



The Elmsleigh Centre

**15/01518/FUL**  
**90-106 High Street,**  
**Staines-upon-Thames, TW18 4DP**



1:1,250

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# Planning Committee

27 July 2016



<b>Application Nos.</b>	15/01518/FUL		
<b>Site Address</b>	90 – 106 High Street, Staines upon Thames		
<b>Proposal</b>	Demolition of existing buildings and the erection of a part 4-storey/part 5-storey building to provide 1,435 sqm (GEA) of ground floor retail floorspace and an 151 bedroom hotel. Extension and reconfiguration of car park to provide 45 parking spaces to hotel and retail and 25 parking spaces to The Courtyard. Creation of new access, and other associated works.		
<b>Applicant</b>	Property Partners (Two Rivers) Limited		
<b>Ward</b>	Staines		
<b>Call in details</b>	N/A		
<b>Case Officer</b>	Paul Tomson/Susanna Angell		
<b>Application Dates</b>	Valid: 26.11.2015	Expiry: 25.02.2016	Target: Agreed Extension of Time
<b>Executive Summary</b>	<p>This application seeks the demolition of the existing buildings and the erection of a part 4 storey/part 5 storey building to provide 1,435 sqm of commercial floorspace to provide a retail unit, and an 151 bedroom hotel. The proposal also involves the extension and reconfiguration of the car park to the rear and other associated works.</p> <p>The site is located within the Staines Town Centre Primary Shopping area, and within a designated Employment Area, and the principle of providing a new retail unit and hotel in this town centre location is considered acceptable and complies with Policies TC1, TC2 and EM1 of the Core Strategy and Policies DPD 2009 (CS &amp; P DPD). None of the existing buildings are Listed or locally listed and there is no objection to their demolition.</p> <p>The proposed design and appearance considered to be acceptable and would enhance this part of the Town Centre. Furthermore, the relationship with the neighbouring properties is considered satisfactory. The proposal is also acceptable in terms of flooding and transportation</p>		

<b>Recommended Decision</b>	This application is recommended for approval
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## MAIN REPORT

### 1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- LO1 (Flooding)
- EM1 (Employment Development)
- TC1 (Staines Town Centre)
- TC2 (Staines Town Centre Shopping Frontage)
- EN1 (Design of New Development)
- EN3 (Air Quality)
- EN8 (Protecting and Improving the Landscape and Biodiversity)
- EN11 (Noise)
- EN15 (Development on Land Affected by Contamination)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

1.2 It is also considered that Saved Local Plan Policy BE25 (Archaeology) is relevant to this proposal.

### 2. Relevant Planning History

93/00046/FUL Extended car park provision	Approved 31/03/1993
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15/00507/PDO Prior Approval Notification for the change of use of 'The Courtyard' from offices (B1a) to residential comprising 17 flats,	Prior Approval Given 21/05/2015
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*(Officer note: the approved parking provision is located within the current application site)*

15/00859/FUL Change of use of The Courtyard (Use Class B1a) to 17 residential dwellings (Use Class C3) comprising 16 no. 2-bed and 1 no. 3-bed units, together with replacement windows and entrance doors,	Approved 04/08/2015
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the provision of a new entrance feature,  
bin storage, cycle storage and the realignment  
of existing car parking spaces

*(Officer note: the approved parking provision is located within the current application site)*

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

- 3.1 The application relates to 90 – 106 High Street in Staines upon Thames, which comprises a row of commercial properties located on the northern side of the pedestrianised High Street, at the junction with Mustard Mill Road. At the time of the officer site visit, all but one of the properties were redundant and screened at the front by temporary hoarding. The application site includes the car park at the rear, including the parking area to the rear of The Courtyard. In addition, the undeveloped piece of land to the north of the car park is also included within the application site. To the north and west of the site are the commercial properties within Norris Road and Two Rivers Shopping Centre. To the south-west is The Courtyard, which is a development erected in the 1980's comprising relatively small office suites. Planning permission was granted last year to convert this building into residential flats (see Section 2 above). To the north-east is Mustard Mill Road and the railway beyond. To the south-east is the crossroads of High Street, Mustard Mill Road and South Street. To the south on the other side of the road are the commercial properties of 101 – 111C High Street.
- 3.2 The site is located within the primary Staines town centre shopping area. It is also within a designated Employment Area, a Site of High Archaeological Potential, and an area liable to flood (part Flood Zone 3a – between 1 in 20 year and 1 in 100 year chance of flooding, part Zone 2 – between 1 in 100 and 1 in 1000 year chance of flooding). None of the existing buildings on the site are Listed or 'locally listed'.
- 3.3 The proposal involves the demolition of the existing buildings and the erection of a part 4-storey/part 5-storey building to provide a ground floor retail unit comprising 1,435 sqm floorspace, and an 151 bedroom hotel. The proposed building will measure 44.3 metres in width (High Street frontage), up to 67.3 metres in depth (although the majority of the building will be less than this at 38 metres), and between 14.4 metres and 18 metres in height. Part of the retail unit behind the High Street and Mustard Mill Road frontages will be single storey with plant above. The retail store will front onto High Street. The hotel will be primarily situated on the upper floors. However, the hotel entrance is to be located on the south-eastern corner at the junction of High Street and Mustard Mill Road. The hotel restaurant will be situated at first floor level. The building will be faced with a mix of coloured render, buff coloured brickwork and other materials. The south-eastern corner accommodating the hotel entrance and staircase will be clear glazed. Part of the hotel's northern wing will comprise an undercroft to accommodate a loading bay, bin storage and other facilities.

- 3.4 The proposal also involves the extension and reconfiguration of the existing car park towards the rear of the site. In particular, the existing piece of land at the northern end comprising a number of trees will be replaced with car parking. In total, there will be 70 parking spaces, including 5 disabled spaces. The applicant states that 45 of these parking spaces are to be used in association with the retail store and hotel, whilst the remaining 25 spaces are to be provided for The Courtyard located immediately to the south-west. The existing access onto Mustard Mill Road will be closed and replaced with a new access located slightly further towards the northern end of the site.
- 3.5 The application has been amended since it was first submitted. In particular, the external elevational treatment has been altered. The previous brick faced elevations have been replaced with coloured render comprising a combination of off-white and pale brown coloured render. The bronze coloured pattern metal panels on the ground floor of the Mustard Mill Road elevation have been replaced with buff coloured brickwork. The fenestration has been amended. Furthermore, the first floor hotel restaurant terrace has been enclosed with glazing. Neighbouring properties have been re-notified of the amended plans and given the opportunity to submit any further representations. Any further letters will be reported orally at the meeting.
- 3.6 Copies of the proposed site layout and elevations are provided as an Appendix.

#### 4. **Consultations**

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

Consultee	Comment
County Highway Authority	No objection subject to conditions. Requests financial contributions of £6150 towards auditing the monitoring of the travel plan and £4313.99 towards reviewing the Staines UTC SCOOT. <i>Officer note: this involves the creation of a signalised traffic control system to improve traffic flow in the town centre.</i>
Environment Agency	No objection subject to a condition.
Head of Street Scene	No objection. Advises that deliveries to the units should be from the rear and not the High Street.
Crime Prevention Officer	Made various security related comments, including recommendations that CCTV and suitable external lighting is installed across the car park. Advises the location of the cycle racks is reconsidered and designed subject to suitable security standards. In addition, recommends that a condition is imposed requiring the development to achieve the full Secured

	by Design (SbD) award.
Network Rail	No objection.
Sustainability Officer	No objection.
County Archaeologist	No objection subject to a condition.
Local Lead Flood Authority (Surrey County Council)	Does not recommend planning permission is granted as the proposed surface water strategy does not comply with the requirements laid out in the Technical Standards.
Conservation Officer	No objection.
Surrey Wildlife Trust	No objection.
Tree Officer	Raised reservations regarding the loss of trees and other existing landscaping.
Staines Town Society	Made comments regarding the design of the building and replacement trees (see paragraph 5.1 below).
Thames Water	No objection subject to the imposition of conditions relating to drainage and a piling method statement. Made comments relating to trade effluent consent, fat traps, and minimising groundwater discharges into the public sewer. In addition, requests that the developer undertakes an impact study to ascertain whether the proposed development will lead to overloading of existing sewer infrastructure.
Environmental Health (Pollution)	No objection on contaminated land and air quality grounds subject to conditions. Requested information on the kitchen extraction system for the hotel restaurant.
Environmental Health (Noise)	No objection subject to conditions.
Street Scene	No objection.
Spelthorne Committee for Access Now (SCAN)	Comments that the disabled car parking is some distance from the hotel entrance, and that the provision of hotel bedrooms for disabled people is unclear – queries what are the “UA Rooms” referred to in the Design and Access Statement. <i>(Officer note: 4 no. disabled parking spaces are sited at the rear of the retail store and next to the the pedestrian passage linking the car park and the High Street. “UA Rooms” are ‘Universal Access Rooms’.)</i>
Economic Development Officer	Comments that from an economic

	perspective the proposed development will be a welcome addition to the town centre.
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## 5. **Public Consultation**

5.1 79 neighbouring properties were notified of the planning application. Furthermore, statutory site notices were displayed and the application was advertised in the local press. 5 letters of representation have been received, including 1 from the Staines Town Society (see paragraph 4.1). Comments made include:

- Design issues. The general appearance and brick colour could be improved (*Officer note: an amended design has subsequently been submitted*).
- Loss of trees. Concern that the replacement trees in the car park should be mature specimens.
- Proposed 5-storey scale is out of character. Design not in keeping with existing buildings
- Concern about the proposed access/servicing arrangement
- Inadequate parking provision
- Loss of light
- Concern about traffic
- Concern about glare from the glass corner feature and the impact on highway safety.
- Inadequate cycle and motorcycle parking
- Air Quality
- Flooding
- Loss of retail.
- Loss of old buildings

