although the introduction of the Community Infrastructure Levy partially addressed this requirement, Regulation 123 provides the Authority the ability to create a list that clarifies what developers are expected to contribute to and by what route.
- 7.111 The provision of on-site play space and equipment in residential schemes of 30 or more family dwellings, defined as any housing with two or more bedrooms, where Policy CO3 applies is an agreed exception.
- 7.112 Policy CO3 requires that new housing development of 30 or more family dwellings provide a minimum of 0.1ha of open space for a children's play area.
- 7.113 The proposal indicates 72 units of two or more beds which would create a requirement 0.24 ha to provide a children's play area. In this specific location, with the proposed multi-residential type of development, such a provision would be unrealistic and unviable.
- 7.114 Although an area of approximately 168 square metres (0.0068 ha) has been identified on the ground floor layout plan (071-A-11-00) as a children's play area, it would be within 7 metres of single aspect residential units and is not considered to be appropriate in terms of place making or providing the type of residential amenity that future occupiers might reasonably expect to enjoy.
- 7.115 It is acknowledged that the site layout limits the opportunity to provide the on-site provision of play space, but optimises the use of land for housing in accordance with Government guidance. On balance, it is considered this is appropriate and since there is a direct correlation between the specific needs of the site and the provision of play space for family units, the legal agreement includes the provision of a financial contribution to be used to improve the play area in Moormede, which is in close proximity to the site.

Renewable Energy

- 7.116 Policy CC1 of the CS&P DPD states that the Council will require residential development of one or more dwellings and other development involving new building or extensions exceeding 100 sum to include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources unless it can be shown that it would seriously threaten the viability of the development.
- 7.117 The applicant has submitted an Energy Statement, which considers various renewable energy options for the site. The report concludes that the proposed development can provide a combined heat and power unit and a photovoltaic system and confirms a 44.92% CO2 emissions reduction against building regulations with 10.49% from on-site zero carbon technology.
- 7.118 The Council's Sustainability Officer has been consulted and raises no objection subject to a condition to secure on-site renewables.

Noise

- 7.119 Policy EN11 of the CS&P DPD states that the Council will seek to minimise the adverse impact of noise by:
- a) requiring developments that generate unacceptable noise levels to include measures to reduce noise to an acceptable level; and
 - b) requiring appropriate noise attenuation measures where this can overcome unacceptable impacts on residential and other noise sensitive development proposed in areas with high noise levels.
- 7.120 The applicant submitted a technical noise assessment which concluded that based on the submitted development layout and the measured noise and vibration levels the site is suitable for residential development. It also noted that subject to identified mitigation measures, appropriate internal noise levels can be achieved within habitable rooms.
- 7.121 The assessment also identified that vibration levels from the rail movements are predicted to have no adverse impact on the proposed residential properties.
- 7.122 The Council's Environmental Health section reviewed the technical noise assessment and has raised no objection on noise grounds.

Contaminated Land

- 7.123 The applicant has submitted Phase 1 & 2 Contamination Assessments report to ascertain the level of contamination of the existing ground conditions and proposed remediation measures. This is particularly important as the proposal introduces new residential development onto the site and reflects the Council's standard precautionary approach to contamination risk.
- 7.124 The Phase 1 assessment identified several sources of contamination that require further assessment. The Phase 2 assessment provided

recommendations and mitigation measures based on site exploratory investigation.

- 7.125 The Council's Pollution Control Officer and the Environment Agency raised no objection but requested standard conditions be imposed requiring a further investigation to be carried out to refine risks and remediation measures.

8. Local Finance Considerations

Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are required to ensure that financial benefit information is publicly reported through the Committee process. 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

In consideration of S155 of the Housing and Planning Act 2016, the proposal would result in the following financial contributions:

- £10,000 to be used as a contribution towards the review of parking restrictions in the area.
- £6,150 to be used to review the Travel Plan submitted as part of the justification for reducing the parking provision on the site and promoting alternative modes of transport.
- £48,347 to upgrade the south side of London Road between the iron bridge and Kingston Road to encourage walking as an alternative to the private car and to improve the public realm and encourage access alternative means of transport.
- £65,000 to be used a contribution towards the improvement of the play area within the public open space at Moorhead, which is in close proximity of the site and would benefit both the residents of the development and the wider community.
- £27,500 to be used to upgrade the signals at the A308 London Road / Mustard Mill road junction to improve the additional traffic flows.
- The Community Infrastructure Levy will be payable on this site at the agreed rate at the reserved matters stage.

These are considered to be a material considerations in the determination of this planning application. The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

9. Section 106 Agreement

- 9.1 There are affordable housing, highway and play space matters which need to be secured by way of a legal agreement pursuant to Section 106 which are to be delivered as part of the development. It is important that any legal agreement runs with the land and therefore ensuring that the obligations are enforceable under the terms of Section 106 of the Town and Country Planning Act. In the event that the S106 agreement is not completed to the satisfaction of the Local Planning Authority, and in the event that the applicant

does not agree a further extension of time for determination, the recommendation is to refuse planning permission.

