

Planning Committee

14 November 2018



Application Nos.	18/01101/FUL		
Site Address	17 -51 London Road, Staines-upon-Thames		
Proposal	Erection of six buildings to provide 474 residential homes (Class C3) and flexible commercial space at ground and first floors (Class A1, A2, A3, B1, D1 or D2) car parking, pedestrian and vehicular access, landscaping and associated works.		
Applicant	Berkeley Homes (West London) Ltd		
Ward	Staines		
Call in details	N/A		
Case Officer	Russ Mounty / Matthew Churchill		
Application Dates	Valid: 02.08.2018	Expiry: 01.11.2018	Target: Under 13 weeks
Executive Summary	<p>This planning application seeks to redevelop the former Centrica site to provide six buildings containing 474 residential units and 2,513m² of commercial floorspace.</p> <p>The principle of high density residential development has been set by the previous planning approval (16/01158/FUL). Although a greater number of residential units are proposed, the scale of the commercial development has been significantly reduced because of current demand and viability. As a result there is no material change to the overall impact of traffic movements on the surrounding road network.</p> <p>The proposed buildings are taller than those previously approved, ranging from 10 to 16 storeys. This is within the height required by the Heathrow flight safety zone and is considered an efficient use of brownfield land in a sustainable location close to facilities and alternative transport options.</p> <p>The proposal does bring built development closer to Ash House, on the western boundary, however the juxtaposition of floor plates mitigates the impact and is considered to be acceptable in this urban location.</p> <p>Although the applicant initially proposed 71 shared equity affordable residential units, this has been negotiated to the provision of 41 affordable rented residential units with 24 parking spaces. This is considered to better address the Borough's specific needs.</p> <p>The proposal is considered to be appropriate in design terms and would</p>		

	have an acceptable relationship with the neighbouring properties. The development would not increase the traffic movements above that of the approved proposal (16/01158/FUL).
Recommended Decision	This application is recommended for Approval.

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
- EM1 - Employment Development
- TC1 - Staines Town Centre.
- TC2 - Staines Town Centre Shopping Frontage.
- CO2 - Provision of Infrastructure for New Development
- CO3 - Provision of Open Space for New Development
- SP6 - Maintaining and Improving the Environment
- EN1 - Design of New Development
- EN3 - Air Quality
- EN4 - Provision of Open Space and Sport and Recreation Facilities
- EN11 - Development and Noise
- EN15 - Development on Land Affected by Contamination
- CC1 - Renewable Energy, Energy Conservation and Sustainable Construction
- CC2 - Sustainable Travel
- CC3 - Parking Provision

- 1.2 Also relevant is the Council's Supplementary Planning Document (SPD) on the Design of Residential Extensions and New Residential Development, 2011, and the National Planning Policy Framework (NPPF), 2018

2. Relevant Planning History

16/01158/FUL	Redevelopment of the site to provide 5 buildings of varying height comprising 12,787 square metres of office floor space (Use Class B1a) and 253 residential units (Class C3), provision of a new landscaped area, vehicular access, car parking, cycle storage and energy centre.	Grant Conditional 30.10.17
10/00556/RMA	Reserved Matters for the erection of Building A, underground parking areas and piazza deck over, pursuant to planning permission 06/00887/OUT for the development of either Class B1 offices (with ground floor retail and restaurant uses within Classes A1/A3); or a mix of Class B1 offices and Class C1 hotel and Associated uses (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking to include underground parking and landscaping including public piazza..	Grant Conditional 18.10.10
07/00754/FUL	Erection of a two storey Class A3 (Restaurant/Cafe) building.	12.10.07
07/00744/FUL	Erection of hotel building with floorspace of 6700m ² & an office building with floorspace of 10,970m ² , together with ground floor retail/restaurant uses within Classes A1/A3, associated servicing, drop off & access arrangements,	Grant Conditional 19.3.08

landscaping & a reconfigured piazza (as a revision to that approved under permission 06/00887/OUT)

07/00639/RMA

Reserved Matters - erection of Building A, underground parking areas and piazza deck, pursuant to planning permission 06/00887/OUT for the development of either Class B1 offices (with ground floor retail and restaurant uses within Classes A1/A3); or a mix of Class B1 offices and Class C1 hotel and Associated uses (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking to include underground parking and landscaping including public piazza.

Grant
Conditional
12.10.07

07/00637/RMA

Reserved Matters - erection of Buildings B and C, underground parking areas and piazza deck, pursuant to planning permission 06/00887/OUT (office option) for the development of Class B1 offices (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking to include underground parking and landscaping including public piazza.

Grant
Conditional
12.10.07

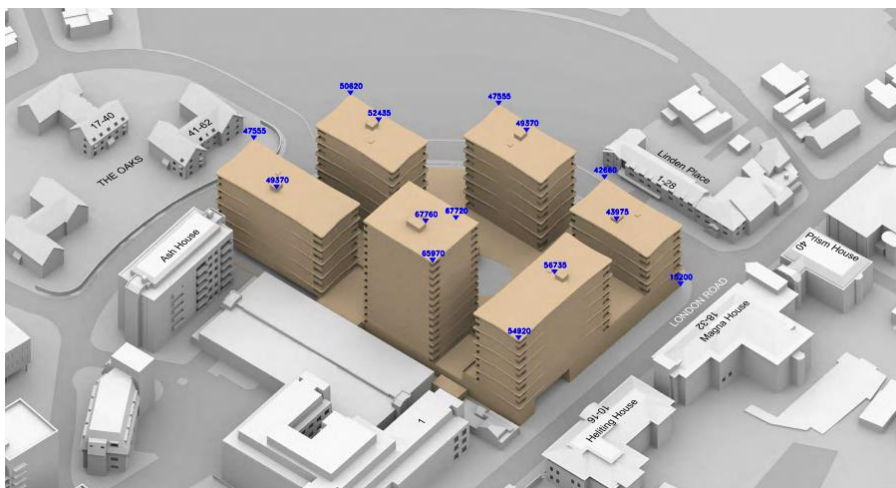
06/00887/OUT

Development of either Class B1 Offices (with ground floor retail and restaurant uses within Classes A1/A3); or a mix of Class B1 Offices and Class C1 Hotel and associated uses (with ground floor retail and restaurant uses within Classes A1/A3); associated servicing, access, parking and landscaping including public piazza.

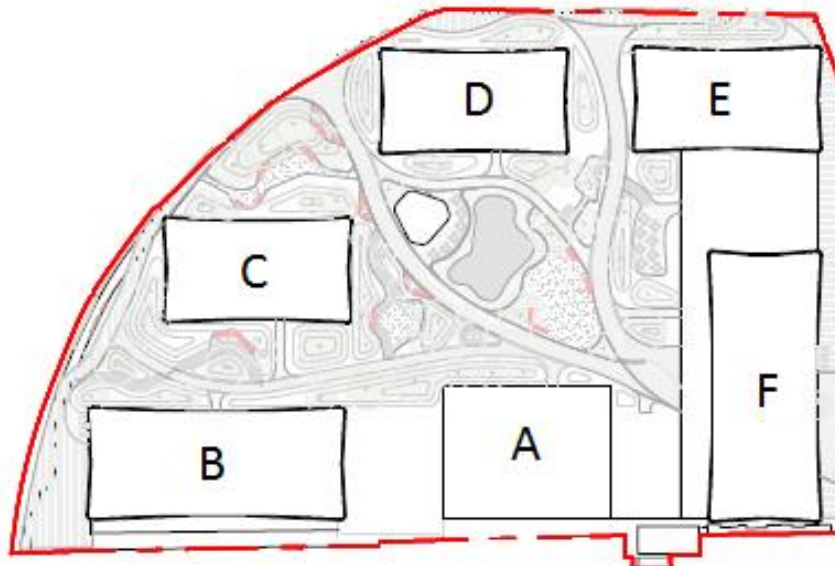
Grant
Conditional
10/07/2007

3. Description of Current Proposal

- 3.1 The site is located at 17-51 London Road, Staines and was formerly known as the Gas Board site or Centrica. It comprises an area of 1.092 hectares (\pm 2.7 acres) which is currently cleared, vacant and enclosed by hoardings following the demolition of the buildings on site which occurred in 2008.
- 3.2 The applicant has initiated the groundworks in association with planning approval 16/01158/FUL.
- 3.3 The site is bounded by London Road to the south, Fairfield Avenue to the east and north and existing commercial premises, a multi storey car park and a converted office building (Ash House) to the west.
- 3.4 The Centrica building, demolished in 2008, comprised a 10 storey rectangular shaped building on a raised podium on the western side of the site with a lower three storey, linked octagonal shaped building on the eastern side. Access to the site was via Fairfield Avenue and parking was provided in a rear deck undercroft as well as surface car parking areas.
- 3.5 The site occupies a prominent position on the edge of Staines Town Centre, with views west to the pedestrianised centre of Staines-upon-Thames and views east to the Crooked Billet roundabout. The site is located within a designated Employment Area under policy EM1 of the Core Strategy and Policies Development Plan Document (CS & P DPD).
- 3.6 The Environment Agency's Flood Map indicates that 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%). In addition, the southern part of the site is recorded as having archaeological potential.
- 3.7 The surrounding area is of a mixed character with office buildings located to the south and west of London Road, residential properties situated to the north, east and west in 2 and 3 storey blocks located in Moormede Crescent, Linden Place and Ash House, the converted 6 storey former office block. To the north-east of the site is Birch Green which is designated Common Land and is located within the defined Green Belt.



- 3.8 The current application relates to the redevelopment of the site to provide a mixed use, primarily residential development in six blocks, comprising 474 residential units and 2,555 square metres of commercial space.
- 3.9 The commercial space would be located on the ground and first floor of Blocks E and F, with residential units above.



Block A

- 3.10 This building would be 16 storeys and approximately 50 metres tall and contain 103 units (14 Studio, 30 x 1 bed, 44 x 2 bed and 15 x 3 bed). At ground level would be located the concierge for the development, a separate residential access, lounge and fitness centre. The floor plate provides for a mix of unit sizes on all floors of the building, with inset balconies on the corner units. The roof would utilise a central plant enclosure that would also accommodate the lift overrun (taking the total building height to approximately 52 metres), and comprise a brown roof.
- 3.11 Brown roofs are where the substrate surface is left to self-vegetate from windblown and bird lime seed dispersal. They are generally seen as a more natural, rugged urban feature and can offer a greater diversity of species. They are very low maintenance and no irrigation is required, however they offer acoustic and temperature insulation and will attenuate water run-off.