## 6 **Planning Issues**

- Principle
- Loss of existing buildings
- Design and appearance
- Parking
- Impact on highways
- Flooding
- Renewable energy
- Ecology
- Loss of trees
- Archaeology
- Air quality

## 7 **Planning Considerations**

Principle

- 7.1 The site is located within the urban area, within the Staines Primary Shopping area, and within the Staines designated Employment Area. Policy SP4 of the Core Strategy and Policies DPD (CS & P DPD) 'Town Centres and Retail Development' states that the Council will seek the continued improvement of Staines as the principal town centre serving north Surrey. It will make provision for future retailing and related services and support employment development. Policy TC1 of the CS & P DPD 'Staines Town Centre' states that the Council will maintain the role of Staines as the principal town centre serving north Surrey by encouraging developments that contribute to the vitality and viability of the centre and are of a scale and character appropriate to its role. In particular it states that it will 'make provision for a further 32,000 sqm of retail development to meet the needs of its catchment area'. Policy TC2 of the CS & P DPD 'Staines Town Shopping Centre Frontage' states that within the shopping area of Staines town centre uses other than retail, within Use Class A1, will not be permitted where it would lead to a net loss of retail floorspace. The proposal will provide a gross increase of 1435 sqm in retail floorspace while the proposed hotel would be located primarily on the upper floors of the development. The proposal is therefore considered acceptable in principle and complies with the requirement of the Council's retail planning policies for Staines town centre. The proposal is also considered to comply with the vision of the Spelthorne Economic Strategy 2013. Indeed, the Council's Economic Development Officer states that the proposal will help to increase footfall and spend with retailers by attracting additional visitors from outside the Borough, and that the night-time economy is likely to benefit from it.

#### Loss of existing buildings

- 7.2 It is noted that the existing buildings to be demolished are relatively old. However, none of them are statutory listed or even locally listed. Consequently, there is no objection to the demolition of the existing buildings. The Council's Conservation Officer has raised no objection to the demolition of the buildings and has made the following comments on this issue:

*"The eight buildings affected, with others now demolished, formed the extreme end of the High Street before the coming of the railway. The construction of the new Mustard Mill Road further diminished the row and even sliced through the end property which now has a clumsily rebuilt gable end adjacent to the road. These buildings have been unused on their upper floors for many years and the ground floor shop units have been partially occupied by short term lessees. I have inspected these buildings inside and out on two occasions and have concluded that there is only very minimal interest architecturally with very few quite mundane features remaining such as small Victorian cast iron bedroom fireplaces (two) and some utilitarian soft wood panelling. These buildings have never been statutorily listed and in my view fall far short of the criteria used by Historic England. Like all old structures they do have a degree of historic local interest simply via the directories of tenants and shopkeepers over the years. The buildings are neither locally listed nor in a conservation area; they therefore have no historic asset status. They are in my view merely old, but mainly worn out structures of no overriding architectural or historic interest in the town. Their replacement would in my view be nothing more*



*than another layer of the evolution of the town since the Roman settlement era.”*

### Design and appearance

- 7.3 Policy EN1(a) of the CS & P DPD states that the Council will require a high standard of design and layout of new development. Proposals for new development should demonstrate that they will create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines layout, materials and other characteristics of adjoining buildings and land.
- 7.4 The application site is situated in a town centre location fronting the main High Street. This site is situated at the end of the pedestrianised High Street and surrounded by other town centre development. The character of the High Street frontage is mixed. There is a 2 storey commercial property facing the application site (111 High Street) with a flat roof, and glass frontage at ground and first floor. Adjacent to this property No's 95 to 107 have a 1930's facade with red brick and pale stone frontage. These buildings also have two main floors but a greater commercial floor to ceiling height and are similar in scale to typical 3 storey development. Immediately to the west of the application site is a 1980's 3 storey building, known as The Courtyard, which is in commercial use at ground floor. Its 1<sup>st</sup> and 2<sup>nd</sup> floors are due to be converted to 17 flats following the grant of planning permission in August 2015 (15/00889/FUL). This property is faced with a mixture of buff and red brick. The application site is located adjacent to Mustard Mill Road to the north east. Although this is a public road, it was created as part of the Two Rivers Shopping Centre development and has no traditional street frontage. It provides access to the commercial premises at the northern end of the shopping centre. It also links to the back service yards of the substantial Two Rivers commercial buildings.
- 7.5 It is relevant to note that 111 High Street (which is situated opposite the site) has been granted planning permission for an extension to create a 3 storey building with residential accommodation (15/01603/FUL). The design includes a corner tower feature and upper floors faced with render. Furthermore, on the other side of the railway line the Reserved Matters planning application for the Majestic House development has recently been approved. This is a very substantial development between 7 storeys (near the railway) and rising to 9 storeys further along this section of the high street. These buildings will also be faced with a mixture of materials including coloured render
- 7.6 It is considered that, in view of the various design of other buildings in the immediate area, the proposal would be in keeping with the surrounding locality. While the proposed building will be higher than the adjacent 'Courtyard' there will be a 5.8m gap between the 2 properties on the High Street frontage and the design will step up to the greater height on the corner. The proposed glazed tower provides a corner feature which would be lit up at night to provide interest. The design also includes glazing on the High Street elevation at ground and first floor. The ground floor would be occupied by a new retail store, which would be a positive feature providing increased foot fall

to this area. The glazed first floor would serve the hotel restaurant with full height windows broken up by metal panelling providing interest and activity at first floor. The proposed flat roof is considered acceptable as the building would be set back from the adjacent "Courtyard" and there is also a flat roof building facing the application site. The building would be rendered in pale brown and off white which is in keeping with the properties in the immediate area.

- 7.7 The existing return elevation from the High street and the relatively open area where existing car parking is visible along Mustard Mill Road provides an unattractive street frontage. Further along this road is the rear servicing to the retail units of the Two Rivers Development with no traditional street frontage. The proposed building along Mustard Mill Road, whilst large scale would be appropriate within the street scene. It is also relevant that the building would be predominantly viewed from the High Street and the road junction of High Street and South Street.
- 7.8 In terms of the elevation fronting Mustard Mill Road the applicant has treated the elevation with London stock brick and added projecting "pilasters" to create recessed sections which would help to break up the elevation. The north eastern elevation would be viewed from Mustard Mill Road and would be seen in context with the rear elevation of the substantial Two Rivers development and the colour of the facing materials would be in keeping with this development. It is considered that the large glazing element at the junction of the building provides a focal point and it is considered that the proposal is acceptable in design terms within the street scene.

#### Parking

- 7.9 Policy CC3 (Parking Provision of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.
- 7.10 The proposed development comprises 70 car parking spaces, of which 45 are to be allocated for the new retail unit and hotel, and 25 are to be designated for the adjacent development of The Courtyard. The first and second floors of The Courtyard has planning permission granted in August 2015 for conversion to 17 flats (15/00859/FUL). The proposed number of residential spaces for The Courtyard (17 spaces) is the same as that approved in the original planning permission and continues to be acceptable. The remaining 8 spaces are to be designated for the staff on the ground floor retail units in The Courtyard, which is also considered acceptable.
- 7.11 The Council's Supplementary Planning Guidance (SPG) on Parking Standards stipulate a maximum parking provision of 72 spaces for the retail unit (non-food retail), (or 103 spaces if it is food retail). The SPG also stipulates a maximum provision of 151 spaces for the proposed hotel (1 space per room), plus some further allowance for the associated restaurant if available for the public (the applicant states that the hotel restaurant will be available for non-resident guests). The floorspace of the dining area of the proposed restaurant is 289 sqm and by applying this in relation to the parking standards associated with restaurant uses, this would lead to a maximum

standard of 72 spaces. Consequently, the overall maximum parking standard for the proposed commercial development would be 295 (or 326 if the store is food retail).

- 7.12 Whilst the proposed commercial parking provision (45) is well below the Council's maximum parking standard, it nevertheless does not exceed that maximum standard (there is no minimum parking standard for commercial development). Considering the site's location on the High Street within Staines town centre the proposed commercial parking level is considered acceptable. Indeed, the supporting notes to the SPG state that car parking provision below the standards may be acceptable in areas well-served by public transport, particularly town centres. The site is close to the train station which has a frequent and extensive service. It is only 250 metres away from the bus station. It is also within easy walking distance of the shops and services of the town centre. The public car parks in the town centre are located a short walking distance away from the site. Furthermore, the County Highway Authority has raised no objection on parking grounds. The applicant has submitted a Framework Travel Plan to be secured by condition, which will encourage sustainable means of travel. Consequently the parking provision is considered to be acceptable.

#### Highway Issues

- 7.13 Policy CC2 of the CS & P DPD states that:

*"The Council will seek to secure more sustainable travel patterns by: ... (d) only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account: (i) number and nature of additional traffic movements, including servicing needs; (ii) capacity of the local transport network; (iii) cumulative impact including other proposed development; (iv) access and egress to the public highway; and (v) highway safety."*

- 7.14 The proposed development is substantial in scale and has the potential to have an impact on traffic flows and other highway matters. A Transport Assessment (TA) has therefore been submitted with the application. The site is located within Staines town centre and fronts onto the pedestrianised High Street. Given its location and proximity to good public transport a large proportion of customer and staff trips to and from the development will be by foot or bicycle. In terms of vehicle trips, the TA has indicated that the proposal could generate 111 to 126 two-way trips (hotel & foodstore scenario) during AM and PM peak hour, or 86 – 78 two-way trips in the event of a hotel & non-food store scenario. The TA confirms that this level of traffic generation will not have any significant impact on the existing highway and traffic flows. The County Highway Authority (CHA) was consulted and has raised no objection on highway grounds. The CHA has also raised no objection to the design and location of the new access onto Mustard Mill Road and the servicing arrangements. The applicant is proposing to submit a "Delivery Management Plan" pursuant to a condition to ensure that the servicing and delivery procedures for both the retail store and hotel are carried out in a satisfactory manner. The CHA has recommended that such a condition is imposed on the planning permission. They have also requested a financial contribution of £4313.99 towards reviewing the "UTC [Urban Traffic Control] SCOOT" in

Staines town centre. This relates to coordinating junction signalling on the town centre highways to help improve traffic flows and congestion. Accordingly, the proposal is considered acceptable on highway grounds and complies with the requirements of Policy CC2.