10. Conclusion

- 10.1 The proposed outline planning application is considered to be acceptable and would comply with the Council's adopted land use, environmental and housing policies contained in the CS&P DPD and Government guidance.

11. Recommendation

(A) To GRANT outline planning permission subject to the applicant first entering into an appropriate legal agreement in respect of the following:

1. To provide at least 25 affordable housing units on site (with a minimum of 15 being Affordable Rented) built in accordance with the core standards set out in the Homes England Design and quality standards (April 2007), and:
 - Prior to occupation of the affordable housing units the Registered Provider shall enter into a Nominations Agreement in respect of the affordable housing (in order that the affordable housing meets local needs).
 - Prior to the transfer of 50% of the residential units (not being the affordable units) to build and complete the affordable units and transfer these to a Registered Provider.
2. To provide a Travel Plan to include, but not restricted to, the following:
 - A financial contribution of £6,150 towards the cost of auditing the Travel Plan
 - Provision of two club vehicles, with all costs associated with the provision of the vehicles including provision of parking space being met by the developer
 - Provision of 25 miles worth of free travel for residential users of the proposed development using the car club vehicles.
 - Provision of one year free membership of the car club for the first occupants of each of the proposed residential units
 - Provision of one £50 sustainable travel voucher per household (equates to £13,750) for the 275 proposed residential units) which can be spent on either public transport tickets or towards a bicycle. If part or all of the £13,750 is not spent within one year then the remaining value should be used for other sustainable transport measures as agreed with the County Council.
3. A financial contribution of £10,000 towards the review and implementation of parking restrictions in the area following the occupation of the buildings on the site.
4. A financial contribution of £48,347 towards the site specific highway improvements on the south side of London Road which would mitigate the reduced parking levels and encourage modal alternatives to the private car.
5. A financial contribution of £65,000 towards the refurbishment and upgrade of the Moormede play space in lieu of an on-site play space and equipment,

which could adversely affect the residential amenity of this particular development which seeks to optimise its location close to the town centre.

6. A financial contribution of £27,500 to be used to upgrade the signals at the A308 London Road / Mustard Mill road junction to improve the additional traffic movements created by the development.
7. To enter into a S38 Agreement with Surrey County Council (SCC) for the dedication as highway and adoption of part of the application site to form part of the Link Road including the funding of the reconstruction of the area in accordance with details submitted to and approved by SCC.
8. The stopping up of Mill Mead to vehicular traffic within the site boundaries and the repaving and/or resurfacing of Mill Mead in accordance with details to be agreed by the Council, including the funding of the road closure order for vehicular traffic. Pedestrian access to be retained and allow for convenient level access.

In the event that the Section 106 Agreement is not completed

In the event that the Section 106 agreement is not completed to the satisfaction of the Local Planning Authority and/or the applicant does not agree an extension of time for the determination of the planning application, delegate to the Planning Development Manager in consultation with the Chairman of the Planning Committee the following:

REFUSE the planning application for the following reasons:

1. The development fails to provide a satisfactory provision of affordable housing to meet the Borough's housing needs, contrary to Policy HO3 of the Core Strategy and Policies DPD 2009 and the principles set out in the National Planning Policy Framework.
2. The development fails to provide adequate measures to mitigate the level of reduced parking provision proposed and increased traffic movements on the A308 London Road, contrary to Policies SP7, CC2 and CC3 of the Core Strategy and Policies DPD 2009 and the principles set out in the National Planning Policy Framework.
3. The development fails to make adequate provision for public open space and play equipment within the development and to mitigate the increased density proposed. The proposal thereby creates additional, unnecessary pressure on the existing public open space in the immediate vicinity and would adversely affect the amenities that the wider community might reasonably expect to enjoy, contrary to Policies SP5 and CO3 of the Core Strategy and Policies DPD 2009 and the requirements of the National Planning Policy Framework.
4. The development fails to provide a satisfactory means of access to the development, contrary to the submitted application details, and will create an unnecessary highway danger to vehicles and pedestrians using the surrounding highway network. The proposal is thereby contrary to policy EN1

of the Core Strategy and Policies DPD 2009 and the principles of the National Planning Policy Framework.