Block B

- 3.12 This building would be 10 storeys and approximately 31.6 metres tall containing 94 units (39 studio, 19 x 1 bed and 36 x 2 bed). At ground level there would be the residential access for the block and single aspect units looking east into the landscaped space. At the northern end would be a bin store and substation. The residential units above the ground floor would be single aspect (facing either east or west) off a central spine corridor. The roof would utilise a small lift overrun and comprise a brown roof.

Block C

- 3.13 This building would be 11 storeys and approximately 34.7 metres tall containing 66 units (11 studio, 23 x 1 bed and 32 x 2 bed). At ground level there would be the residential access for the block and single aspect units looking east into the landscaped space. At the northern end would be the bin transfer store and substation. The residential units above the ground floor would be single aspect (facing either east or west) off a central spine corridor. The roof would utilise a small lift overrun and comprise a brown roof.

Block D

- 3.14 This building would be 10 storeys and approximately 31.6 metres tall containing 60 units (10 studio, 21 x 1 bed and 29 x 2 bed). At ground level there would be the residential access for the block fronting the central open space and single aspect units looking east or west. The residential units above the ground floor would be single aspect (facing either east or west) off a central spine corridor. The roof would utilise a small lift overrun and comprise a brown roof.

Block E

- 3.15 This building would be 8 storeys and approximately 26.7 metres tall, containing 41 units (6 studio, 16 x 1 bed and 19 x 2 bed). At ground level there would be the residential access for the block on the north-west corner adjacent to the central open space and a proposed commercial space of 291 square metres (3,128 ft²). At the northern end of the building there would be a substation within the building. There would be residential units above the ground floor commercial space accessed off a central spine corridor. The roof would contain a small lift overrun and comprise a brown roof.

Block F

- 3.16 This building would be 12 storeys and approximately 26.7 metres tall containing 110 units (20 studio, 70 x 1 bed and 20 x 2 bed). At ground level there would be a double height space through the building, providing access from London Road to the central courtyard space.
- 3.17 The residential access for the block would be within the central courtyard space. There would be three proposed commercial spaces of 490 m² with dual aspect to both London Road and the central courtyard space, 152 m² with a London Road frontage and 245 m² with a frontage on to the double height access to the central courtyard space and to London Road. The first floor would also provide commercial space of 652 m² and 245 m².
- 3.18 The residential units would start on level 02 (3rd floor) and provide a mix of unit types on each floor accessed from a central spine corridor. There would be a gap between building's E and F of approximately 17.5 metres, which would be a brown roof with no residential access. The roof would contain a small lift overrun and comprise a brown roof.

Unit Mix					
Block	Studio	1 Bed	2 Bed	3Bed	Total
A	14	30	44	15	103
B	39	19	36	0	94
C	11	23	32	0	66

D	10	21	29	0	60
E	6	16	19	0	41
F	20	70	20	0	110
	100	179	180	15	474

- 3.19 A central courtyard space is proposed, with a lawn area located close to the main double height entrance at London Road. The lawn abuts a central pond with marginal planting and a public café, and the primary route through the site would then run out to Fairfield Avenue and a raised table crossing point to Birch Green. Secondary routes run from the primary route and Fairfield Road to the individual buildings, which have residential garden space them. These would also contain children's play space and informal seating.
- 3.20 A total of 312 car parking spaces would be provided for the occupiers of the residential and commercial accommodation. There would be 221 spaces within the basement level, accessed via a ramp at the north-west edge of the site, 86 in the adjoining multi-storey car park to the west of the site and 5 in a new lay-by on Fairfield Avenue.

4. Consultations

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

Consultee	Comment
BAA	Aerodrome Compliance has assessed the proposal against safeguarding criteria and can confirm that there are no safeguarding objections.
CADENT GAS	Cadent Gas have no objection as the HP gas pipeline in the vicinity will not be affected
County Highway Authority	No Objection subject to conditions.
County Archaeological Officer	No Objection received.
Highways England	Due to the traffic impact being broadly commensurate to the already permitted development, the impact of this proposed development will be negligible on the Strategic Road Network. Therefore, Highways England do not offer any objections to the proposal.
Environment Agency	No Objection.
Environmental Health (Contaminated Land and Dust)	No Objection subject to conditions.
Environmental Health (Air Quality)	No Objection subject to conditions.
Environmental Health (Noise)	No Objection.
Environmental Services (Renewable Energy)	No Objection.
NATS	NATS has examined the proposal from a technical safeguarding aspect and determined that it does not conflict with safeguarding criteria. Accordingly, NATS has no safeguarding objection.
Neighbourhood Services (Waste Collection)	No Objection.
Crime Prevention Officer	A Secure by Design review was undertaken with the developers and the proposals were discussed in detail. The key aspects of the design were noted as being compatible with the principles of Secured by Design.
Thames Water	No objection with regard to Foul Water sewage network infrastructure capacity. The application also indicates that surface waters will not be discharged to the public network

	and as such Thames Water has no objection.
Lead Local Flood Authority (SUDS)	The Lead Local Flood Authority is satisfied that the proposed drainage scheme meets the requirements, however suitably worded conditions are recommended to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.
SCAN	No comments received
Surrey Wildlife Trust	No comments received
Staines Town Society	The mixed-but-mostly-residential scheme is certainly preferable to the consented scheme. The design of the buildings and the space around them has many merits. However, the Society objects on the grounds that the proposal represents overdevelopment and is unsuitable for Staines-upon-Thames. The buildings are too high. The flats are barely above the legal minimum size. The affordable housing is inadequate.
Valuation Advisor	Considers the proposal to provide 71 shared equity affordable houses units to be acceptable.

5. Public Consultation

- 5.1 A total number of 344 properties were notified of the application, statutory site notices were displayed on site and the application was advertised in the local press.
- 5.2 A total of 43 letters of representation has been received commenting on the proposal on the following grounds:
- Increased traffic and congestion
 - Inadequate parking provision
 - Buildings are too high and an eyesore
 - Overdevelopment and unsuitable for Staines
 - Cumulative impact of tall buildings
 - Impact on highway and pedestrian safety
 - Impact on services and infrastructure
 - Impact on flood risk and water levels

- Impact on South west London Waterbodies Special Protection Area
- Inadequate affordable housing provision
- Detrimental impact upon local wildlife
- Loss of light
- Loss of privacy
- Loss of outlook
- Loss of amenity
- Fear of fire risk
- Location of service lay-by
- Wind tunnels created
- Noise
- Increased dirt, dust and pollution
- Wheelchair accessibility
- Negative impact on TV and radio reception
- No need for more empty office space

- Fantastic for the town and wider area
- These would be high quality homes
- Provision of a landmark development
- Stunning public space

6. Planning Issues

Principle of Development

Housing type, size and density

Affordable Housing

Access

Parking

Transportation Issues

Scale, layout and impact

Design and appearance

Residential amenity

Daylight and sunlight

Waste and recycling

Air Quality

Archaeology

Flooding

Amenity Space

Open Space
Ecology and Landscaping
Renewable energy
Noise
Contaminated land
Local Finance Considerations

7. Planning Considerations

Principle

- 7.1 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.
- 7.2 This is also reflected in the NPPF paragraph 117 which emphasises the importance of optimising the potential of sites to accommodate development and provides further relevant context at paragraph 122.
- 7.3 The principle of residential development on the site was considered in the previous application (16/01158/FUL) and determined to be acceptable. This previous application also incorporated a larger office development on the London Road frontage, thereby providing a mixed use development.
- 7.4 The applicant has submitted a Commercial Market Assessment which indicates that in current conditions, with the prevailing economic factors and commercial occupier demand, there has been no interest in a substantial pre-let which would make an office use viable.
- 7.5 The assessment determined that a reduced quantum of office development on the site would be deliverable and viable, appealing to the occupiers in the sub 500 m² range who find it difficult to find quality space in the larger buildings.
- 7.6 The current proposal seeks to offer a mix of commercial uses, including retail and office, in a range of spaces fronting London Road. The site would therefore remain a mixed use development, with the potential for a range of uses.
- 7.7 On the basis that the site is not located in a high flood risk area or the Green Belt, and that permission has recently been granted for residential use on the land, it is considered that the principle of optimising the potential of the site for residential accommodation would be in accordance with national policy.

Need for housing

- 7.8 When considering planning applications for housing, local planning authorities should have regard to the government's requirement that they significantly boost 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 the National Planning Policy Framework (NPPF).

- 7.9 The government also requires housing applications to be considered in the context of the presumption of sustainable development. 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).
- 7.10 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 which included proposals for a standard method for calculating local authorities' housing need. A figure of 590 dwellings per annum for Spelthorne was proposed by the application of this new approach. The draft methodology has yet to be formally adopted by the Government and is being reviewed in the light of the new 2016 household projection forecasts which appeared to indicate lower growth rates. The Government is now consulting on changes to the standard methodology in the light of these new forecasts and, for the time being, the Council will continue to rely on the provisional figure of 590 based on the 2014 household formation projections as suggested by the Government in its latest consultation (Oct – Dec 2018). Despite recent uncertainties the draft methodology provides the most recent calculation of objectively assessed housing need in the Borough and is therefore the most appropriate for the Council to use in the assessment of the Council's five-year supply of deliverable sites.
- 7.11 In using the new objectively assessed need figure of 590 as the starting point for its calculation of its five year supply it must be borne in mind that this 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. The Council has now published its Strategic Land Availability Assessment (SLAA) which identifies potential sites for future housing development over the plan period.
- 7.12 The sites identified in the SLAA as being deliverable within the first five years have been used as the basis for a revised 5-year housing land supply figure. Using the draft Objectively Assessed Need figure of 590 for the five year period from 1 April 2019 to 31 March 2024, the Council is satisfied that it can demonstrate a five year supply of deliverable housing sites.
- 7.13 Para 11 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 11 of the NPPF.

- 7.14 Taking into account the above, and adopted policy HO1, which encourages new housing development in urban sites for additional housing to meet our Borough's needs, it is considered that particular weight should be given to the use of this urban site for additional housing to meet the Borough's needs.

Housing type, size and density

- 7.15 Policy H04 of the CS&P DPD and the Council's Supplementary Planning Document (SPD) on Housing Size and Type, seek to secure 80% of dwellings in developments of 4 or more units to be 1 or 2 bed in size. This is to ensure the overall dwelling stock meets the demand that exists within the Borough, including the greater demand for smaller dwellings.
- 7.16 The proposed unit layout seeks to provide 100 x Studio (21%), 179 x one bed (38%), 180 x two bed (38%), 15 x three bed (3%) units. This housing mix would provide 76% one and two bed units, with 97% smaller unit sizes overall.
- 7.17 The proposed housing mix is considered appropriate for this location, close to facilities, and offers a wider choice of housing type within the town centre area.
- 7.18 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.
- 7.19 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.