- 7.15 The applicant has submitted a Framework Travel Plan to promote more sustainable modes of transport by reducing car use by staff travelling to work at the proposed hotel and retail store. The CHA has raised no objection to the Framework Travel Plan subject to the imposition of a condition requiring the submission of a final Travel Plan to be submitted and approved by the Local Planning Authority. They have also requested a financial contribution of £6150 to cover CHA's costs of auditing and monitoring the final Travel Plan.

### Flooding

- 7.16 Policy LO1 of the CS & P DPD states that the Council will seek to reduce flood risk and its adverse effects on people and property in Spelthorne by supporting the redevelopment of existing developed sites in the urban area in Zones 3a and 3b for 'less vulnerable' uses [e.g. commercial] where a minimum increase of flood storage capacity of 20% can be secured, and it reduces impedance to the flow of flood water where there would be flowing flood water.
- 7.17 The site is mainly located within Flood Zone 3a, which has between 1 in 20 and 1 in 100 year chance of flooding. It is recognised that the footprint of the proposed building is substantially greater than the existing buildings to be demolished (existing footprint = 1237 sqm; proposed footprint = 1731 sqm), which could potentially lead to a reduction in flood storage capacity, contrary to the requirements of Policy LO1. In order to address this issue, the applicant has submitted a revised Flood Risk Assessment (FRA) which proposes measures to make the retail store flood resistant/resilient and therefore enable the ground floor area of the building to accommodate floodwater in the event of a 1 in 100 year flood. Indeed the FRA states that a 'water entry strategy' approach is to be adopted to incorporate flood resistant construction techniques into the building in order to minimise water damage and ingress of floodwater/effluent into the building structure should the building get flooded during an extreme event. For example, the building will be constructed in a manner that will make it flood resilient. Electrical points and lights switches will be fed from the ceiling and will be placed above the flood level. Furthermore, it is proposed to reduce the existing ground level in the car park by an average of 50mm to increase the flood storage capacity on the site.
- 7.18 The Environment Agency were consulted on the amended FRA and have responded by raising no objection subject to a condition (Condition 27 below) requiring the proposed flood mitigation measures to be implemented. Accordingly, the impact on flooding is considered acceptable.
- 7.19 With regard to surface water drainage, the applicant is proposing to install a geocellular attenuation tank underneath the new car park as a suitable form of a Sustainable Drainage System (SuDS). The Lead Local Flood Authority (Surrey County Council) were consulted and have responded by stating they cannot recommend that planning permission be granted because the

proposed surface water strategy does not comply with the requirements laid out under the Technical Standards. This is the subject of ongoing discussions and it is anticipated that this issue will be resolved prior to the meeting. I will update Members orally at the meeting.

### Ecology

- 7.20 Policy EN8 of the CS and P DPD states that the Council will seek to protect and improve the landscape and biodiversity of the Borough by ensuring that new development, wherever possible, contributes to an improvement in the landscape and biodiversity and also avoids harm to features of significance in the landscape or of nature conservation interest. It is also important to note the guidance regarding protected species in Circular 06/2005. This states that *"it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision."*
- 7.21 The site comprises a number of relatively old disused buildings to be demolished, which have the potential to house bat roosts. In addition, there are several trees and other vegetation on the site, particularly in the underdeveloped piece of land at the northern end, which also have the potential to be accommodate bats. Consequently, a Preliminary Ecological Appraisal and Bat Survey has been submitted with the planning application to consider the value of the existing wildlife habitat and the impact on any Protected Species. The Bat Survey has confirmed that no bats were recorded (or any evidence of bats) emerging from any of the existing buildings or trees. In addition, the Appraisal confirms that the site is unsuitable to support any other Protected Species. Consequently, there is no objection to the removal of the buildings and trees on wildlife grounds. It does however, advise that the existing trees and shrubs have medium potential to support common breeding bird species and it is therefore recommended that any removal of vegetation should be carried out outside the main bird nesting season of March to August. I have therefore attached an informative to bring this to the applicant's attention. The Appraisal also recommends that wildlife enhancement measures (e.g. bird boxes) are carried out and incorporated into the development and I have therefore attached a condition to ensure that these measures are carried out. The Surrey Wildlife Trust were consulted on the application and have responded by raising no objection but recommend that the proposed measures set out in the appraisal are carried out to help prevent adverse effect to legally protected bats, which can be secure by condition. Accordingly the impact on ecology is considered acceptable.

### Archaeology

- 7.22 The site is located within a designated Area of High Archaeological Potential. The designated area covers the central part of Staines upon Thames, including the High Street. The applicant has submitted an archaeological Desk Based Assessment (DBA), as required by saved Local Plan Policy BE25.

- 7.23 The County Archaeologist was consulted and has responded by raising no objection subject to the imposition of a condition requiring the implementation of a programme of archaeological work in accordance with a written scheme of investigation. He comments the proposed development has the potential to involve large scale ground disturbance and agrees with the recommendation in the DBA that a programme of archaeological evaluation is required. Subject to the imposition of the condition, the proposal is considered acceptable on archaeological grounds.

#### Loss of Trees

- 7.24 The proposal involves the removal of a number of trees and other landscaping on the site. This includes a group of trees located at the north-eastern corner of the site, adjacent to Mustard Mill Road, and a separate Cherry tree immediately next to the Mustard Mill Road pavement. The existing planting is seen in context with a belt of landscaping located all along the western side of Mustard Mill Road which was carried out when the Two Rivers Shopping Centre was being built. The Council's Tree Officer was consulted on the application and responded by raising some reservations regarding the loss of the existing trees and other landscaping on the site. However, none of these trees are protected by a Tree Preservation Order. Whilst the applicant has confirmed that they are not able to retain the existing planting, they have agreed to plant some substantial trees at the northern end of the new car park in a similar location to the existing group of trees. These include 4 no. semi-mature trees (i.e girth of 20cm – 25cm; 5m – 6m in height), and other planting within the site. The replacement tree planting will help to repeat an element of the existing tree group to be removed. On balance, I consider the replacement planting to be acceptable.

#### Other Matters

- 7.25 Thames Water has raised no objection to the proposal and has recommended conditions to be imposed. They have requested that the applicant carries an impact study to ascertain whether the proposed development will lead to overloading of existing infrastructure. A copy of the Thames Water response has been forwarded to the applicant and they have been requested to investigate this issue. However, it is relevant to note that Thames Water have not provided any evidence to demonstrate that the development will indeed overload the existing infrastructure. Thames Water's requirement of an assessment is a standard and sensible practice for larger developments. The applicant will be required to obtain Thames Water's consent to connect to the public sewer and an informative has been attached to this effect.
- 7.26 With regard to the Crime Prevention Officer's comments, I do not consider it is appropriate to impose a condition, as requested, relating to "Secured by Design". Many of the requirements are very detailed (e.g. details of locks for the hotel rooms), elements which are not normally covered and enforced under the planning regulations. Conditions are to be imposed requiring an external lighting scheme to be implemented and full details of cycle parking facilities to be submitted, partly for security purposes. A copy of the officer's response has been forwarded to the applicant and it is proposed to add a relevant informative to the decision notice.

- 7.27 In terms of renewable energy, the applicant is proposing install a Combined Heat and Power System (CHP) in order to achieve the 10% on-site renewable energy requirement required by Policy CC1 of the CS & P DPD. The Council's Sustainability Officer has confirmed that the CHP proposal (which is a revision on an earlier renewable energy proposal) is acceptable.
- 7.28 There are no existing neighbouring residential properties that will be adversely affected by the new development. Whilst the first and second floor of the adjacent 'Courtyard' are to be converted into flats, there will be a gap of between 4.6m – 8.5m between the two buildings and I consider the relationship to be acceptable.
- 7.29 It is noted that the Council's Pollution Control Officer has requested further information regarding the kitchen extraction system associated with the hotel restaurant, in the interest of protecting the local amenity from cooking odours. The applicant has not been able to submit these details at this stage and has requested that this issue is reserved by imposing a suitable condition. The proposed kitchen is located at first floor level to the rear of the restaurant. The proposed plans show the provision of a substantial plant area to be sited at first floor level behind the kitchen. Whilst it would be preferable for the details of the kitchen extraction system to be submitted up front with the application, in view of the size of the building and plot, and the position of the proposed kitchen and plant area, I am satisfied that there is more than adequate space at the rear of the building, well away from neighbouring properties, to accommodate a suitable kitchen extraction system and that this matter can be addressed by a condition.
- 7.30 The Council's Pollution Control Officer has raised no objection on air quality grounds subject to conditions controlling dust during demolition and construction. They have also requested a condition requiring the installation of trickle and fast charging points in the car park in the interest of sustainability.
- 7.31 With regard to the concerns raised by Spelthorne Committee for Access Now (SCAN), the applicant has responded by making the following comments:

*"Inclusive access has been fully considered with the latest standards being referred to and adopted:*

- *The facilities are designed to be inclusive and will be designed in accordance with the latest Building Regulations Approved Document M Part 2 2015 edition.*
- *In addition they will conform fully with Premier Inn inclusivity requirements which are over and above these requirements.*
- *Where some detailed information is not referred to or detailed in either of the above requirements, cognisance is taken of BS 8300: 2009+A1: 2010 to ensure the solution is inclusive.*

*The UA (Universal Access) rooms have been located on the High Street wing of the hotel for a number of reasons:*

- *This wing has a shorter length of corridor and has therefore easier access to the lifts and escape stairs at either end.*
- *The rooms are larger and wider than the standard rooms, therefore for technical and architectural reasons it makes more sense for these to be grouped together on two floors above one-another so that the services and architectural elements can be better co-ordinated.*
- *The rooms share the same corridor with standard rooms so it is relatively easy to mix the usage between Standard and UA if required.*
- *An increased number of UA rooms have been provided than is actually required by the regulations.*
- *Some of the UA rooms are inter-connecting (as with some of the Standard rooms) should this be a requirement.”*

7.32 It is considered that sufficient consideration has been given to designing the scheme to be accessible to disabled persons.