(B) In the event that the Section 106 agreement is completed to the satisfaction of the Local Planning Authority; GRANT subject to the following conditions: -

1. That in the case of those matters in respect of which details have not been given in the application and which concern the:-
(a) Appearance and Landscaping, hereinafter called "the reserved matters", and which are hereby reserved for subsequent approval by the Local Planning Authority, application for such approval shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
(b) The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason:-.This condition is required by Section 92 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Plans and particulars of the reserved matters referred to in appearance, landscaping Condition 1 above, relating to the appearance of any buildings to be erected and the landscaping of the site, shall be submitted to and approved in writing by the Local Planning Authority before development commences. The development shall be carried out and thereafter maintained in accordance with the details so approved, unless otherwise agreed in writing by the Local Planning Authority

Reason:-.This is an outline application permitted in accordance with the provisions of Article 3(1) of the Town and Country Planning (General Development Procedure) Order, 1995.

3. The development hereby permitted shall be carried out in accordance with the following approved plans: 071-A-11-00, 071-A-11-01, 071-A-11-02, 071-A-11-03, 071-A-11-04, 071-A-11-05, 071-A-11-06, 071-A-11-07, 071-A-11-08, 071-A-11-09, 071-A-11-10, 071-A-11-20 and 618050-0110 Foul and Surface Water Drainage Strategy.

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

4. The development authorised by this permission shall not commence until the Link Road, between Fairfield Avenue and Mill Mead, to the south of the site has been constructed to an adoptable standard in accordance with the approved drawings and has been certified in writing as complete by or on behalf of the Local Planning Authority.

Reason:-.In the interests of highway safety and the free flow of traffic on the High Street and London Road.

5. No piling shall take place until a piling method statement (detailing the depth

and type of piling to be undertaken and the methodology by which such piling will be carried out including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to, and approved in writing by, the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:-.The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact: Thames Water Development Services on 0800 009 3921 to discuss the details of the piling method statement.

6. No development shall commence until a programme for the suppression of dust during the construction of the development [and demolition of existing buildings] has been submitted to and approved in writing by the Local Planning Authority. The measures approved shall be employed throughout the period of [demolition and] construction unless any variation has been approved by the Local Planning Authority.

Reason:-.Details are required prior to commencement because insufficient information has been submitted with the application in this regard, in the interests of residential amenity and in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

7. No demolition shall take place, including any works of demolition or site clearance, until a demolition method statement (DMS) detailing the proposed methodology for demolishing the existing structures and the mitigation measures to be implemented has been submitted to and approved in writing by the Local Planning Authority. The DMS shall include submission of a Pre-Demolition Asbestos Survey and mitigation measures. The agreed with the approved details.

Reason:-.To prevent pollution in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

8. No development shall take place until:-
 - (i) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site, has been submitted to and approved in writing by the Local Planning Authority.
 - (ii) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.
 - (iii) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The

method statement shall include an implementation timetable and monitoring proposals, and a remediation verification methodology.

The site shall be remediated in accordance with the approved method statement, with no deviation from the statement without the express written agreement of the Local Planning Authority.

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

NOTE

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

9. The development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason:-.To ensure that the site does not pose any further risk to the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 109 of the National Planning Policy Framework. To prevent deterioration of a water quality element to a lower status class within the Lower Thames Gravels groundwater body.

10. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason:-.To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework.

11. Prior to the first use or occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:-.To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies

NOTE

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

12. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation, submitted to, and approved in writing by, the Local Planning Authority.

Reason:-.To ensure the evaluation and appropriate remediation of potential archaeological assets in accordance with Policy BE25 of the Core Strategy and Policies Development Plan Documents and the National Planning Policy Framework.

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

Reason:-.To ensure that the development is sustainable and complies with Policies SP7 and CC1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

14. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. Those details shall include:
 - a) A design that satisfies the SuDS Hierarchy and that is compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS.
 - b) Confirmation that ground conditions preclude the use of infiltration drainage.
 - c) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+CC% allowance for climate change storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using a Greenfield discharge rates as proposed in Table 2 of MLM Consulting Engineers Limited, Drainage Strategy

– Revision 4, 22 August 2017, document ref: 618050-MLM-ZZ-XX-RP-C-0002 (as per the SuDS pro-forma or otherwise as agreed by the LPA).

d) Detailed drawings to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, details of how SuDS elements will be protected from root damage and long and cross sections of each SuDS element including details of any flow restrictions and how they will be protected from blockage.

e) A survey of the watercourse to the north of the site should be undertaken to confirm that the connection to the watercourse is permissible and that the downstream connections (pipes/culverts etc.) are clear so that any water discharged from the site does not cause flooding downstream of the site.

a) Details of Management and Maintenance regimes and responsibilities, including details of maintenance activities for the ordinary watercourse along the site's norther boundary.

b) A plan showing exceedance flows and how property on and off site will be protected.

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.

15. The development hereby permitted shall not commence until details of the proposed finished floor levels and flood mitigation works for the proposed basement carpark have been submitted to and approved in writing by the planning authority. Those details shall include:

a) The ground finished floor levels should be set to a minimum level of 16.600mAOD as recommended in the Flood Risk Assessment (Revision 6).

b) The basement car parking entrance should be protected by a ramp, with a minimum crest level of 16.230mAOD. The basement design should include either a pumped discharge system or a suitable sump to ensure flood water can be removed.