	Studio	1 Bed	2 Bed	3 Bed
Space Standard	39m ²	50m ²	70m ²	86m ²
Space Proposed	42m ²	51m ²	70m ²	96m ²

- 7.20 The studio units are proposed at a size that exceeds the national standard . This allows the bedroom to be separated from the living accommodation. Berkeley consider this to be a successful model, bridging the gap between a traditional studio and a one bed unit.
- 7.21 The three bed units are located in the tallest block (block A) and would be 10m² above the national standard, which allows a greater sense of space within the accommodation.
- 7.22 The proposed units comply with the minimum standards contained in the Council's SPD and the national technical housing standards and are therefore considered to be acceptable.

- 7.23 The NPPF identifies that planning policies and decisions should promote an effective use of land in meeting the need for homes and that substantial weight should be given to the value of using suitable brownfield land within settlements.
- 7.24 Policy HO5 of the CS&P DPD sets out guidance on density of housing developments. It recognises that higher densities may be appropriate in suitable areas where non-car based modes of travel are accessible.
- 7.25 In this case, the scheme proposes a density of 434 dwellings per hectare, which is higher than the previously approved scheme and the adjoining developments at London Square and Renshaw Industrial Estate. As an apartment development, higher numerical densities can be achieved through a more efficient use of the land, and since the site is close to Staines Town Centre and public transport options this is considered to be sustainable.
- 7.26 In this particular case, this is considered to be an appropriate density in accordance with policy HO5, notwithstanding that the proposal must also comply with policy EN1 on design.

Affordable Housing

- 7.27 The NPPF seeks to deliver a sufficient supply of homes that meet the needs of the population. Paragraph 62 of the NPPF states that:
'Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site...'
- 7.28 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 to affordable housing provision from each site, having regard to the individual circumstances and viability with negotiation conducted on an 'open book' basis.
- 7.29 The policy also states that the provision within any one scheme may include social rented and intermediate units, subject to the proportion of intermediate units not exceeding 35% of the total affordable housing component.
- 7.30 The applicant proposed a 15% provision based on their Viability Report, which would equate to 71 affordable housing units. These units were identified as being 6 Studio units, 46 x one bed units and 19 x two bed units. However, they were all to be provided as shared ownership units.
- 7.31 This is lower than the 'up to 50%' starting point for negotiations sought through the Council's policy and the tenure does not meet the requirement of Policy H03. However, the applicant's Viability Report was independently reviewed by the Council's Financial Advisor, who considered that the proposal could not provide additional affordable housing units, or vary the tenure, without affecting the viability of the development.

- 7.32 Notwithstanding that the provision of 71 affordable units on site was considered an improvement on the previously approved scheme that provided a financial contribution, negotiations were undertaken to secure affordable rented units.
- 7.33 As a result, the applicant agreed to provide the 41 units (9%) in Block E as affordable rented accommodation. This would provide 6 Studio units, 16 x one bed and 19 x two bed units in a self-contained block on the corner of Fairfield Road and London Road.
- 7.34 Although this reduces the provision to 9%, the tenure would meet the Borough's needs and is considered preferable to a greater provision of shared equity properties.
- 7.35 On balance, it is considered that the provision of 41 affordable rented units addresses the Borough's identified need better than a greater provision of shared equity properties. The provision is therefore considered to be acceptable.

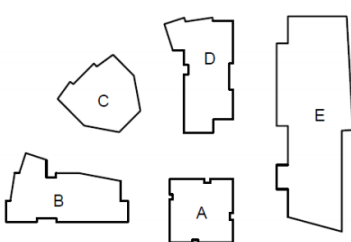
Design, Height and Appearance

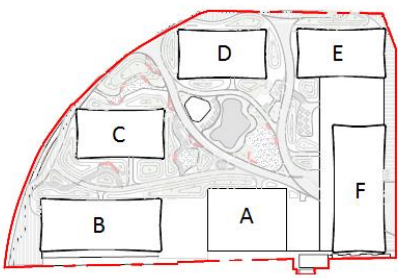
- 7.36 Policy EN1 of the CS&P DPD, which is supported by the Supplementary Planning Document on the 'Design of Residential Extensions and New Residential Development', requires a high standard of design. Sub point (a) requires new development to demonstrate that it will:
- "create buildings and places 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"*
- 7.37 Policy EN1 (b) requires that new development "achieves a satisfactory relationship to adjoining properties avoiding significant harmful impacts in terms of loss of privacy, daylight, sunlight, or overbearing effect due to bulk, proximity or outlook".
- 7.38 The applicant undertook 2 design reviews with Design South East (d:se) which is an independent, not-for-profit organisation providing built environment design support.
- 7.39 The d:se review panel applauded the applicant's engagement with the review process, and appreciated the further description of context and significant views. In addition they commended some of the changes that were made following the first review.
- 7.40 The panel were concerned that there was little differentiation between the architecture of the blocks. However, the applicant has taken a deliberate design approach to provide a consistent architecture such that from the views into the site, the overall composition remains legible as part of a coherent scheme.
- 7.41 The panel were also concerned that the London Road commercial elevation required additional articulation to reduce its scale and grain within the public

realm. The applicant has addressed this issue, incorporating a shadow box within the commercial façade and extending the panelling to the ground level.

7.42 Within the courtyard, the panel sought improved definition of the primary route which would provide a greater level of semi privacy to the residential blocks. The applicant has responded by providing a more civic quality to the primary route (a wider paved area with larger format paving) and simplifying the surrounding landscaping, as well as relocating the cafe closer to the Birch Green access to create a focal point.

7.43 The design panel raised no issue with the principle of the height of the proposed blocks or their proximity to each other or the adjoining development. They are comparable to the surrounding new developments, Charter Square and Renshaw Industrial Estate, and the previously approved proposal (16/01158/FUL). The two tables below show a comparison between the approved scheme (16/01158/FUL) and the current scheme:

Approved Scheme			
Block	Storeys	Height (m)	
A	12	43	
B	8	30.2	
C	8	31	
D	8	28	
E	6	28.4	

Proposed Scheme			
Block	Storeys	Height (m)	
A	16	50	
B	10	31.6	
C	11	34.7	
D	10	31.6	
E	8	26.7	
F	12	39	

7.44 The applicant submitted an Aviation Impact Assessment which considered the obstacle limitation surfaces (OLS) for London Heathrow (LHR) and RAF Northolt.

7.45 LHR advised that the outer horizontal surface is located above the development and that they would object to a breach of this surface. The development has therefore proposed a maximum building height of 67.275 AOD in accordance with LHR requirements.

7.46 RAF Northolt is located approximately 14 kilometres to the north east of the development area. The OLS for RAF Northolt has a base height of 91.4 metres and the proposal would therefore have no impact on this surface.

7.47 The proposed building heights are considered to be acceptable in term of planning policy.

Amenity Space

- 7.48 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 2545 square metres would be required for the 474 units.
- 7.49 The design of the individual blocks shows that inset balconies would be provided for some of the units. In addition there would be residential amenity space around each of the blocks and roof terraces between Blocks B,A and F on the west side of the site. The amount of amenity space provided on site would total 5,860 square metres which would exceed the policy requirements.
- 7.50 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.”*
- 7.51 The proposal incorporates a wide double height entrance on the London Road, with a water feature and rill within the space under the building, which provides a view into the courtyard. The applicant suggests that this creates a sense of drama with the movement and sound of the water. This area also forms the first part of the primary route through the space which creates a civic feel that would encourage public access, in addition to residents.
- 7.52 Within the central courtyard there would be a lawn area capable of staging events, a central pond with marginal planting and a café area. The primary routes runs diagonally through the site to Fairfield Avenue and includes secondary routes to the residential blocks.
- 7.53 The residential gardens around the blocks are designed to be more private than the central courtyard space. They would be protected through the use of narrower paths in a different material to the primary route and more densely planted. A variety of tree sizes would be planted with mounding providing adequate soil depth to accommodate larger trees.
- 7.54 There is no planting proposed on the London Road where the design of the proposal has been to reflect the existing streetscape, enhance the commercial opportunities at grade and avoid conflict with underground utilities. However, along Fairfield Avenue groupings of native trees and understorey planting is proposed with a larger grouping opposite the access to Birch Green. This area opposite Birch Green would also incorporate a play space

- 7.55 The proposal demonstrates that sufficient residential amenity space would be provided in the layout to accord with the policy requirements.

Open Space

- 7.56 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.
- 7.57 Policy CO3 requires that new housing development of 30 or more family dwellings (defined as any housing with two or more bedrooms) provide a minimum of 0.1ha of open space for a children's play area and that this should be increased proportionally according to the size of the development.
- 7.58 The proposal indicates 180 two bed units and 15 three bed units which would generate a requirement for 0.65 Ha. However, with the proposed multi-residential type of development in a town centre location, such a provision would be unrealistic and unviable.
- 7.59 The proposal indicates that approximately 1,025 square metres of the central courtyard is designed to be publicly accessible and would provide a range of open spaces. There are also three under 11 play spaces, one of which would be located adjacent to the primary access on Fairfield Avenue.
- 7.60 Details of the provision of equipment within the play spaces would be secured through the legal agreement.
- 7.61 Both the publically accessible space and the play spaces would be overlooked by the adjoining units and the commercial units, thereby providing surveillance and creating a safe environment.
- 7.62 The proposal provides for the on-site provision of play space and is close to the Birch Green, the Moormede play area and Staines Moor. On balance, given the town centre location, it is considered that the proposal provides an adequate level of open space.

Daylight and Sunlight Assessment

- 7.63 The applicant has undertaken a daylight and sunlight assessment and compared this to the effects arising from the consented scheme. This assessment indicates that based on the scale and massing proposed, there is no significant adverse impact on the surrounding properties.
- 7.64 The Building Research Establishment (BRE) 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.'