7.33 With regard to the proposed legal agreement, the highway related financial contributions are relatively small (£10463.99 in total). The applicant is therefore proposing to cover these payments by serving an “Unilateral Undertaking” (UU) form of legal agreement. The Council’s legal department agrees to the principle of this type of agreement has been in discussion with the applicant regarding a draft UU. This issue is subject to ongoing discussions and I will update Members orally at the meeting.

### Conclusion

7.34 The site is currently disused and the proposal will secure the redevelopment of the site for retail and hotel purposes, uses which will significantly contribute to the vitality and viability of the High Street and bring economic benefits to Staines Town Centre. The glazed corner feature, the retail frontage and first floor hotel restaurant will act as a gateway to the pedestrianised High Street and make a positive contribution to the area. There is a variation in the design and scale of existing buildings in the area and the proposed design and appearance is considered acceptable. There are also clearly employment/economic benefits and the proposal is in compliance with the Council’s shopping and employment planning policies. Accordingly, the application is recommended for approval.

## **8. Recommendation**

8.1 A) Subject to the Local Lead Flood Authority removing their sustainable drainage objection; and,

B) subject to the applicant first entering into an appropriate legal agreement in respect of the following:



1. To secure a financial contribution of £6150 towards auditing the monitoring of a travel plan.
2. To secure a financial contribution of £4313.99 towards reviewing the Staines UTC SCOOT.

8.2 GRANT subject to the following conditions:-

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:

140118-A-P-00-D104 A; /-A-E-Existing-D100; 10004-121; 24823 received 11<sup>th</sup> November 2015

140118-A-Si-00-D101 Rev. A received 28 January 2016

140118-A-E-East-D102 Rev. AE; /-A-E-Wst-D103 Rev. L; /-A-P-00-D106 Rev. AC; /A-P-01-D107 Rev. AC; /-A-P-02-D108 Rev. Y; /-A-P-03-D109 Rev. Y; /-A-P-04-D110 Rev. Y; /-A-P-06-D112 Rev. X; /-A-X-VA-D121 Rev. F received 06 July 2016

140118-A-P-00-D105 Rev. AD received 13<sup>th</sup> July 2016

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

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

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

4. No development shall take place until:-

(a) 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.

(b) 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.

(c) 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:-

(a) To protect the amenities of future residents and the environment from the effects of potentially harmful substances.

#### NOTE

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

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

5. 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.

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

each building and thereafter retained and maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing.

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

7. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details and maintained as approved.

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

8. No development shall take place until full details of both soft and hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The landscape works shall include the planting of 4 no. semi-mature trees (at least 20cm – 25cm girth) in the north-eastern part of the site including details of their planting pits. The trees and shrubs shall be planted on the site within a period of 12 months from the date on which development hereby permitted is first commenced, or such longer period as may be approved by the Local Planning Authority, and that the planting so provided shall be maintained as approved for a period of 5 years, such maintenance to include the replacement in the current or next planting season whichever is the sooner, of any trees or shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.

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

9. No new development shall be occupied until space has been laid out within the site in accordance with the approved plan for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be maintained exclusively for its designated use.

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 Policies CC2 and CC3 of Spelthorne Development Plan Core Strategy and Policies Development Plan Core Strategy and Policies DPD.

10. A Delivery Management Plan as shown in the Scope of Delivery Management Plan dated June 2015 shall be used for deliveries and collections to the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and thereafter permanently maintained.

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 Development Plan Core Strategy and Policies Development Plan Core Strategy and Policies DPD.

11. No development shall commence until a Construction Transport Management Plan, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones
  - (h) measures to prevent the deposit of materials on the highway
  - (k) on-site turning for construction vehicleshas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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.

12. Notwithstanding the submitted Framework Travel Plan dated June 2015 prior to the commencement of the development a revised Framework Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice And then the approved Framework 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.

13. No new development shall be occupied until space has been laid out

within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide secure, lit and covered cycle parking to the satisfaction of the Local Planning Authority and shall thereafter be permanently maintained

Reason:- The above condition is required in recognition of Section 4 (Promoting Sustainable Transport) of the NPPF

14. Construction of the development hereby approved must only be carried out on site between 08:00 – 18:00 Monday to Friday, 08:00 – 13:00 Saturday and none at all on Sunday, Public Holidays or Bank Holidays.

Reason:- In the interest of amenity

15. Transport associated with the demolition and construction of the development must not arrive on-site earlier than 07.30 hours and should leave the site before 18.00 hours, unless otherwise agreed in writing by the Local Planning Authority.

Reason:- In the interest of amenity.

16. Any plant installed in association with the proposed development shall be at least 5dB(A) below the background noise at the nearest noise sensitive property as assessed using the guidance contained within BS 4142 (1997).

Reason:- To safeguard the amenity of neighbouring properties

17. Before any development commences, details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting on the site shall at all times accord with the approved details.

Reason:- In the interest of security and the visual amenities of the area.

18. 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 which has been submitted by the applicant and approved by the Planning Authority.

Reason: The site is located within an Area of High Archaeological Potential, is capable of containing archaeological remains and it is important that the archaeological information should be preserved as a record before it is destroyed by the development.

19. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community

20. 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.

21. No building operations shall commence until a Dust Management Plan detailing dust suppression and other mitigation measures during construction shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall be implemented in accordance with the approved details.

Reason:- To safeguard the amenity of neighbouring properties.

22. No demolition, site clearance or building operations shall commence until a Demolition Method statement has been submitted to and approved in writing by the Local Planning Authority. The demolition works shall be carried out strictly in accordance with the approved method statement.

Reason:- To safeguard the amenity of neighbouring properties.

23. 1) Prior to the occupation of the hotel hereby permitted:
- a) Details of suitable ventilation and filtration equipment to be installed shall be submitted to and approved by the Local Planning Authority. This should comprise odour abatement and sound attenuation measures (so that the noise levels are 5 dBA below background).
  - b) The specific maintenance schedule for the approved abatement system shall be submitted to and approved by the Local Planning Authority. This must be based on the manufacturer's recommendations, taking food type and hours of cooking into account.
  - c) The approved details shall be installed prior to the occupation of the premises for the use hereby permitted. Proof of correct installation and correct function shall be submitted.

- 2) The installed ventilation and filtration equipment shall thereafter be

operated and maintained to the satisfaction of the Local Planning Authority. Maintenance records should be kept for a period of two years. These should include receipts for consumables, certificates of cleaning, and staff records of cleaning and changing filters.

Reason:- In the interests of the amenities of the area and the amenities of the occupiers of nearby premises.

24. No new development shall be occupied until space has 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 trickle charging point and fast charging point to be provided for the hotel users. The trickle charging/fast charging points shall be retained exclusively for their designated purpose.

Reason:- The above condition is required in recognition of Section 4 (Promoting Sustainable Transport) of the NPPF

25. The proposed bat roost measures shall be carried out strictly in accordance with the recommendations in Section 4 of the Bat Surveys Report by The Ecology Consultancy dated 25<sup>th</sup> June 2015.

Reason:- In the interest of safeguarding bats which are a protected species.

26. Prior to the commencement of development, a scheme to provide bird boxes on the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the buildings are occupied and thereafter maintained.

Reason:- To encourage wildlife on the site.

27. The development permitted by this planning permission shall be carried out in accordance with Flood Risk Assessment (FRA) reference J2187-Doc-03 Revision X8 prepared by Webb Yates Engineers Ltd and the following mitigation measures detailed within the FRA:

- Provision of flood water storage by lowering the car park as demonstrated in the Flood Risk Assessment;
- Finished floor levels will be set no lower than 15.56 metres Above Ordnance Datum (AOD);
- Flood resilience and resistance measures will be into the design of the building.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason:- To reduce the risk of flooding to the proposed development and future occupants. This is sought in accordance with paragraph 103 of the NPPF.

28. Before the detailed design of the Sustainable Drainage System assets is approved by the local planning authority the applicant shall supply a site investigation report with evidence of low infiltration rates. This shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that a satisfactory Sustainable Drainage System is provided on the site.

29. Prior to construction of the development hereby approved the following drawings need to be supplied:
- An impervious area plan
  - Long or cross sections of each SuDS Element

These must be submitted to and approved by the local planning authority

Reason: To ensure the drainage design meets the technical standards

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

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

31. The Sustainable Drainage System shall be implemented and thereafter managed and maintained in accordance with the agreed details supplied within the "Name of Maintenance Document" submitted on Date.

Reason: To ensure the drainage system is maintained throughout its life time.

32. The Sustainable Urban Drainage System hereby agreed shall not be carried out except in complete accordance with the following agreed plans (insert plan numbers).

Reason: To ensure an acceptable Sustainable Drainage System and to comply with (Local Policy Ref) of the (District / Borough Local Plan or Core Strategy) and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

33. Prior to operation, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local



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

Reason: To ensure the Sustainable Drainage System complies with the technical standards

34. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 (or any Order revoking and re-enacting that Order), the ground floor retail unit shall be used only for purposes within Use Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason:-.To safeguard the retail use in the interest of the vitality and viability of the Staines primary shopping area.