Reason:-.To ensure occupiers are protected from fluvial flood risk.

16. No infiltration of surface water drainage into the ground at the Renshaw Industrial Estate, Staines-upon-Thames is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason:-.To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 109 of the National Planning Policy Framework. To prevent the deterioration of a water element to a lower status class within the Lower Thames Gravels groundwater body.

17. Prior to the commencement of construction, details of all street furniture to be installed on the site together with a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. The installation of the street furniture shall be carried out in accordance with the approved details and timetable.

Reason:-.To ensure that a satisfactory level and quality of street furniture is provided on the site.

18. The development hereby approved shall not be occupied until a minimum of 50 parking spaces (a minimum of 4 of which are to be located in Building B) have been laid out within the site in accordance with a scheme to be submitted to, and approved in writing by, the Local Planning Authority, for a minimum of twenty four (24) dual 7kW (fast charge) points and two (2) dual rapid charge points for electric vehicles. The charging points shall be retained exclusively for their designated purpose.

Reason:-. To ensure that the development complies with policies CC2 and EN3 of the Core Strategy and Policies DPD and section 4 (Promoting Sustainable Transport) of the National Planning Policy Framework.

19. Prior to the commencement of the development a Travel Plan shall be submitted to, and approved in writing by, the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

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

20. No construction, demolition, excavation or delivery traffic shall use Mill Mead, via the junction with A308 London Road, for access to or from the application site.

Reason:-.In the interests of highway safety and the free flow of traffic on the surrounding road network.

21. The 275 cycle parking spaces as shown on the submitted plans shall be constructed and the cycle parking spaces shall be completed prior to the completion of the residential development and these spaces together with the means of access thereto shall be maintained thereafter as approved, and be reserved for the benefit of the occupiers of the residential development hereby permitted.

Reason:-.To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways and to ensure that the cycle parking spaces are provided are reserved for the benefit of the development for which they are specifically required, in accordance with policy CC3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

22. The 250 parking spaces shown on the submitted plans shall be constructed and the spaces shall be completed prior to the completion of the residential development and these spaces together with the means of access thereto shall be maintained thereafter as approved, and be reserved for the benefit of the occupiers of the residential development hereby permitted.

Reason:-.To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways and to ensure that the parking spaces are provided are reserved for the benefit of the development for which they are specifically required, in accordance with policy CC3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

23. Prior to occupation of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, a biodiversity enhancement scheme to be implemented on the site shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme and thereafter retained

Reason:-.To encourage wildlife on the site.

24. Prior to occupation of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of recycling, refuse and waste materials arising from that part of the development in accordance with details to be submitted to, and approved in writing by the local planning authority before any work on that part of the development hereby permitted is commenced, and the approved facilities shall thereafter be retained.

Reason:-.To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.

25. Access shall be provided to the building(s) hereby approved, and facilities provided, for people with disabilities in accordance with the details shown on the submitted plan prior to the completion of the development.

Reason:-.To ensure people with disabilities can use the buildings without difficulty or discomfort in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

26. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Drainage System has been constructed as per the agreed scheme.

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

27. A plan 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 use hereby permitted is commenced}, or {before the building(s) is/are occupied} or {in accordance with a timetable agreed in writing with the Local Planning Authority}. Development shall be carried out in accordance with the approved details and maintained as approved.

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

INFORMATIVES TO APPLICANT

- 1 We recommend the applicant should: Procedures for the Management of Land Contamination, when dealing with land affected by contamination. Refer to the Environment Agency Guiding principles for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- o Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
 - o Refer to the contaminated land pages on GOV.UK for more information. We also expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:
 - o BS5930:2015 Code of practice for site investigations;
 - o BS 10175:2011 A1:2013 Code of practice for investigation of potentially contaminated sites;
 - o BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points;
 - o BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.)
 - o Use MCERTS accredited methods for testing contaminated soils at the site. A Detailed Quantitative Risk Assessment (DQRA) for controlled waters using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. The DQRA report should be prepared by a "Competent person" E.g. a suitably qualified hydrogeologist. In the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment.
 - o GP3 version 1.1 August 2013 provided further guidance on setting compliance points in DQRAs.