- 7.65 The daylight amenity levels for all of the units within the development meet the BRE recommendations. The analysis indicates that all rooms on the lowest residential levels would meet the Average daylight Factor (ADF) daylight adequacy targets and those located on the upper levels would improve from this situation.
- 7.66 The submitted overshadowing analysis demonstrates that all existing and proposed amenity areas satisfy the BRE guidelines in terms of available sunlight hours, with the proposed central space exceeding the extant permission.
- 7.67 In respect of the neighbouring sunlight amenity, the report demonstrates that all predominantly south facing windows meet the BRE guidelines. For neighbouring daylight amenity, windows and rooms within 1-28 Linden Place, Ash House and The Oaks would experience material alterations beyond the current levels afforded by the vacant site. The report indicates that there would be a minor variation compared to the extant consent
- 7.68 The applicant acknowledges that the Vertical Sky Component (VSC) results produce a number of daylight reductions, but that consideration has also been given to the NSL and ADF results. In addition these assessments were undertaken the current vacant site conditions.
- 7.69 When compared against the 2017 residential consent the VSC results demonstrate that there would be daylight reductions to the secondary windows located in the east flank elevation of Ash House. However, when considered in association with the No Sky Line (NSL) and ADF results, there would be no material change to daylight distribution in the majority of rooms and where a change does occur the overall change beyond the 2017 residential consent would be negligible.
- 7.70 Representations have been made suggesting that the assessment does not consider the adjoining properties. However the applicant has confirmed that the assessment was undertaken in accordance with the BRE guidelines and BS8206 Part 2: 2008.
- 7.71 In terms of daylight and sunlight the layout it is considered to be comparable to other similar schemes in the vicinity and would provide a satisfactory level of amenity to occupiers and users of the open spaces and would not have a materially adverse impact on the neighbouring properties.

Contaminated Land

- 7.72 The applicant submitted a Ground Investigation Report based on that approved in connection with the contaminated land condition attached to the previous planning approval 16/01158/FUL, which has been agreed.

- 7.73 A Remediation Strategy was also submitted to address the potentially unacceptable risks identified in the context of the proposed redevelopment, taking into account all previous ground investigation findings. This strategy has been agreed, and condition 10 ensures works are carried out in accordance with it whilst condition 11 requires a validation report prior to occupation.
- 7.74 Neither the Council's Pollution Control Officer nor the Environment Agency have raised objections, but have requested conditions.

Impact on Existing Residential Dwellings

- 7.75 Policy EN1 (b) requires that new development "achieves a satisfactory relationship to adjoining properties avoiding significant harmful impacts in terms of loss of privacy, daylight, sunlight, or overbearing effect due to bulk, proximity or outlook".
- 7.76 The Supplementary Planning Document (SPD) on the 'Design of Residential Extensions and New Residential Development' sets out various distance criteria to assess the impact on privacy and daylight of surrounding residential properties, although it should be noted that these relate to a maximum of three storeys and do not specifically address multi-residential developments in the town centres. The SPD does however, state at para.3.6 that: '...most developments will have some impact on neighbours. The aim should be to ensure that the amenity of adjoining occupiers is not significantly harmed...'
- 7.77 The applicant's Daylight and Sunlight Report included a shadow study for the proposal that also compared the impact of the consented scheme. This demonstrates that both schemes would cast a shadow across the adjoining properties at Ash House, The Oaks and Linden Place during the day. However, there is no materially adverse impact resulting from the proposed scheme.
- 7.78 Due to the height and proximity of block B, the 45 degree vertical guideline of the secondary windows of the eastern units in Ash House would be impacted. However the primary windows of the units in Ash House face either north or south, depending on the particular unit. Therefore the impact on the individual units as a whole would be mitigated.
- 7.79 There would be no impact on the vertical 45 degree line to the properties at Linden Place because of the distance between the buildings and the location of the units starting at first floor above the undercroft parking.
- 7.80 Block B is proposed at approximately 14 metres from the site boundary at ground level, but overhangs the basement ramp from the first floor upwards resulting in the building being approximately 5.8 metres from the boundary. Since Ash House is only 4 metres from the boundary, there would be primary and flank windows within 10 metres of each other.
- 7.81 It should be noted that whilst those in block B would be primary windows, those in Ash House are secondary windows. This distance is considered

acceptable in this particular situation. On the southern elevation of Ash House the primary windows of both buildings would be approximately 17 metres apart, albeit on an oblique angle. This distance is considered to be appropriate in this particular situation.

- 7.82 Blocks D and E are in excess of 20 metres from Linden Pace at the closest points. Although both blocks are residential above the first floor and primarily single aspect, it is not considered that there would be a material loss of privacy as a result of the proposed development
- 7.83 Block B is 27m from The Oaks in Moormede Crescent and Block C is 37 metres. Although both blocks are residential, their north south axis limits the number of units with a potential of overlooking. Due to the dual-aspect nature of the end units, it is considered that there would not be a material loss of privacy as a result of the proposed development.

Parking

- 7.84 Under the requirements of the Council's Parking Standards SPD (2011) the proposed residential development would require 643 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 (over 80 m ²)	2.25	1.75

- 7.85 Parking provision in the development would be off-street and the majority of car parking spaces would be located within the basement level, which would provide 221 parking spaces. Of these spaces 215 would be designated for the residential use, including 12 bays allocated for disabled users. It would also incorporate 5 parking spaces to serve the commercial use, which would include 1 space allocated for disabled users. Additionally, 67 of the parking spaces within the basement would be fitted with electric charging points.
- 7.86 The basement would be accessed by a ramp located in the north-western corner of the site that would front onto Fairfield Avenue. The development proposes 86 further residential car parking spaces within the adjacent multi-storey car park, as was the case in the consented scheme (16/01158/FUL). In addition, 5 club car spaces would be provided at ground level within a lay-by on Fairfield Avenue. The development also provides 474 residential cycle spaces within the basement, and 10 commercial cycle spaces at ground level that would be integrated into the landscape.
- 7.87 In terms of the commercial proportion of the development, the applicants submission documents state that 1 car parking space would be provided per 224 m² for the B1(a) use, and the retail element would be 'car free'. In total the development would provide 312 off-street residential parking spaces at a ratio of 0.66 spaces per dwelling, together with 5 off-street commercial parking spaces. The development would also incorporate two service bays at the north and east of the site.

- 7.88 Policy CC3 states that the Council will require that appropriate provision is made for off street parking, and further states that development proposals should be in accordance with the Council's maximum parking standards. The Council's Parking Standards SPD, includes a 'position statement' that was agreed by the Council's cabinet on 11th of September 2011. The 'position statement' clarifies how Policy CC3 should be interpreted in light of recent Government policy changes, and indicates that the Council will give little weight to the word 'maximum' when applying Policy CC3 to residential development. The statement further indicates that the residential parking standards will generally be applied as a minimum, although maximum parking standards remain applicable in relation to commercial development.
- 7.89 As highlighted above, the development proposes a total of 312 residential parking spaces at a ratio of 0.66 spaces per dwelling. Whilst this is below the Council's normal parking standards, the applicants submission indicates that 36% of household flats in Central Staines are car free on the basis of 2011 Census data. In addition the recently consented scheme in the nearby Charter Square development (17/01932/FUL) has a parking ratio of 0.67 spaces per dwelling, which was accepted when planning consent was granted at this site.
- 7.90 The Council's Parking Standards SPD states that in certain circumstances there will be an exemption to the minimum parking requirements and a reduction in parking provision will normally be allowed. This includes proposals for development within the borough's 4 town centres, as defined within the Core Strategy, where public transport accessibility is generally high. Any reduction will be assessed against the distance from public transport nodes (e.g. railway stations & bus stops), the frequency and quality of train and bus services, the range and quality of facilities supportive to the residential development and the availability of pedestrian and cycle routes.
- 7.91 The application site is located approximately 500 metres from Staines Railway Station which has regular train services to London Waterloo and Clapham Junction, as well as regular services to Reading, Weighbridge and Windsor & Eton. London Road (A380) situated to the south of the site is also well served by buses, with eastbound and westbound bus stops located within 100 metres of the development site. The site is also situated some 280 metres from the pedestrianised section of Staines High Street, with numerous facilities and amenities available to future residents. Additionally, a number of public car parks are within a short walking distance from the site including the Kingston Road Car Park, The Elmsleigh Centre Car Park, and the Two Rivers Car Park.
- 7.92 It is accepted that the parking provision would be below the Council's normal parking standards. However, given the sustainable transport location of the site, the parking ratio of 0.67 per unit at the recently consented Charter Square scheme (17/01932/FUL), and the level of facilities and amenities within a short walking distance of the site, the parking ratio of 0.66 parking spaces per unit is considered to be acceptable in this instance.
- 7.93 The County Highway Authority has reviewed the application and has raised no objections.

Transportation Issues

- 7.94 The site is located in close proximity to Staines Town Centre and to existing public transport provision. The NPPF encourages sustainable travel choices and promotes opportunities for the use of public transport, walking and cycling. The NPPF also encourages the focus of significant development to locations which are or can be sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The applicants have also submitted a Transport Assessment and a Residential Travel Plan in support of the application.
- 7.95 The Transport Assessment examines the local highway network including pedestrian and cycling accessibility, as well as existing and proposed public transport provision. It further examines nearby schemes as well as the national and local planning policy context. The Transport Assessment has also undertaken a trip generation exercise and has compared the trip generations of the proposed development against the consented scheme (16/01158/FUL).
- 7.96 It concluded that the present proposal would result in a reduction of 6 two way vehicle movements against the consented scheme, during the AM (08.00 – 09.00) and PM (17.00 – 18.00) peak hours, largely owing to a reduction in office space and as the retail development within the present scheme would be ‘car free’.
- 7.97 The Residential Travel Plan aims to reduce single occupancy private car trips and to increase awareness of sustainable travel modes available to residents. It sets out measures to achieve this including the promotion of home deliveries, car sharing and car clubs, public transport information, healthier lifestyles and raising awareness of sustainable travel.
- 7.98 The County Highway Authority has reviewed the Transport Assessment and Residential Travel Plan submitted by the applicant and has raised no objections subject to conditions.
- 7.99 Highways England has also raised no objections to the scheme on the grounds of impact on the strategic road network.
- 7.100 The developer is also seeking to provide a raised table crossing to Birch Green, although this falls outside of the application site and will require a separate highways agreement with the Highway Authority.

Waste & Recycling

- 7.101 The applicant submitted an updated Refuse Strategy to address comments made by the Head of Street Scene.
- 7.102 The proposal seeks to provide 207 x 1100 litre bins for residential refuse to address both waste and recycling requirements. Residents would access the bin stores located in the basement service core of each block, with the estate

management team routinely inspecting the areas to ensure an efficient operation.

- 7.103 The development's estate management team would be responsible for transporting the bins from each individual block waste area to the basement and ground floor collection points. The basement collection point incorporates a dedicated service lift allowing 6 bins at a time to be transported to the ground floor collection point. Empty bins would then be transported back to their original locations via a dedicated electric buggy.
- 7.104 The Council's Group Head Neighbourhood Services has been consulted and is satisfied that the operational aspects for waste and recycling for the proposal can be adequately accommodated.