### Informatives

1. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a 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. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."
2. Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
3. The applicant is advised that any removal of existing trees and other vegetation should be carried out outside the main bird nesting season (March to August inclusive), as recommended in the submitted Preliminary Ecological Assessment.
4. 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 water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works 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-and-licences/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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

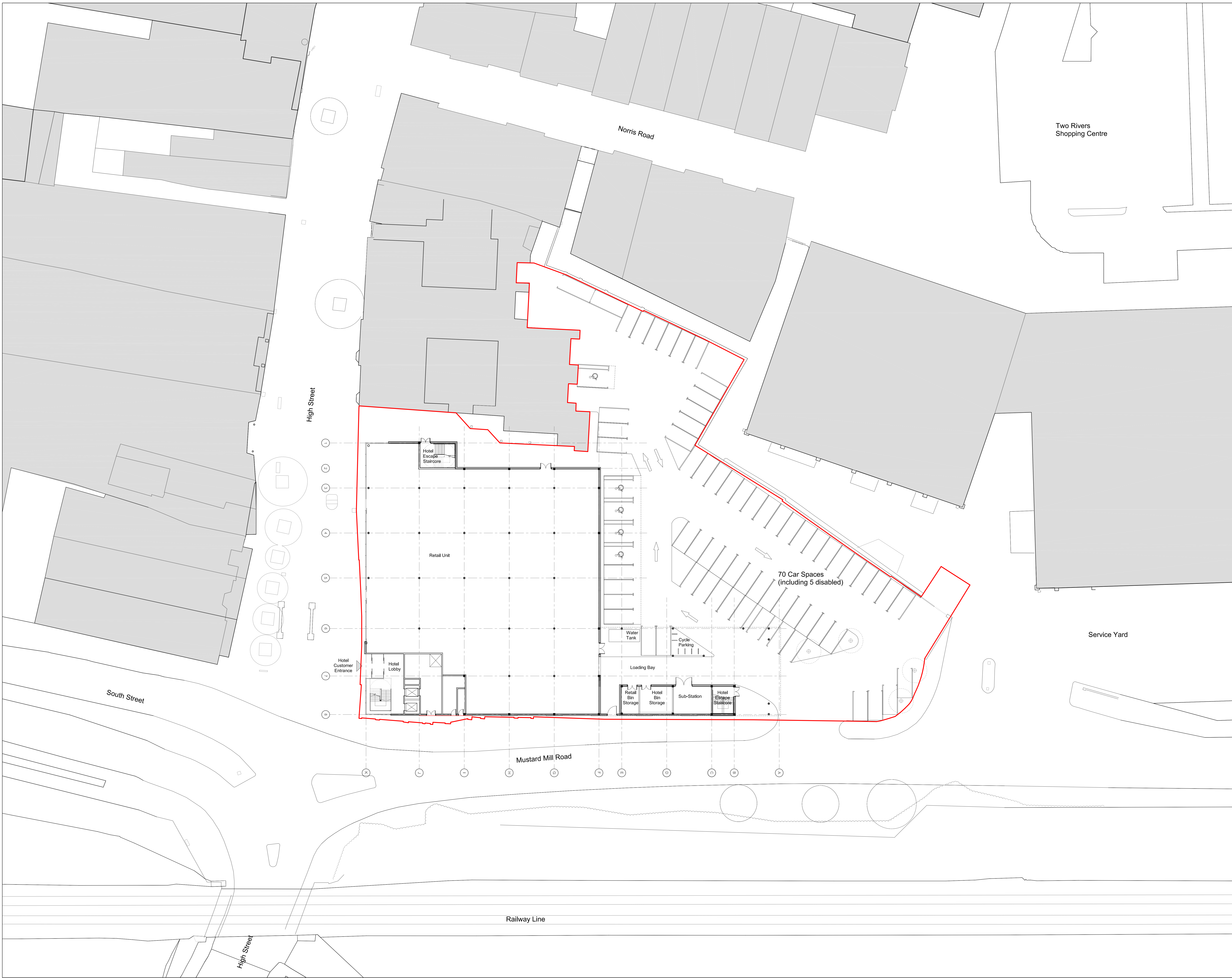
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
6. 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.
7. The applicant's attention is drawn to the ACPO/Home Office Secured by Design (SBD) award scheme, details of which can be viewed at [www.securedbydesign.com](http://www.securedbydesign.com).
8. The applicant is advised to make contact with Thames Water to discuss the requirements of an impact study in relation to the existing Thames Water infrastructure.

### **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.

d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.



**Notes**

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**SCALE BAR**

0m 2m 4m 6m 8m 10m 15m 20m

**Key**

Red Line Boundary

AD	13/07/2016	Relocated trees	AH
AC	28/08/2016	Ground floor level shown	AH
AB	27/08/2016	Shopfront extended adjacent to gridline 6	AH
AA	20/05/2016	Plan & Elevation updates to latest design	JM
Z	04/11/2015	Planning Submission	VM
Y	28/10/2015	Planning Submission	VM
X	07/08/2015	Planning Submission	VM
W	03/07/2015	Planning Submission	VM
V	30/06/2015	Planning Submission	SG
U	26/06/2015	Update	SG
T	18/06/2015	Parking Layout	VM
S	10/06/2015	F&E Layout	VM
R	11/06/2015	Parking Layout	VM
Q	21/05/2015	Update	VM
P	12/05/2015	Update	VM
O	28/04/2015	151 Rooms	VM
N	25/03/2015	Parking	VM
M	24/03/2015	119 Rooms	VM
L	26/03/2015	Update	VM
K	25/02/2015	Update	VM
J	16/02/2015	Update	VM
I	08/02/2015	Update - Goods lift	VM
H	29/01/2015	Update	VM
G	21/01/2015	Update	VM
F	19/01/2015	Update	VM
E	14/01/2015	Update and Materials	VM
D	09/01/2015	Bathrooms and Structure	VM
C	22/12/2014	115-bed option	JP
B	17/12/2014	114-bed option	JP
A	13/11/2014	Option 5A issue	JP

Client  
**Aberdeen Asset Management**

Project  
**90-106 High Street Staines**

Title  
**Proposed Site Plan**

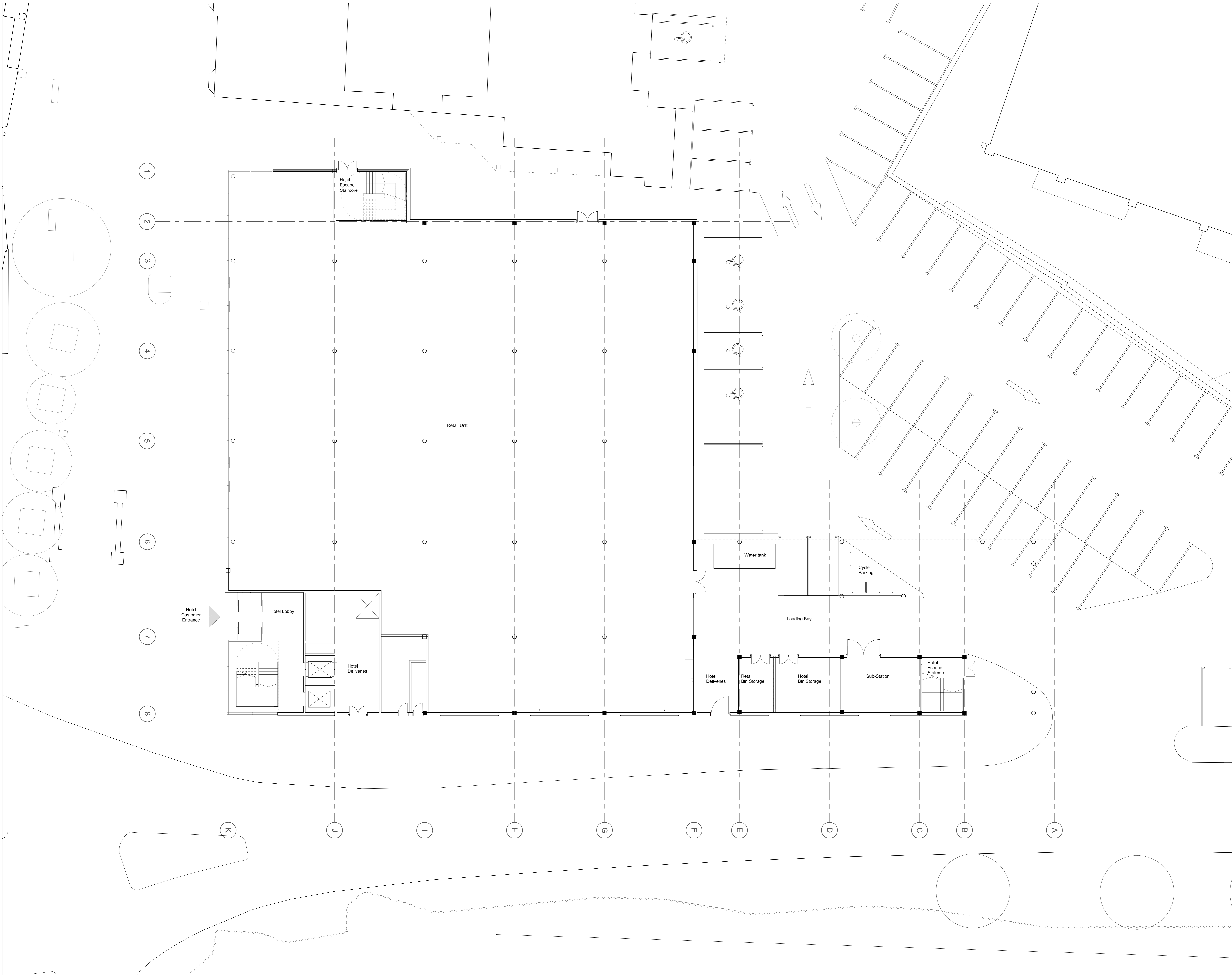
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AD