- 2 The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policycampaigns/operations-safety/>)
- 3 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/>)
- 4 Thames Water recommend that petrol / oil interceptors are fitted in all vehicle parking areas to avoid oil-polluted discharges entering local watercourses.
- 5 Thames Water requests that the applicant should incorporate within their proposal, protection to the property by installing a non-return valve, or other suitable device, to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
- 6 A Ground Water Risk Management Permit from Thames water will be required for discharging groundwater into the public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Permit enquiries should be directed Thames Water's Risk Management Team 020 357 79483 or wqriskmanagement@thameswater.co.uk.
- 7 The applicant is advised that all gas fired boilers should meet a minimum standard of less than 40mgNOx/kWh. All gas fired CHP plant should meet a minimum emissions standard of 250mgNOx/kWh for spark ignition engine - note other limits apply for gas turbine or compression ignition engines.
- 8 If, during development, contamination not previously identified is found to be present at the site then no further development should be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority.
- 9 The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or watercourse. 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 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/road-permits-andlicences/the-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.

- 10 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).
- 11 The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.
- 12 Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
- 13 Wheel washing facilities for construction traffic should be installed before the development commences to prevent mud and other debris being deposited on the surrounding highways during the construction of the development.
- 14 Attention is drawn to the Wildlife and Countryside Act 1981 as amended, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats) Regulations 1994. These Acts and Regulations protect ALL wild birds, their nests (whether in use or being built) and eggs and other wild animals including bats and their roosts in or adjacent to trees. It is a criminal offence to recklessly or intentionally destroy any bird, its nest or its eggs or any bat or its roost (even if the roost is not occupied at the time). With particular reference to bats, it is the site owner's responsibility, along with any contractor who will undertake work, to observe the law and make sure that no offence is committed. If you consider that there is potential for bats to be present, we recommend that a bat survey is undertaken by a consultant. If bats or bat roosts are found to be present, a licence from the Department of the Environment, Food and Rural Affairs may be required for the work to be undertaken legally. This licence simply permits works which affect bats or their roosts which are otherwise unlawful. Natural England can provide details of suitable consultants to undertake bat surveys on 02380286410.

IF BATS OR EVIDENCE OF BATS ARE FOUND AT ANYTIME, ALL WORKS MUST STOP IMMEDIATELY; CONTACT NATURAL ENGLAND ON 02380286410 OR THE BAT CONSERVATION TRUST HELPLINE ON 0845 1300 228 FOR FURTHER ADVICE.

- 15 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.

Decision Making: Working in a Positive and Proactive Manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

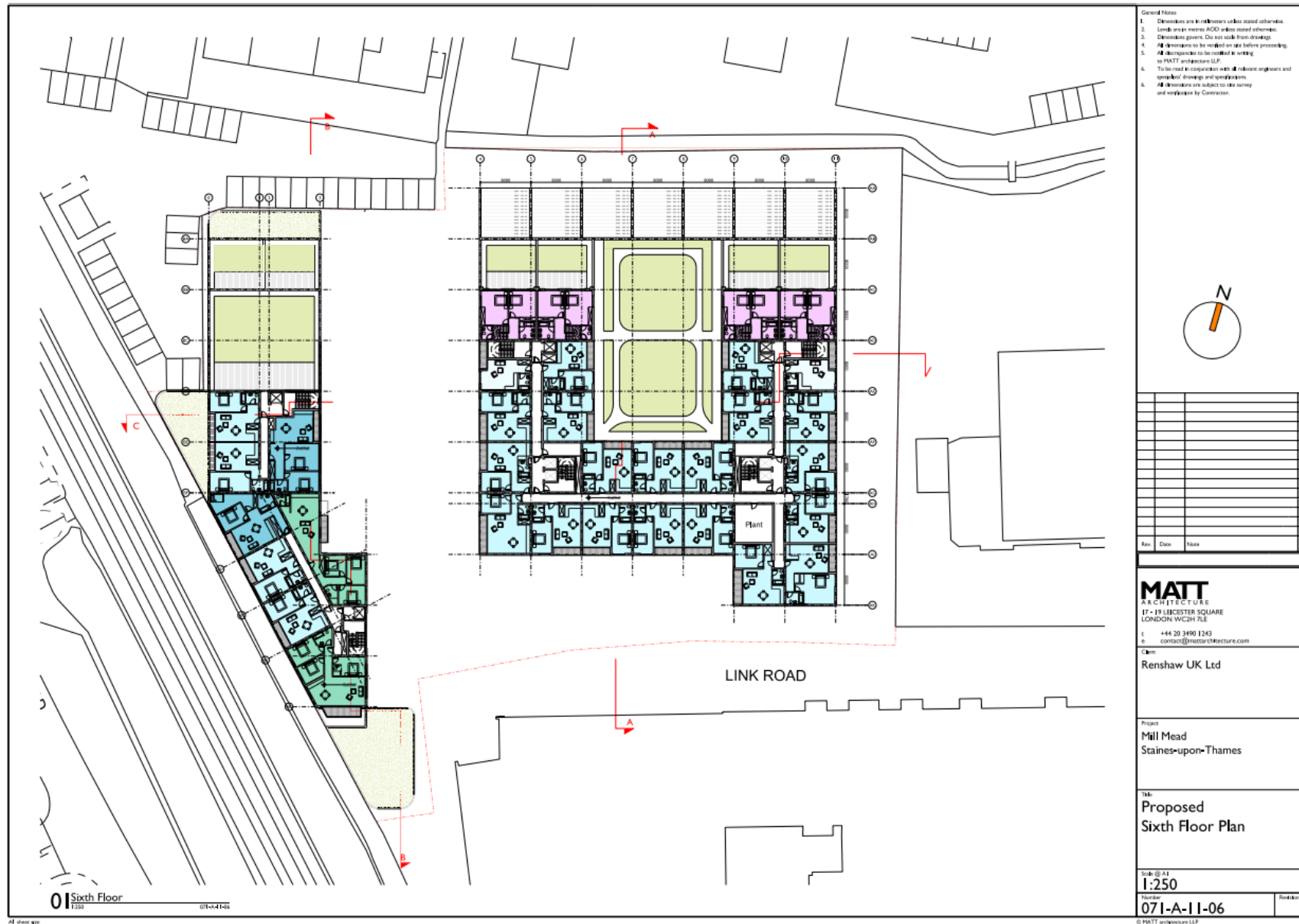
- a) Provided pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development; and
- d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