Air Quality

- 7.105 Policy EN3 of the CS&P DPD seeks to improve air quality within the Borough and minimise harm from poor air quality.
- 7.106 The applicant's Air Quality Assessment has been carried out to assess both construction and operational impacts of the proposed development.
- 7.107 The risks associated with the construction phase are considered to be high because of the proximity of nearby sensitive receptors. However, this risk can be mitigated using appropriate measures and the resultant impact during construction would not be significant.
- 7.108 The suggested mitigation measures include the development of a Dust Management Plan and have been addressed in the Construction Environmental Management Plan included in the approved application (16/01158/DC2). The continued adherence to this document is recommended as condition 12 of this application.
- 7.109 Post construction, the applicant's Air Quality Assessment indicates that the predicted NO₂ concentrations would be below the objective at all locations across the development. Air quality impacts as a result of the operation of the development were considered negligible in accordance with IAQM guidance.
- 7.110 The Council's Pollution Control Officer has raised no objection on grounds of air quality.

Archaeology

- 7.111 The site is located within an area designated as being of High Archaeological Potential in association with the Roman road from London to Silchester. Archaeological investigations have recorded significant evidence from the prehistoric period onwards.
- 7.112 An archaeological desk based assessment has been submitted to update the previous assessment and concludes that previous impacts within the site reach a depth of some 3m, and that the former basement construction is likely

to have created a very low potential for evidence of significant activity dating from all periods.

- 7.113 The County Archaeologist was consulted but no response was received. However, on the previous application (16/01158/FUL) the following comment was made:

'No objection, any previous archaeological deposits are likely to have been destroyed, there are no archaeological concerns. No further archaeological work is required in relation to this application.'

- 7.114 On the basis that the applicant has commenced the below grade works in accordance with the previous planning approval (16/01158/FUL), there is no justified reason to object on archaeological grounds.

Flooding

- 7.115 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%).
- 7.116 The applicant's Flood Risk Assessment (FRA) states that detailed modelling indicates that using a maximum flood level of 15.207m AOD for the 1 in 100 year event, with a 35% allowance for future climate change, flood waters would not reach the development.
- 7.117 Notwithstanding this modelling, the applicant proposes mitigation measures including the provision of a finished floor level constructed at 15.6m AOD.
- 7.118 Surface water attenuation would be provided on site to accommodate a 1 in 100 year event with a 40% allowance to account for future climate change.
- 7.119 The FRA assessed other flood risks as low and concluded the overall flood risk to be low on this site. The Environment Agency, Thames Water and the Lead Local Flood Authority were consulted on the proposal and raised no objection to the proposal, subject to conditions and informatives.

Renewable Energy

- 7.120 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 square metres, 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.
- 7.121 The applicant has submitted an Energy Strategy which proposes enhanced passive and active design measures to reduce energy consumption and CO² emissions. This includes enhanced efficiency for the building envelope, improved air tightness compared to the building regulations and high efficiency lighting and plant.

- 7.122 In terms of low carbon technologies, the Energy Statement states that combined heat and power and air source heat pumps were considered the most appropriate.
- 7.123 The report concludes that the proposed development would exceed a 10% reduction against Part L of the 2013 Building Regulations, and the use of low carbon technologies would meet the requirement for 10% of the development's energy requirement being from on-site renewable energy sources.
- 7.124 The Council's Sustainability Officer has been consulted and is satisfied that the renewable requirement would be met.

Biodiversity

- 7.125 The applicant has assessed the design proposal against the Defra criteria for Net-Gain in biodiversity. This identified that the development would significantly exceed the threshold for net gain.
- 7.126 This Net-Gain has been achieved as a result of natural and semi-natural green spaces within the development and the diversity of habitats created.

Other Matters

Microclimate Study

- 7.127 The applicant undertook wind tunnel modelling of the proposed development and concluded that pedestrian safety and comfort would be acceptable, with some exceptions in pedestrian comfort in localised areas.
- 7.128 The introduction of wind mitigation measures through hard and soft landscaping and design features would be expected to alleviate these exceptions. However the applicant intends to develop and validate appropriate measures through boundary layer wind tunnel testing through the detailed design process.

Sites of Special Scientific Interest

- 7.129 The site is located approximately 415 metres from the Shortwood Common SSSI to the east, 670 metres from Staines Moor, 450 metres from King George VI Reservoir and 690 metres from Staines Reservoir.
- 7.130 The site lies within the Impact Risk Zone for Sites of Special Scientific Interest (SSSI) which is intended to assist the LPA to determine whether they need to seek advice from Natural England on the nature of any potential SSSI impacts and how they might be avoided or mitigated.
- 7.131 The South-West London Water Bodies Special Protection Area (SPA) comprises a series of embanked water supply reservoirs and former gravel pits that support a range of man-made and semi-natural open water habitats. The reservoirs and gravel pits function as important feeding and roosting sites for wintering wildfowl.

- 7.132 The Staines Moor SSSI comprises the largest area of alluvial meadows in Surrey and supports a rich flora.
- 7.133 An appropriate assessment will only affect a project if it would have a significant impact on the site integrity. The Local Planning Authority has considered the potential impact on the site integrity and determined that in light of existing development and the approved proposal on the site there would be no significant impact resulting from this proposal.
- 7.134 Natural England was consulted on the previous application (16/01158/FUL) and commented that the redevelopment would not have a significant effect on, damage or destroy the features of interest of the South-West London Water Bodies SPA. Conditions were recommended and these have been addressed by the applicant and would be retained through the conditions attached to this application.
- 7.135 It is not considered that the proposed development would have a significant additional material impact on the surrounding SSSI.

Finance Considerations

- 7.136 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not.
- 7.137 In consideration of S155 of the Housing and Planning Act 2016, the proposal would result in the following financial contributions:
- £20,000 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.
 - The Community Infrastructure Levy for Zone 2 (£140) will be payable on this site, with a reduction for the affordable housing provision.

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

8. Conclusions

- 8.1 It is considered that the proposal makes effective use of urban land in a sustainable location. It would not create an additional impact on the highway

network over and above the previously approved proposal and the level of parking I considered to be appropriate. It meets the Borough's recognised need for housing and provides units with a good standard of amenity

- 8.2 Although the buildings are higher than those previously approved, it is considered that the proposal would have an acceptable impact on the amenity of the adjoining properties. Therefore, the application is recommended for approval.

9. Recommendation

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

1. To provide at least 41 affordable rented housing units on site, built in accordance with the core standards set out in the Homes England Design and quality standards (April 2007), and:
 - Prior to the transfer of 50% of the residential units (not being the affordable units) to build and complete the affordable rented units and transfer these to an entity nominated by the Council or in the absence of such nomination a Registered Provider.
 - Prior to occupation of the affordable rented housing units the transferee shall enter into a Nominations Agreement in respect of the affordable rented housing (in order that the affordable housing meets local needs).
 - To provide 27 parking spaces for use in connection with the affordable rented housing units.
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 five 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 £23,700) for the 474 proposed residential units) which can be spent on either public transport tickets or towards a bicycle. If part or all of the £23,700 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. To provide public access to the central courtyard and three locally equipped play areas.
4. A financial contribution of £20,000 towards the review and implementation of parking restrictions in the area following the occupation of the buildings on the site.

5. To enter into a S278/S38 Agreement with Surrey County Council (SCC) for the dedication as highway and adoption of part of the application site to form a widened footpath along London Road, the construction of a crossing point at Birch Green and two lay-bys on Fairfield Avenue in accordance with details submitted to and approved by SCC.

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.

(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 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:

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

- 3 The trees and shrubs shall be planted on the site in accordance with the approved landscaping scheme in the first planting season following practical completion of the buildings or such longer period as may be approved by the Local Planning Authority,

and the planting 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/shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.

Reason:- To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development. In accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

- 4 The parking spaces for motor vehicles and bicycles shown on the approved plans shall be constructed and laid out prior to the occupation of the development and shall be retained thereafter for the benefit of the occupiers of the development as approved and shall not be used for any other purpose without the express written consent of the Local Planning Authority

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.

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

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

- 6 The development hereby approved shall not be occupied until details of the play equipment to be installed and the layout of the three Locally Equipped Play Areas have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials and detailing.

Reason: To ensure that the proposed development complies with policy C03 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009 and section 8 (promoting healthy and safe communities) of the National Planning Policy Framework.

- 7 Prior to the occupation of any part of the development hereby approved, the applicant shall enter into a s278 agreement with Surrey County Council to provide the pedestrian footway, crossing and laybys, together with associated works, as illustrated on drawing 183887/A/08 Rev B.

Reason: To ensure 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.

- 8 The development hereby approved shall not be occupied until a minimum of sixty seven (67) dual 7kW (fast charge) charge points for electric vehicles have been laid out within the site. The charging points shall be retained exclusively for their designated purpose, unless agreed in writing with the Local Planning Authority.

Reason: To ensure that the development complies with policies CC2 and EN3 of the Core Strategy and Policies DPD and section 9 (Promoting Sustainable Transport) of the National Planning Policy Framework.

- 9 All construction work shall be undertaken in accordance with the Construction Transport Management Plan approved under 16/01158/DC2 unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development does 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.

- 10 Prior to the occupation of any of the buildings hereby approved a 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 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: To ensure 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.

- 11 The site shall be remediated in accordance with the approved remediation strategy, unless otherwise 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 SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009

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

Reason: To protect the amenities of future 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.

- 13 All of the construction work shall be undertaken in accordance with the Construction Environmental Management Plan approved under 16/01158/DC2 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that neighbouring residential occupiers do not suffer a loss of amenity by reason of excess noise, nuisance and pollution from the construction work and activity taking place on the site when implementing the decision in

accordance with policy EN1 and EN11 and the National Planning Policy Framework 2012.

- 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. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc)
 - b) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
 - c) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) 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 Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDS.

- 16 The development shall be constructed in accordance with the details provided in the sustainability report submitted with the application, to deliver a minimum of 10% of the energy requirement generated by the development by renewable energy methods, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of sustainable development and in accordance with policies CC1, SP6 and EN1 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

- 17 That the development hereby approved shall be carried out in accordance with the mitigation and biodiversity recommendations as set out in paragraphs 4.13 to 4.21 of the Preliminary Ecological Appraisal (v.2 Final) dated July 2018

Reason: To safeguard and protect important species using the site in accordance with policies SP6 and EN8 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

- 18 Prior to the occupation of any part of the development permitted, details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting on the site shall at all times accord with the approved details.

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.

- 19 The waste management strategy submitted with the application shall be in operation prior to occupation of any of the buildings hereby approved and shall be carried out in accordance with the approved details, unless expressly agreed in writing by the Local Planning Authority.

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.