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**AREA SCHEDULE**

	GEA	GIA
RETAIL	1,434.96 m <sup>2</sup>	1,392.44 m <sup>2</sup>
Bin Store	14.98 m <sup>2</sup>	12.70 m <sup>2</sup>
HOTEL	5,469.90 m <sup>2</sup>	5,190.46 m <sup>2</sup>
Bin Store	25.39 m <sup>2</sup>	22.70 m <sup>2</sup>
Sub St.	29.16 m <sup>2</sup>	25.80 m <sup>2</sup>
<b>TOTAL</b>	<b>6,974.39 m<sup>2</sup></b>	<b>6,644.10 m<sup>2</sup></b>

**HOTEL ROOM SCHEDULE**

FLOOR	STANDARD	STANDARD (3100mm wldt)	NON STANDARD	UA
1ST	20	10	0	0
2ND	30	10	0	6
3RD	30	10	0	6
4TH	22	10	1	0
<b>TOTAL</b>	<b>102</b>	<b>40</b>	<b>1</b>	<b>12</b>

**TOTAL ROOMS 155**

- Revisions
- |    |            |   |    |
|----|------------|---|----|
| AC | 28/06/2018 | Ground floor relief shown                 | AH |
| AB | 20/05/2018 | Shopfront extended adjacent to gridline 6 | AH |
| AA | 20/05/2018 | Plan & Elevation updates to latest design | JM |
| Z  | 04/11/2015 | Planning Submission                       | VM |
| Y  | 29/10/2015 | Planning Submission                       | VM |
| W  | 07/09/2015 | Planning Submission                       | VM |
| V  | 20/07/2015 | Planning Submission                       | VM |
| U  | 30/06/2015 | Planning Submission                       | SG |
| T  | 28/06/2015 | Update                                    | SG |
| S  | 18/06/2015 | F&B Layout                                | VM |
| R  | 11/06/2015 | Parking Layout                            | VM |
| Q  | 21/05/2015 | Update                                    | VM |
| P  | 19/05/2015 | Update                                    | VM |
| O  | 29/04/2015 | 151 Rooms                                 | VM |
| N  | 25/03/2015 | Parking                                   | VM |
| M  | 24/03/2015 | 119 Rooms                                 | VM |
| L  | 26/02/2015 | Update                                    | VM |
| K  | 25/02/2015 | Update                                    | VM |
| J  | 16/02/2015 | Update                                    | VM |
| I  | 08/02/2015 | Update - Goods lift                       | VM |
| H  | 29/01/2015 | Update                                    | VM |
| G  | 21/01/2015 | Update                                    | VM |
| F  | 19/01/2015 | Update                                    | VM |
| E  | 14/01/2015 | Update and Materials                      | VM |
| D  | 09/01/2015 | Bathrooms and Structure                   | VM |
| C  | 22/12/2014 | 115-bed option                            | VM |
| B  | 17/12/2014 | 114-bed option                            | JP |
| A  | 13/11/2014 | Option SA issue                           | JP |

Client  
**Aberdeen Asset Management**

Project  
**90-106 High Street Staines**

Title  
**Proposed Ground Floor Plan**

Scale	Size	Date	Drawn	Checked
1:100	A0	16/06/15	VM	JB

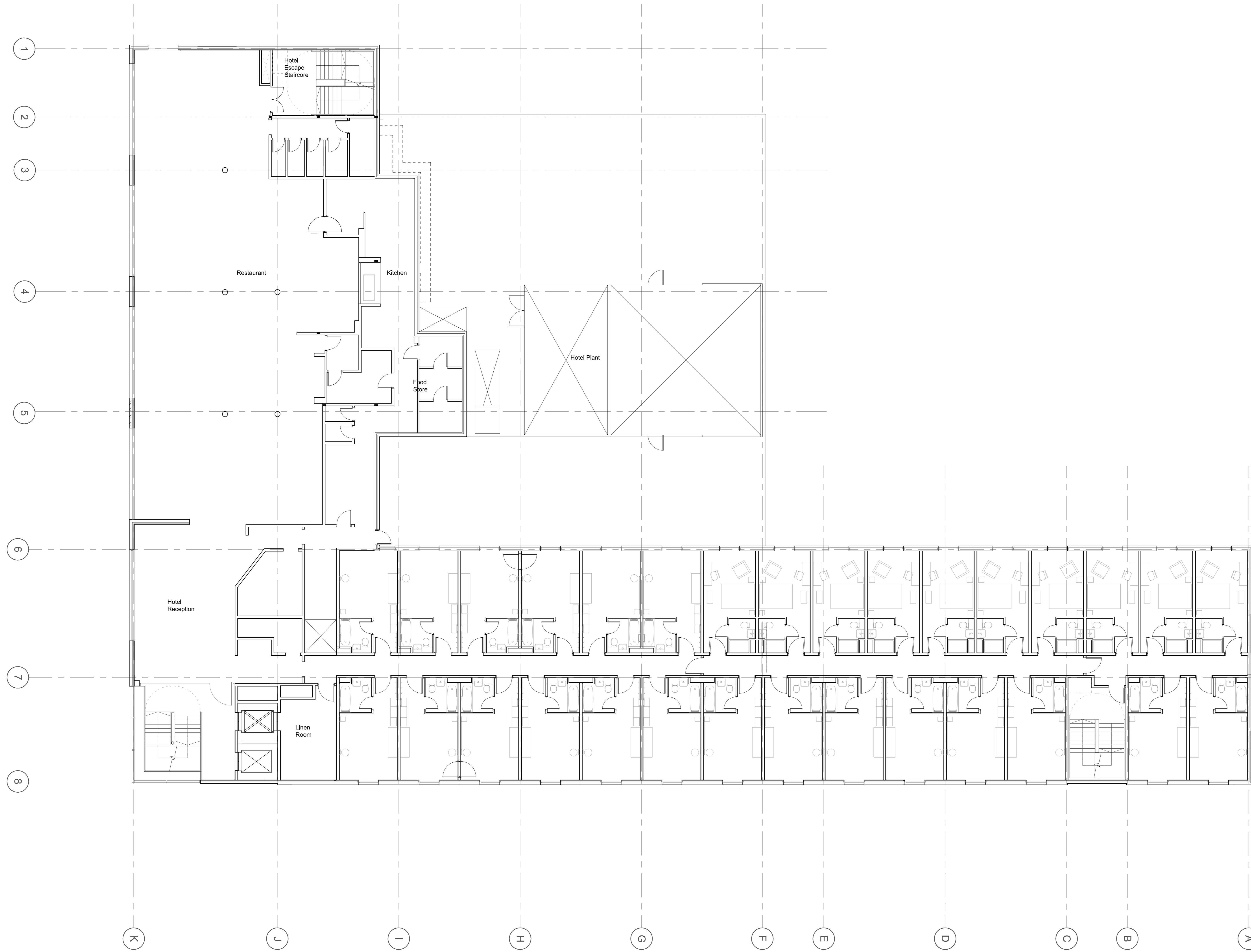
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AC



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0m 2m 4m 5m 10m

**ROOM SCHEDULE**

STANDARD ROOMS	20
STANDARD ROOMS (3100mm width)	10
NON-STANDARD ROOMS	0
UA ROOMS	0
<b>TOTAL</b>	<b>30</b>

AC 30/06/2016 Window amendment	AH
AB 23/05/2016 Whole above	JM
AA 02/05/2016 Plan & Section updates to latest design	JM
Z 04/11/2015 Planning Submission	VM
Y 28/10/2015 Planning Submission	VM
W 07/08/2015 Planning Submission	VM
V 07/07/2015 Planning Submission	VM
U 30/06/2015 Planning Submission	SG
T 28/06/2015 Update	SG
S 18/06/2015 F&B Layout	VM
R 11/06/2015 Parking Layout	VM
Q 21/05/2015 Update	VM
P 19/05/2015 Update	VM
O 28/04/2015 151 Rooms	VM
N 25/03/2015 Parking	VM
M 24/03/2015 119 Rooms	VM
L 26/02/2015 Update	VM
K 25/02/2015 Update	VM
J 16/02/2015 Update	VM
I 08/02/2015 Update - Goods lift	VM
H 29/01/2015 Update	VM
G 21/01/2015 Update	VM
F 19/01/2015 Update	VM
E 14/01/2015 Update and Materials	VM
D 09/01/2015 Bathrooms and Structure	VM
C 22/12/2014 115-bed option	VM
B 17/12/2014 114-bed option	JP
A 13/11/2014 Option SA issue	JP