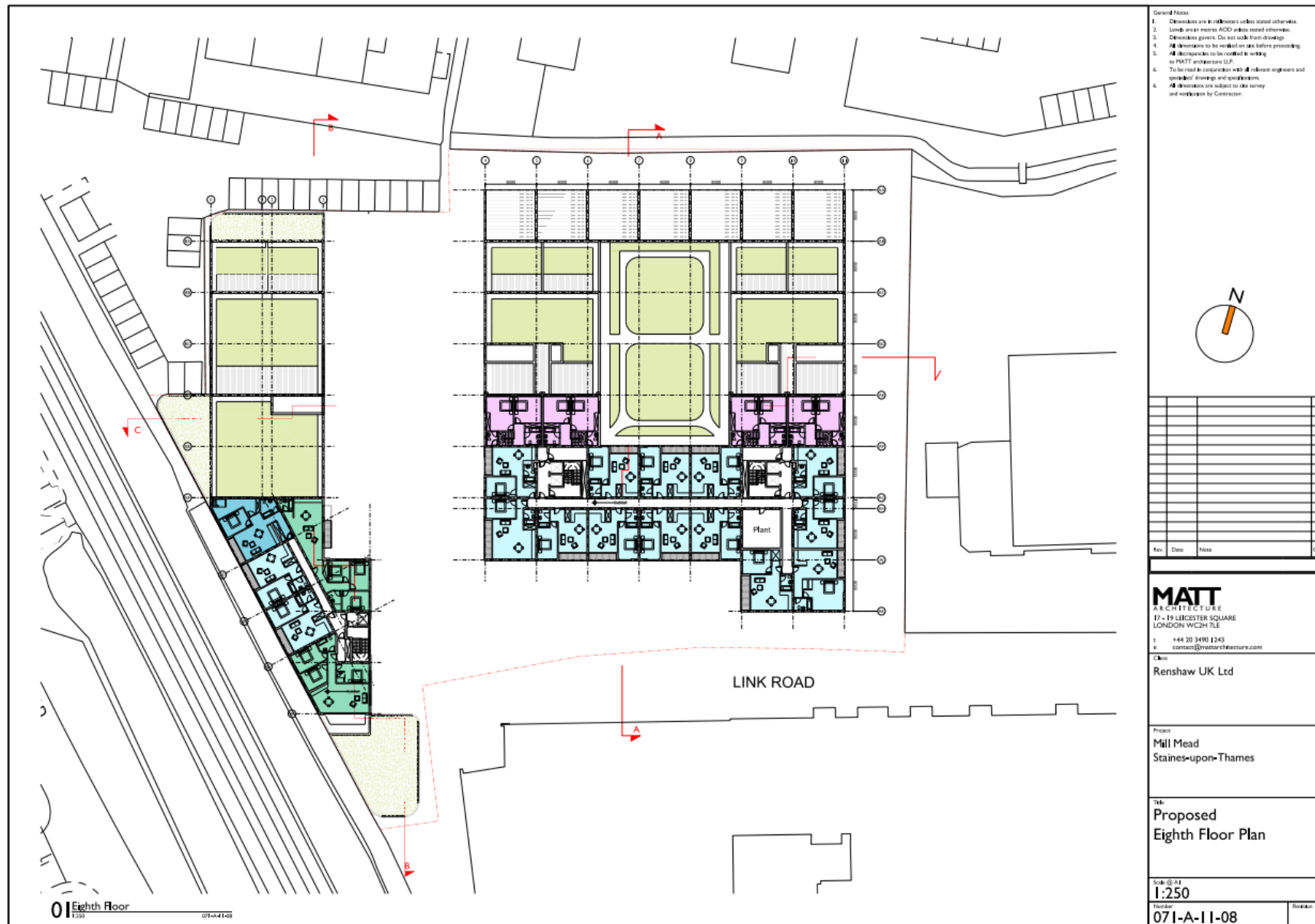


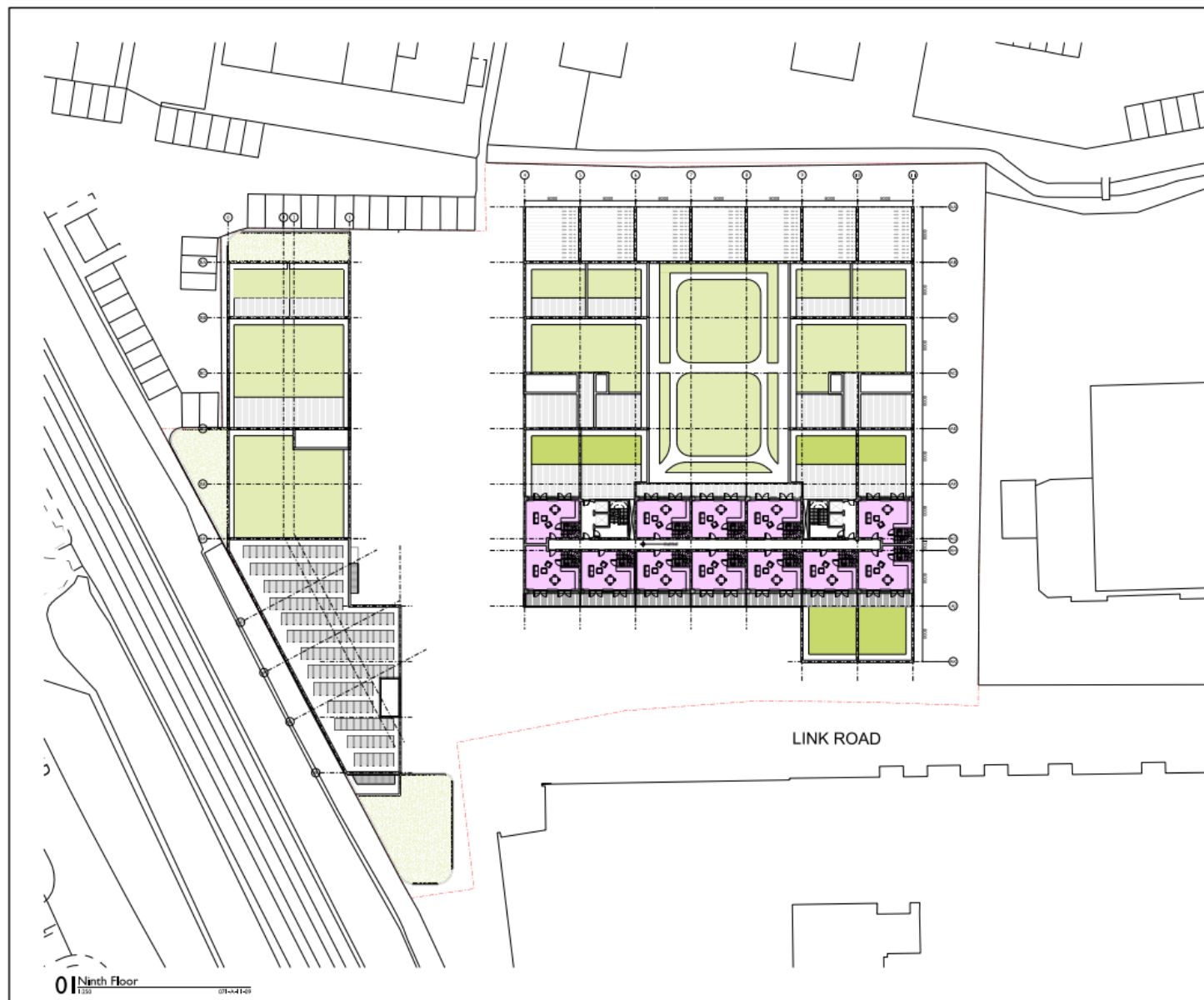












- | General Notes | |
|---------------|---|
| 1. | Dimensions are in millimeters unless stated otherwise. |
| 2. | Levels are in meters AOD unless stated otherwise. |
| 3. | Dimensions govern. Do not scale from drawings. |
| 4. | All dimensions to be verified on site before proceeding. |
| 5. | All discrepancies to be notified in writing to MATY architecture LLP. |
| 6. | To be read in conjunction with all relevant engineers and specialists' drawings and specifications. |
| 7. | All dimensions are subject to the survey and verification by Contractor. |