- 20 The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB LAeq T *, 30 dB LAeq T † , 45dB LAFmax T *

Living rooms- 35dB LAeq T †

Dining room - 40 dB LAeq T † *

- Night-time - 8 hours between 23:00-07:00 †

- Daytime - 16 hours between 07:00-23:00 31.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with policy.

- 21 The 86 car parking spaces within the multi storey car park as identified on plans L(LE)001 and L(LE)003 shall be retained in perpetuity for such use by the residential occupiers of the proposed development, unless otherwise agreed by the Local Planning Authority in writing.

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.

INFORMATIVES TO APPLICANT

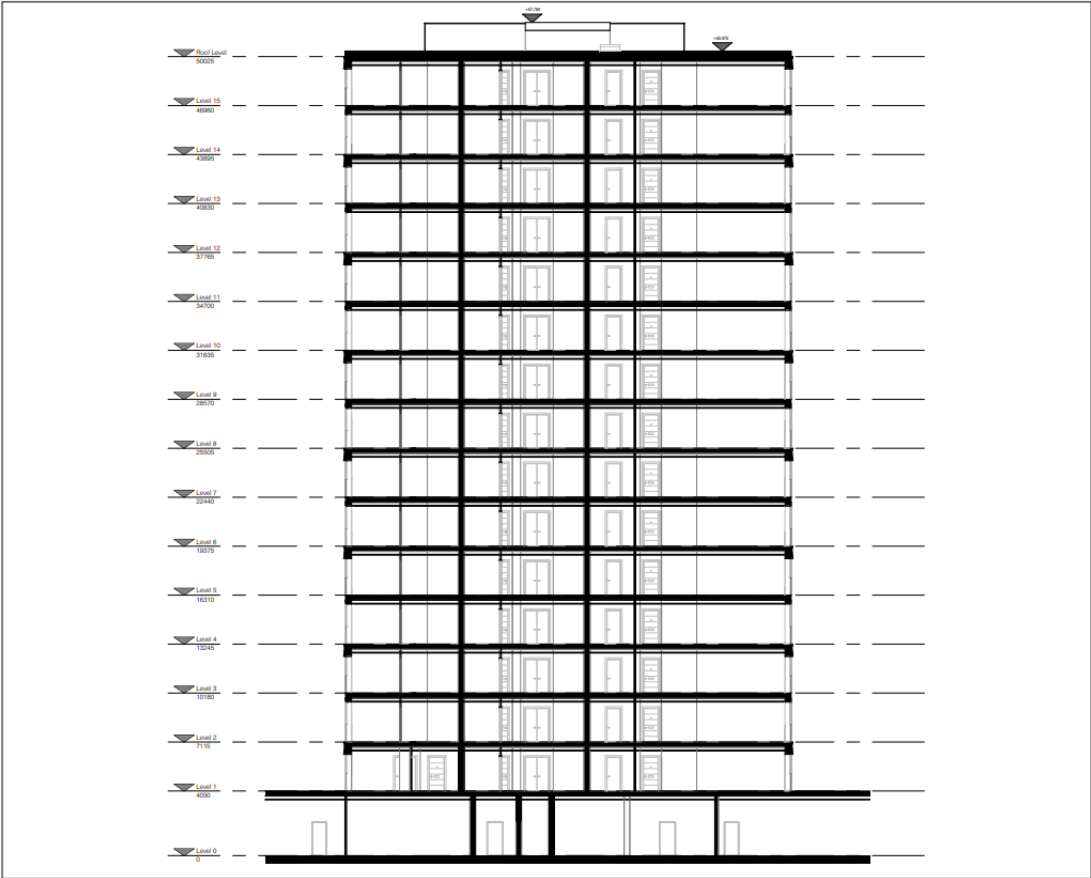
- 1 The Town and Country Planning (Development Management Procedure) (England) Order 2015
Working in a positive/proactive manner
In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. 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
c) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.
- 2 Access by the Fire Brigade

Notice of the provisions of Section 20 of the Surrey County Council Act 1985 is hereby endorsed on this planning permission. Copies of the Section may be obtained from the Council Offices or from County Hall. Section 20 of this Act requires that when a building is erected or extended, proper provision must be made for the Fire Brigade to have means of access to the building or to any neighbouring buildings. There are also requirements relating to access and facilities for the fire service contained in Part B of the Building Regulations 2000 (as amended).

- 3 Please note that this application is subject to the payment of Community Infrastructure Levy (CIL). Full details of the charge, how it has been calculated and what happens next are set out in the CIL Liability Notice which will be sent separately.

If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

- 4 In order to protect groundwater quality from further deterioration: - No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. - Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution. - Decommission of investigative boreholes 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 NPPF.
- 5 If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. If there are any further queries please contact the Sustainable Drainage and Consenting team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.
- 6 The applicant is advised to contact the Council's Environment Health department concerning the requirements for extraction facilities that may be required in connection with the flexible commercial spaces and the café prior to the commencement of development to ensure that adequate provision and/or future capacity is incorporated.



1 Planning Submission 001 20/07/2018

Rev Description Date

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Client
Berkeley Homes West London