Client  
**Aberdeen Asset Management**

Project  
**90-106 High Street Staines**

Title  
**Proposed First Floor Plan**

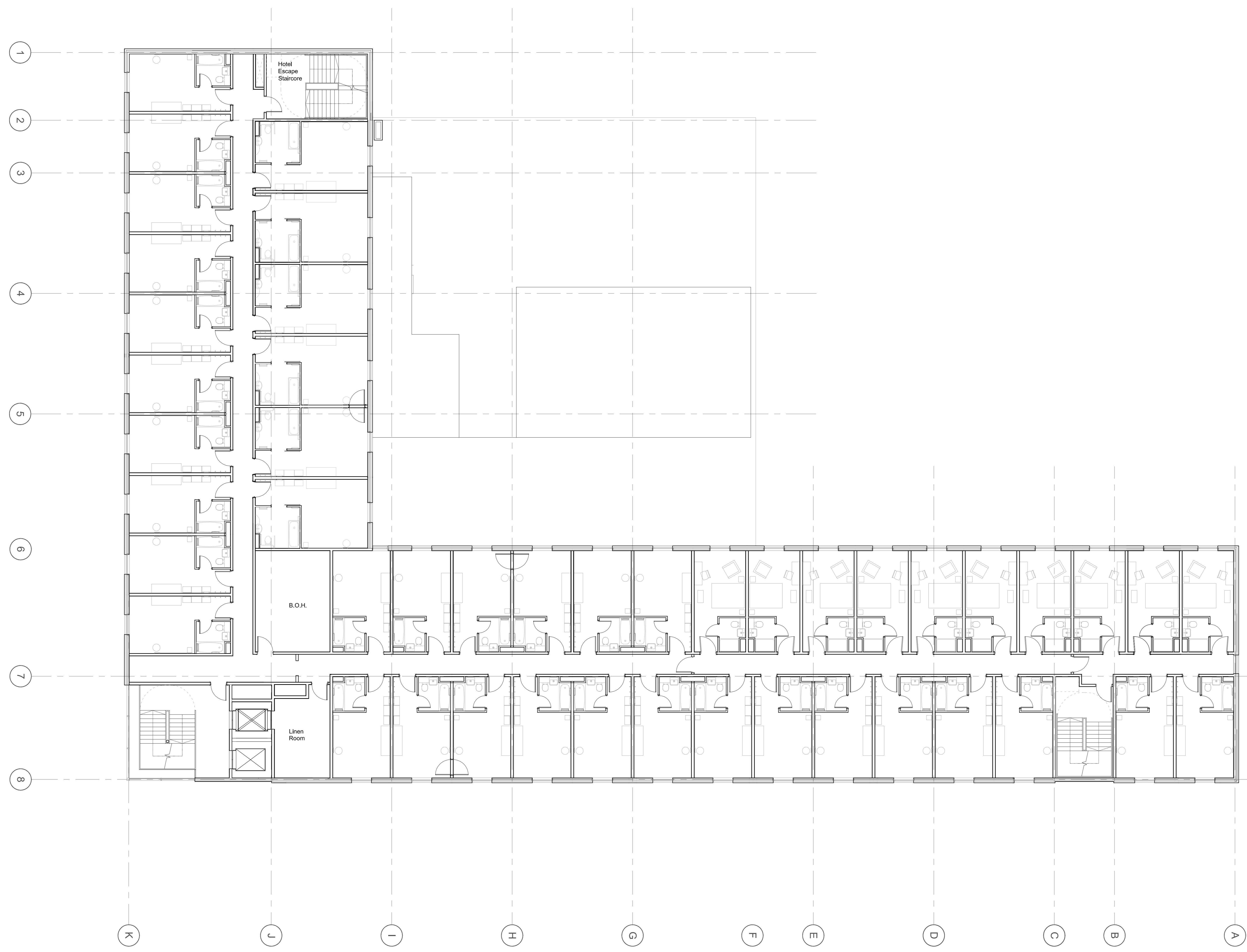
Scale	Size	Date	Drawn	Checked
1:100	A0	16/06/15	VM	JB

3DR Reid  
 West End House,  
 11-15, Abchurch Lane,  
 London, WC1E 7SE  
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 F: +44 (0)207 207 5501  
 W: http://www.3dr.co.uk

Architectural  
 Reimagining  
 Interiors

Drawing No.  
**140118 - A - P - 01 - D107**

AC



**Notes**

Do not scale from this drawing.  
 All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.  
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**SCALE BAR**

0m 2m 4m 5m 10m

**ROOM SCHEDULE**

STANDARD ROOMS	30
STANDARD ROOMS (3100mm width)	10
NON-STANDARD ROOMS	0
UA ROOMS	6
<b>TOTAL</b>	<b>46</b>

**Revisions**

Y	30/06/2015	Window amendment	AH
X	23/05/2015	Window screen	JM
W	20/05/2015	Plan & Elevation updates to latest design	JM
V	04/11/2015	Planning Submission	VM
U	28/10/2015	Planning Submission	VM
T	30/06/2015	Planning Submission	SG
S	20/06/2015	Update	SG
R	16/06/2015	F&B Layout	VM
Q	21/05/2015	Update	VM
P	19/05/2015	Update	VM
O	28/04/2015	Parting	VM
N	25/03/2015	Parting	VM
M	24/03/2015	119 Rooms	VM
L	26/03/2015	Update	VM
K	25/02/2015	Update	VM
J	16/02/2015	Update	VM
I	08/02/2015	Update - Goods RT	VM
H	29/01/2015	Update	VM
G	21/01/2015	Update	VM
F	19/01/2015	Update	VM
E	14/01/2015	Update and Materials	VM
D	09/01/2015	Bathrooms and Structure	VM
C	22/12/2014	115-bed option	JP
B	17/12/2014	114-bed option	JP
A	13/11/2014	Option SA issue	JP

Client  
**Aberdeen Asset Management**

Project  
**90-106 High Street Staines**

Title  
**Proposed Second Floor Plan**

Scale: 1:100  
 Date: 16/06/15  
 Drawn: VM  
 Checked: JB

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Architect  
**3DR Reid**

Drawing No.  
**140118-A - P - 02 - D108**

y



**Notes**

Do not scale from this drawing.  
 All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.  
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**SCALE BAR**

0m 2m 4m 5m 10m

**ROOM SCHEDULE**

STANDARD ROOMS	30
STANDARD ROOMS (3100mm width)	10
NON-STANDARD ROOMS	0
UA ROOMS	6
<b>TOTAL</b>	<b>46</b>

**Revisions**

Y	30/06/2015	Window amendment	AH
X	23/06/2015	Window shown	JM
W	20/05/2015	Plan & Elevation updates to latest design	JM
V	04/11/2015	Planning Submission	VM
U	28/10/2015	Planning Submission	VM
T	30/06/2015	Planning Submission	SG
S	20/06/2015	Update	SG
R	16/06/2015	F&B Layout	VM
Q	21/05/2015	Update	VM
P	19/05/2015	Update	VM
O	28/04/2015	Parting	VM
N	25/03/2015	Parting	VM
M	24/03/2015	119 Rooms	VM
L	26/02/2015	Update	VM
K	25/02/2015	Update	VM
J	16/02/2015	Update	VM
I	08/02/2015	Update - Goods lift	VM
H	29/01/2015	Update	VM
G	21/01/2015	Update	VM
F	19/01/2015	Update	VM
E	14/01/2015	Update and Materials	VM
D	09/01/2015	Bathrooms and Structure	VM
C	22/12/2014	115-bed option	JP
B	17/12/2014	114-bed option	JP
A	13/11/2014	Option SA issue	JP

Client  
**Aberdeen Asset Management**

Project  
**90-106 High Street Staines**

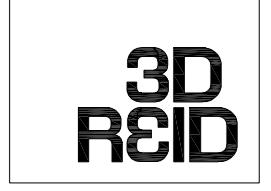
Title  
**Proposed Third Floor Plan**

Scale	Size	Date	Drawn	Checked
1:100	A0	16/06/15	VM	JB

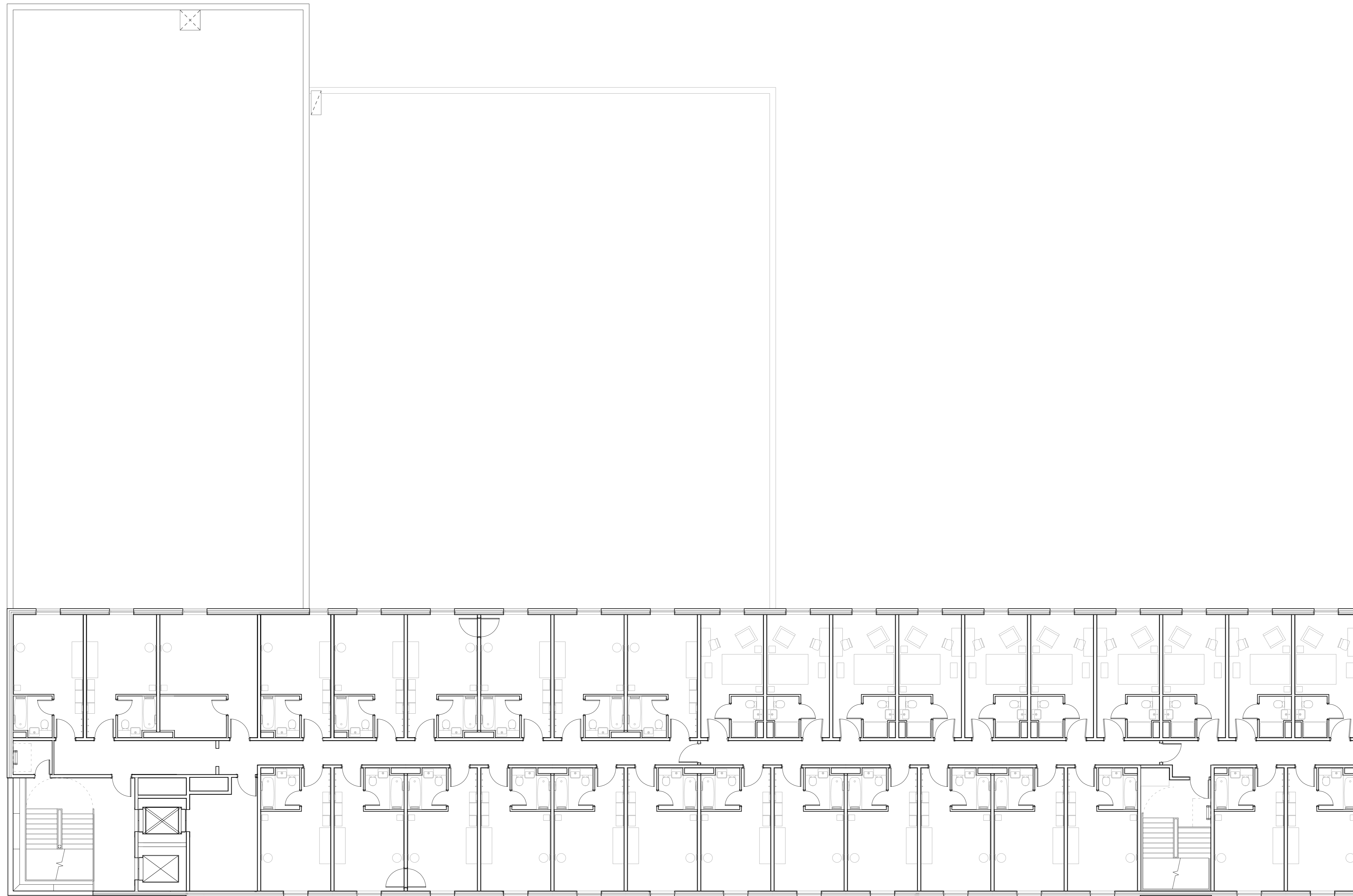
3DR Reid  
 West End House,  
 11-14th Floor,  
 London, W1F 7SE  
 T: +44 (0)207 207 5500  
 F: +44 (0)207 207 5501  
 W: http://www.3dr.co.uk