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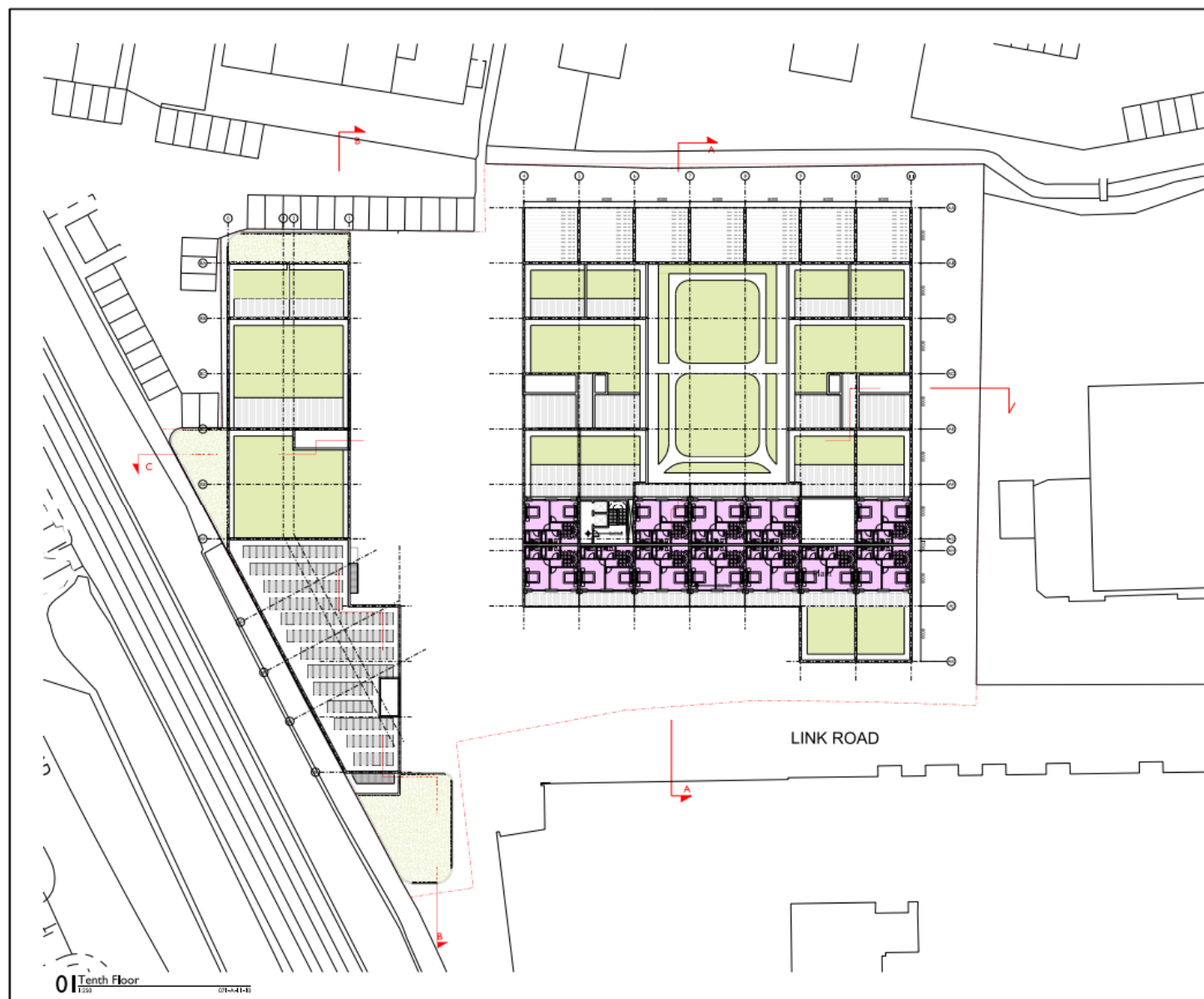
Renshaw UK Ltd

Project
Mill Mead
Staines-upon-Thames

Proposed
Ninth Floor Plan

Scale: ③ A1
1:250
Number
071-A-11-09

© MATT architecture LLP



- | General Notes | |
|---------------|---|
| 1. | Dimensions are in millimeters unless stated otherwise. |
| 2. | Lengths are in meters ACO unless stated otherwise. |
| 3. | Dimensions govern. Do not scale from drawings. |
| 4. | All dimensions to be verified on site before proceeding. |
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| 6. | To be read in conjunction with all relevant engineers and specialist's drawings and specifications. |
| 7. | All dimensions are subject to site survey and verification by Contractor. |

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Renshaw UK Ltd

Project
Mill Mead
Staines-upon-Thames

Title
**Proposed
Tenth Floor Plan**

Scale: 1:250
Number: 071-A-11-10