Site Name
Staines Central

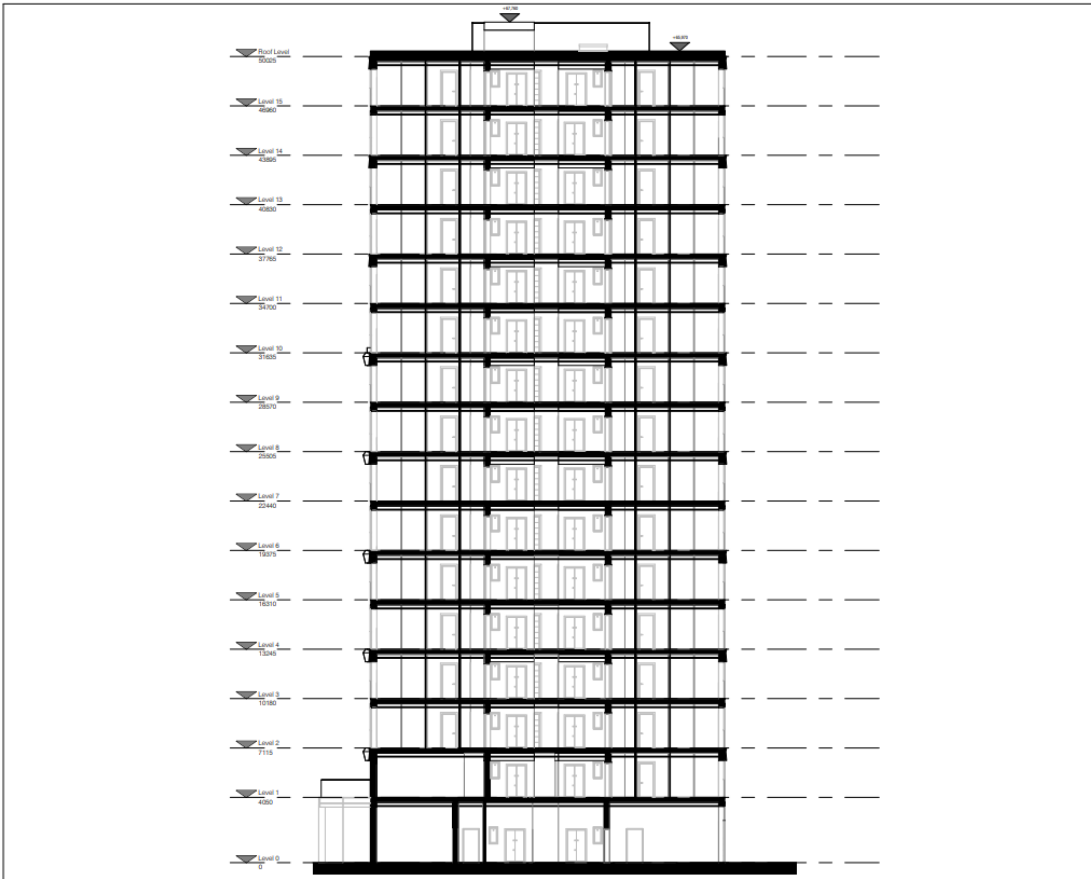
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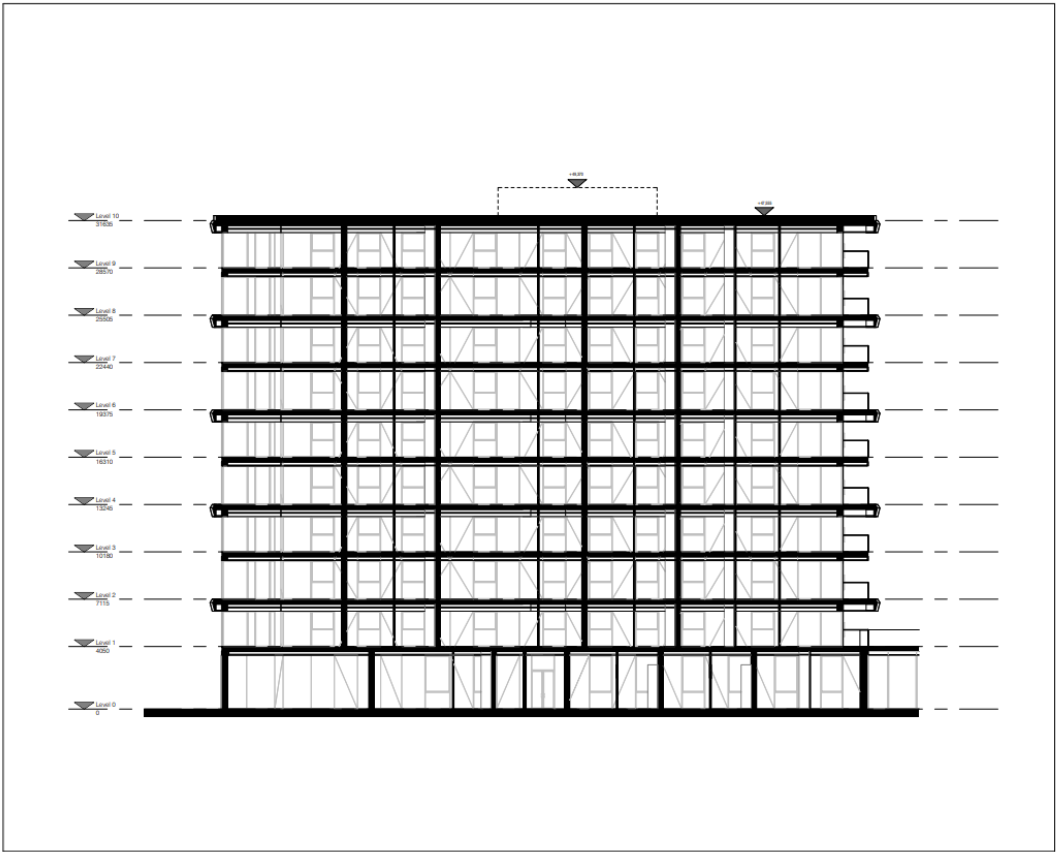
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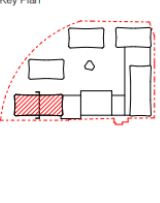
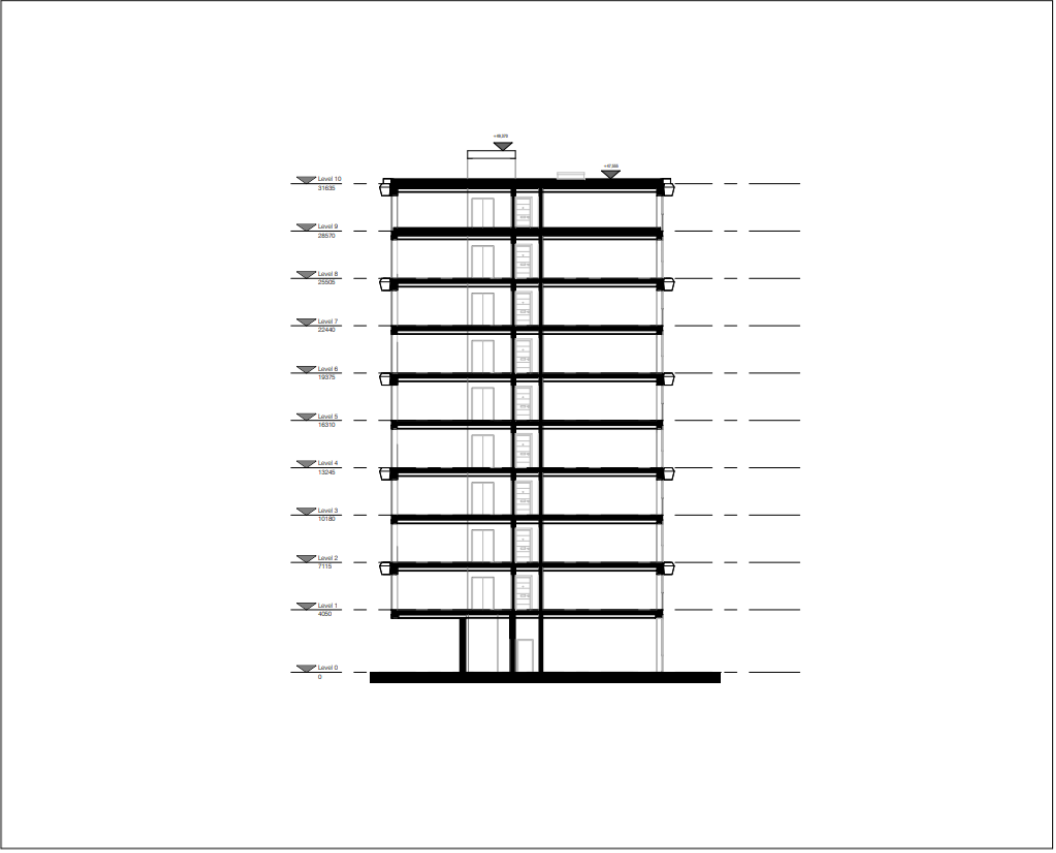
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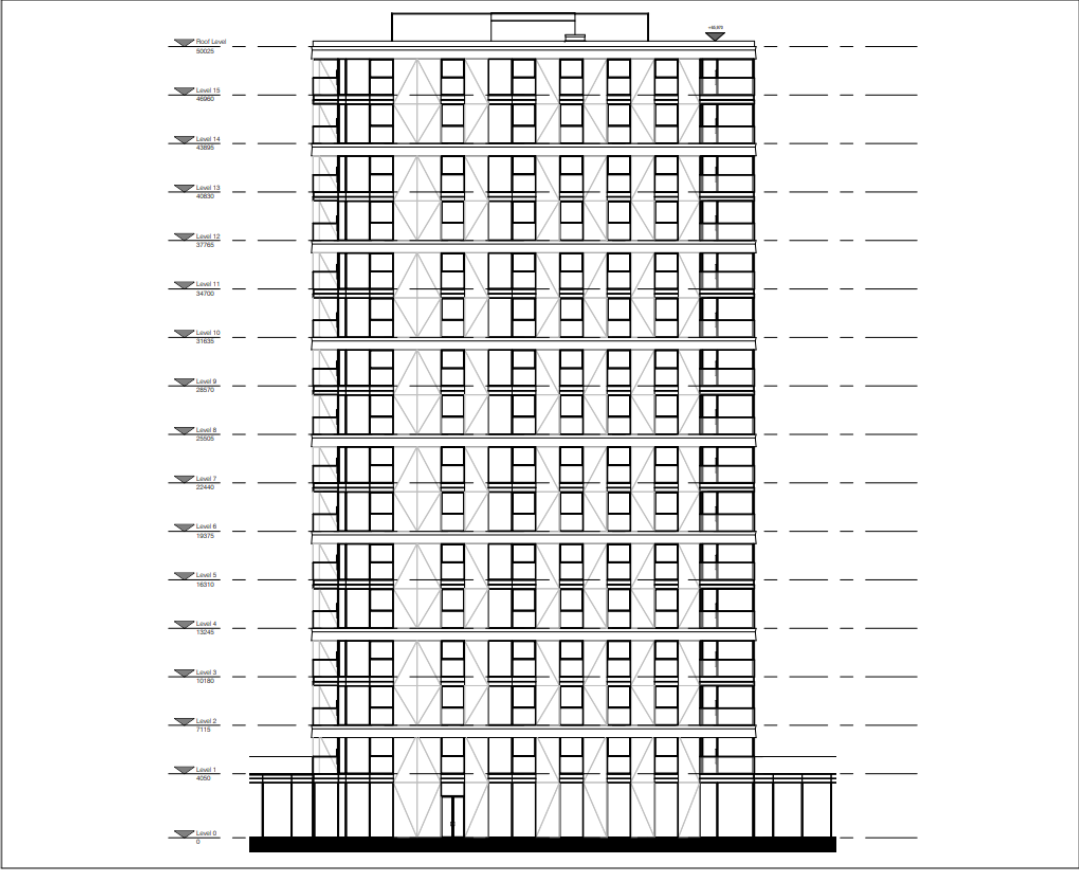
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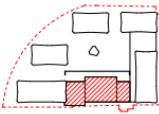
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Rev: 01
Date: 10/10/2018
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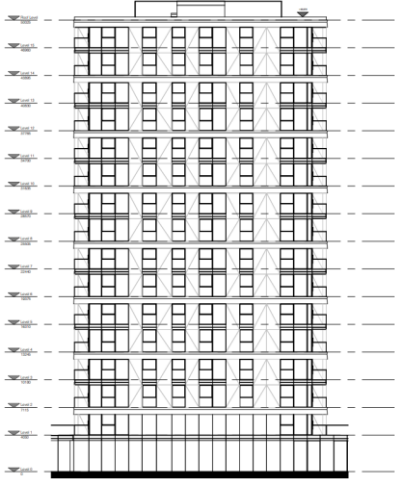
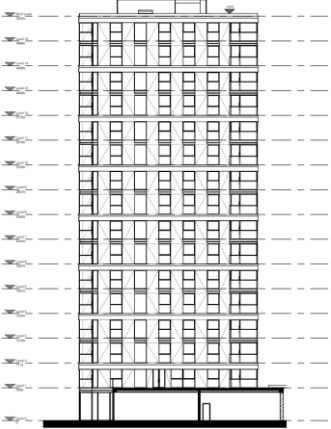
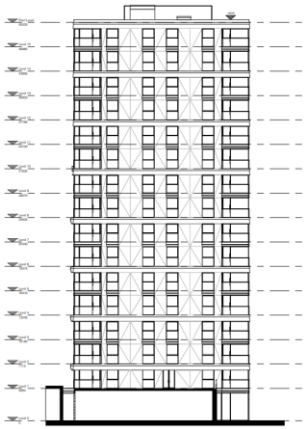
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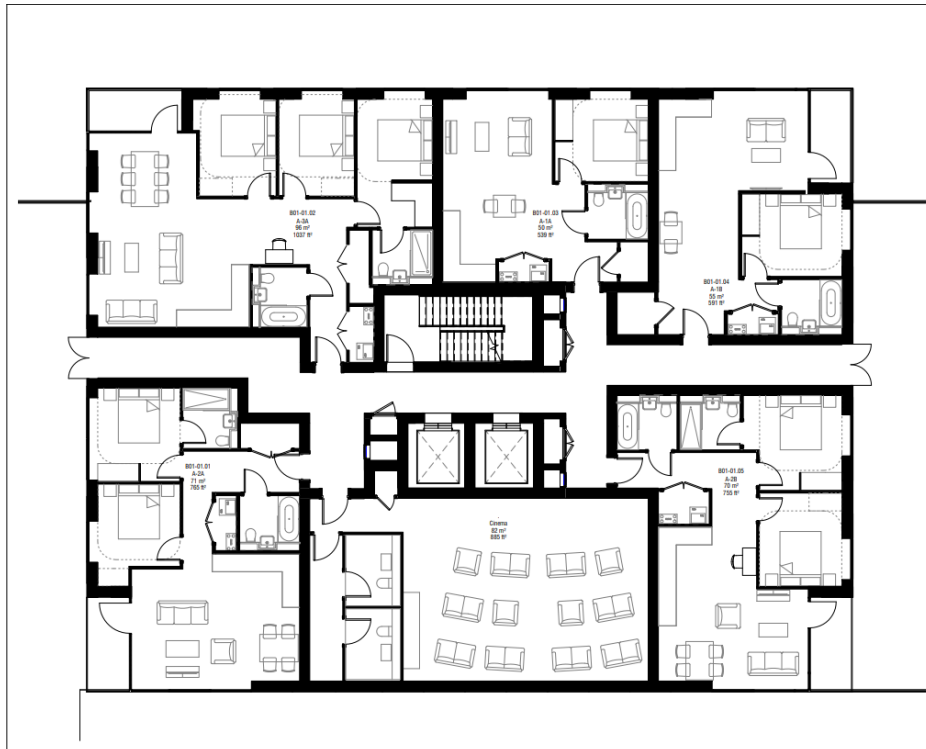
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Project: Block A - Elevation 1

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Revision: 1
Discipline: Planning