Architect  
**3DR Reid**

Drawing No.  
**140118-A - P - 03 - D109**

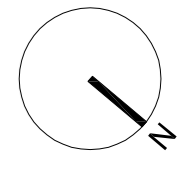




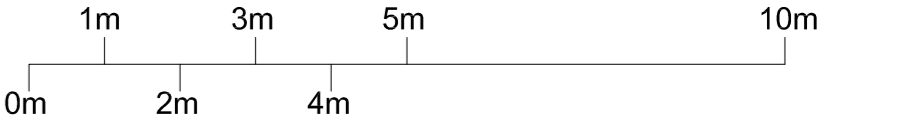


**Notes**

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 All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.  
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**SCALE BAR**



**ROOM SCHEDULE**

STANDARD ROOMS	22
STANDARD ROOMS (3100mm width)	10
NON-STANDARD ROOMS	1
UA ROOMS	0

**TOTAL** 33

Y	30/06/2015	Window amendment	JM
X	23/05/2015	Window detail	JM
W	20/05/2015	Plan & Elevation updates to latest design	JM
V	20/10/2015	Planning Submission	VM
U	30/05/2015	Planning Submission	SG
T	28/06/2015	Roof Access - Dust Zone	SG
S	26/06/2015	Update	SG
R	16/06/2015	F&B Layout	VM
Q	21/05/2015	Update	VM
P	19/05/2015	Update	VM
O	28/04/2015	Parting	VM
N	25/03/2015	Parting	VM
M	24/03/2015	119 Rooms	VM
L	26/03/2015	Update	VM
K	25/02/2015	Update	VM
J	16/02/2015	Update	VM
I	08/02/2015	Update - Goods lift	VM
H	29/01/2015	Update	VM
G	21/01/2015	Update	VM
F	19/01/2015	Update	VM
E	14/01/2015	Update and Materials	VM
D	09/01/2015	Bathrooms and Structure	VM
C	22/12/2014	115-bed option	JP
B	17/12/2014	114-bed option	JP
A	13/11/2014	Option SA issue	JP

**Revisions**

Client

**Aberdeen Asset Management**

Project

**90-106 High Street Staines**

Title

**Proposed Fourth Floor Plan**

Scale	Size	Date	Drawn	Checked
1:100	A0	16/06/15	VM	JB

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 W: http://www.3drw.com



Architect  
**3DRaid**  
 Partner

Drawing No.  
**140118-A - P - 04 - D110**

Y

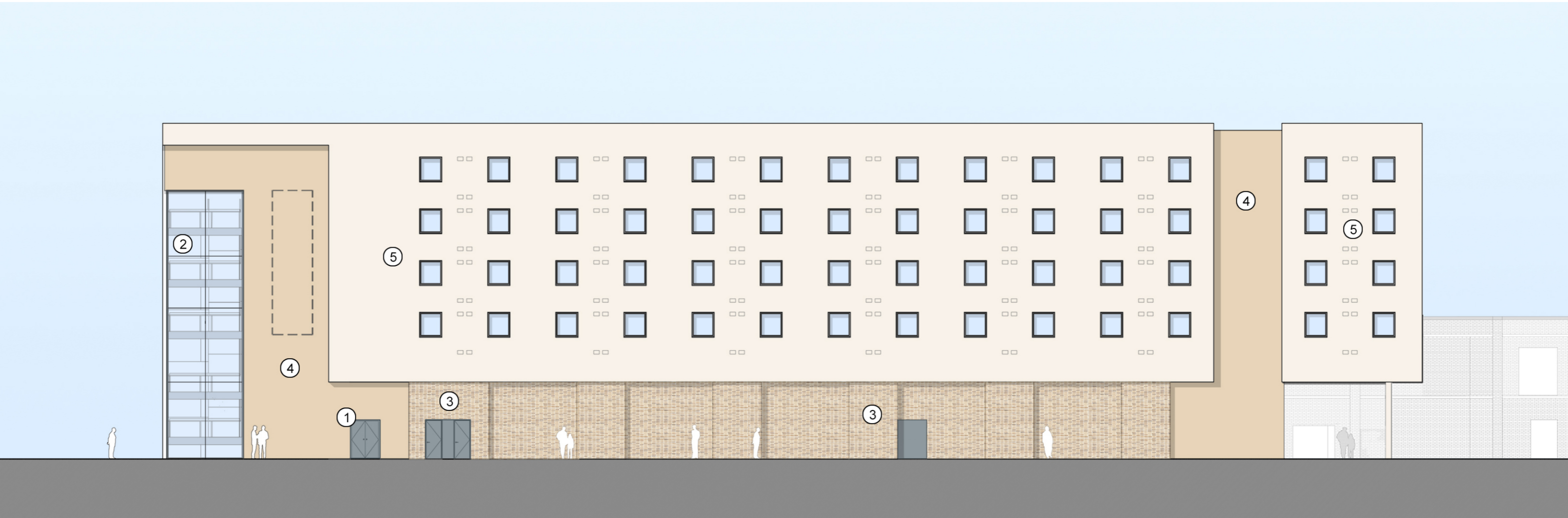


Material Samples Legend

- 1 Kingspan Metal Panel RAL 7016
- 2 Glazing
- 3 London Stock Brickwork
- 4 Permarock Render Colour Marill 50
- 5 Permarock Render Colour Marill 30

90-106 High Street Staines-Upon-Thames  
High Street / South Elevation  
Scale 1:200 @ A3





Material Samples Legend

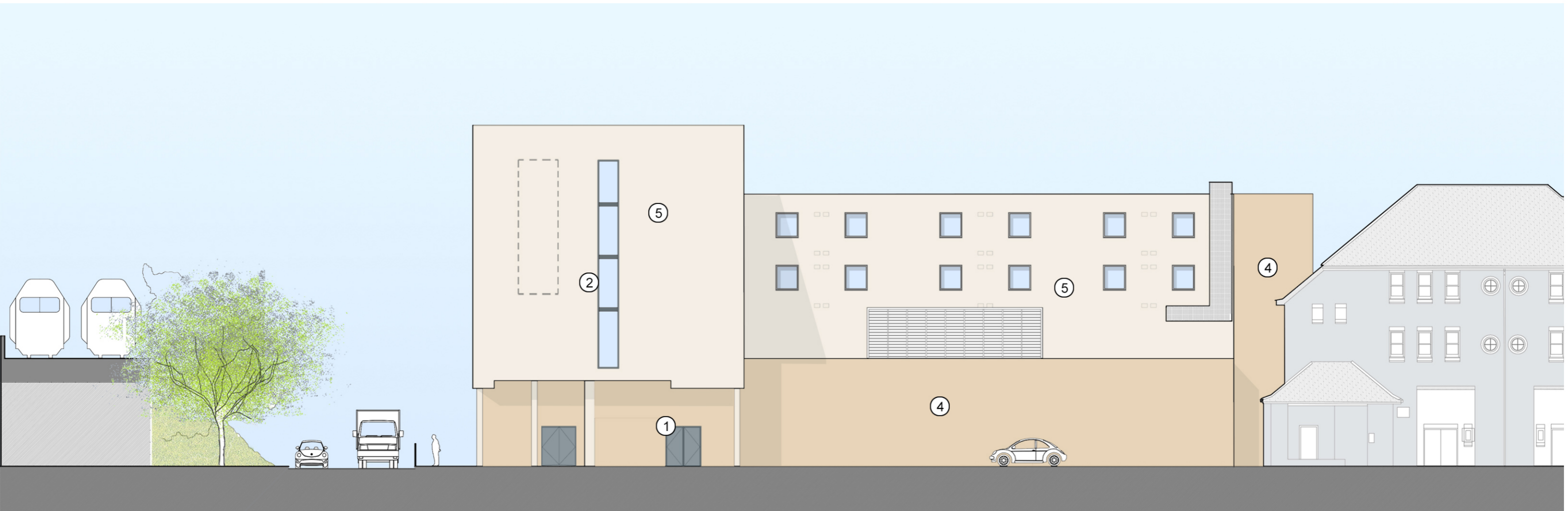
- 1 Kingspan Metal Panel RAL 7016
- 2 Glazing
- 3 London Stock Brickwork
- 4 Permarock Render Colour Marill 50
- 5 Permarock Render Colour Marill 30

90-106 High Street Staines-Upon-Thames

Mustard Mill / East Elevation

Scale 1:200 @ A3





Material Samples Legend

- 1 Kingspan Metal Panel RAL 7016
- 2 Glazing
- 3 London Stock Brickwork
- 4 Permarock Render Colour Marill 50
- 5 Permarock Render Colour Marill 30

90-106 High Street Staines-Upon-Thames

North Elevation

Scale 1:200 @ A3