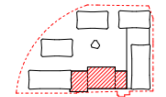






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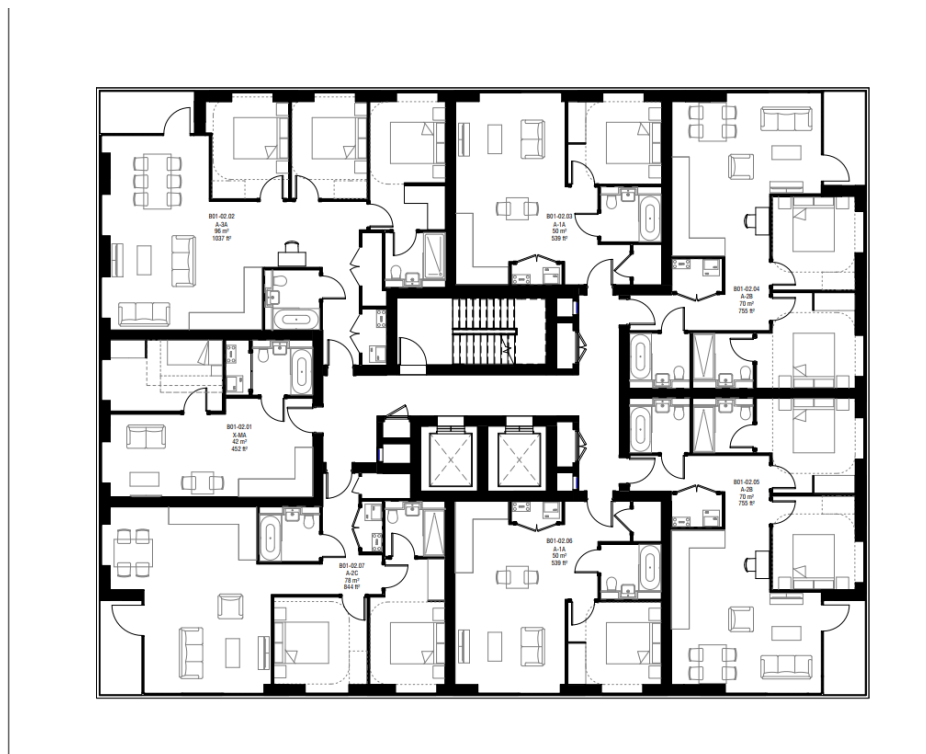
Berkeley Homes West London

Staines Central

Block A - Level 01

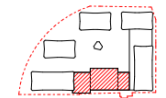
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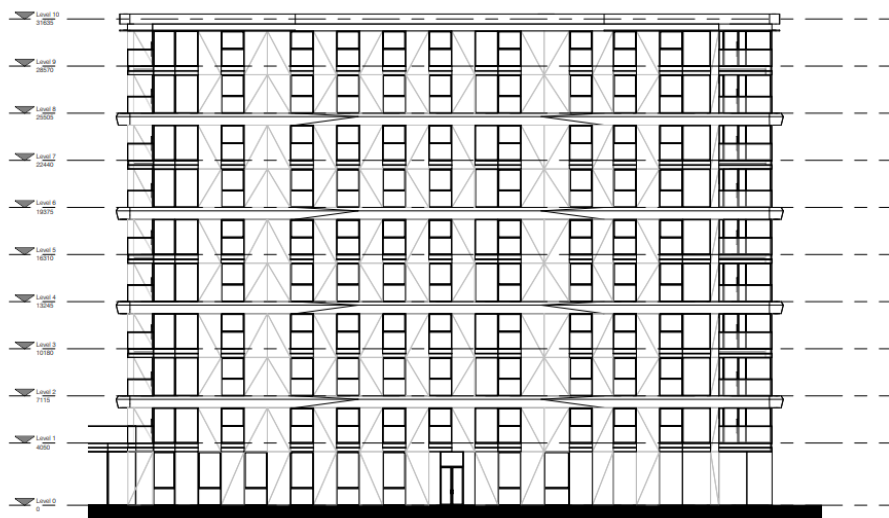
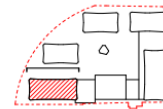
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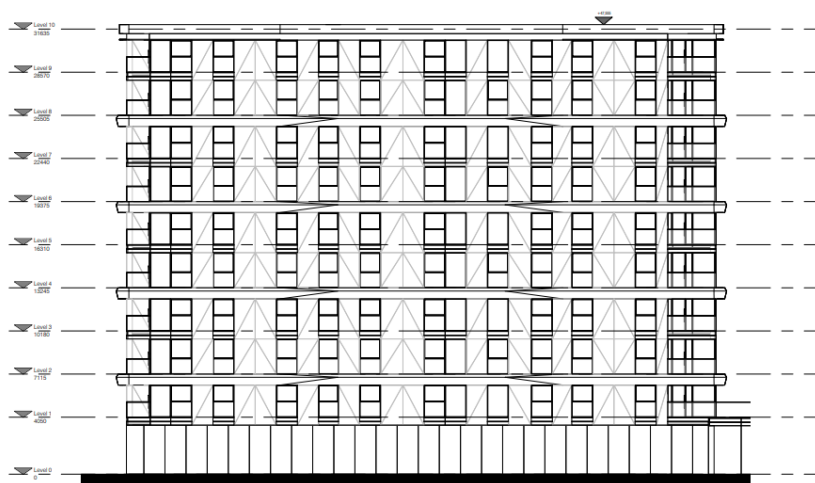
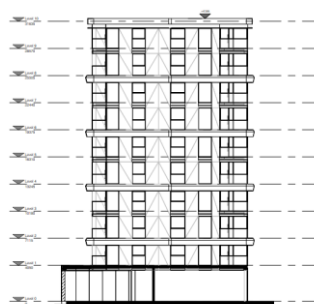
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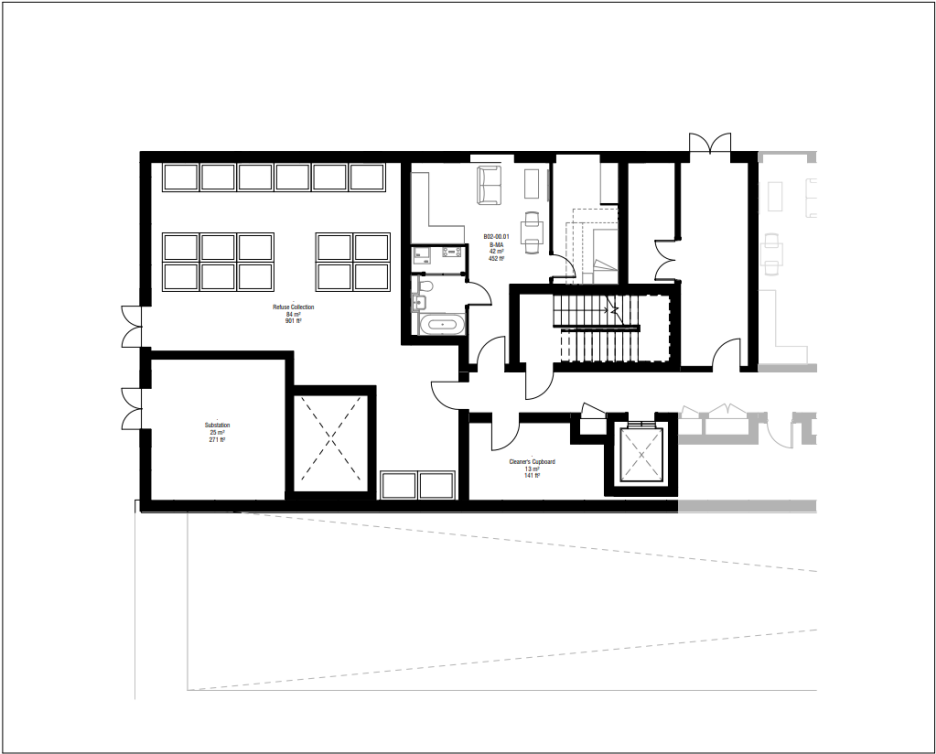
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Planning





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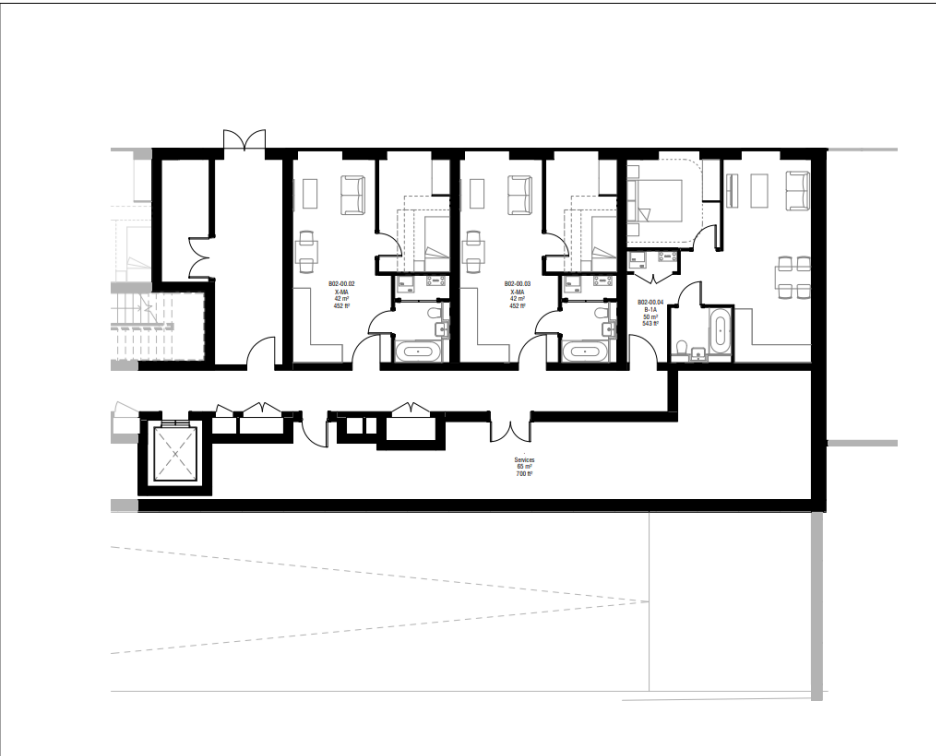
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Site No
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Planning No
Block B - Level 00

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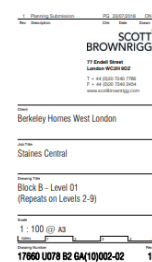
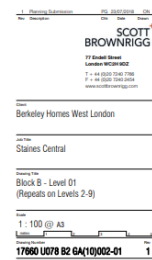
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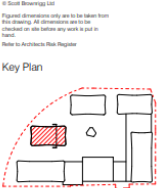
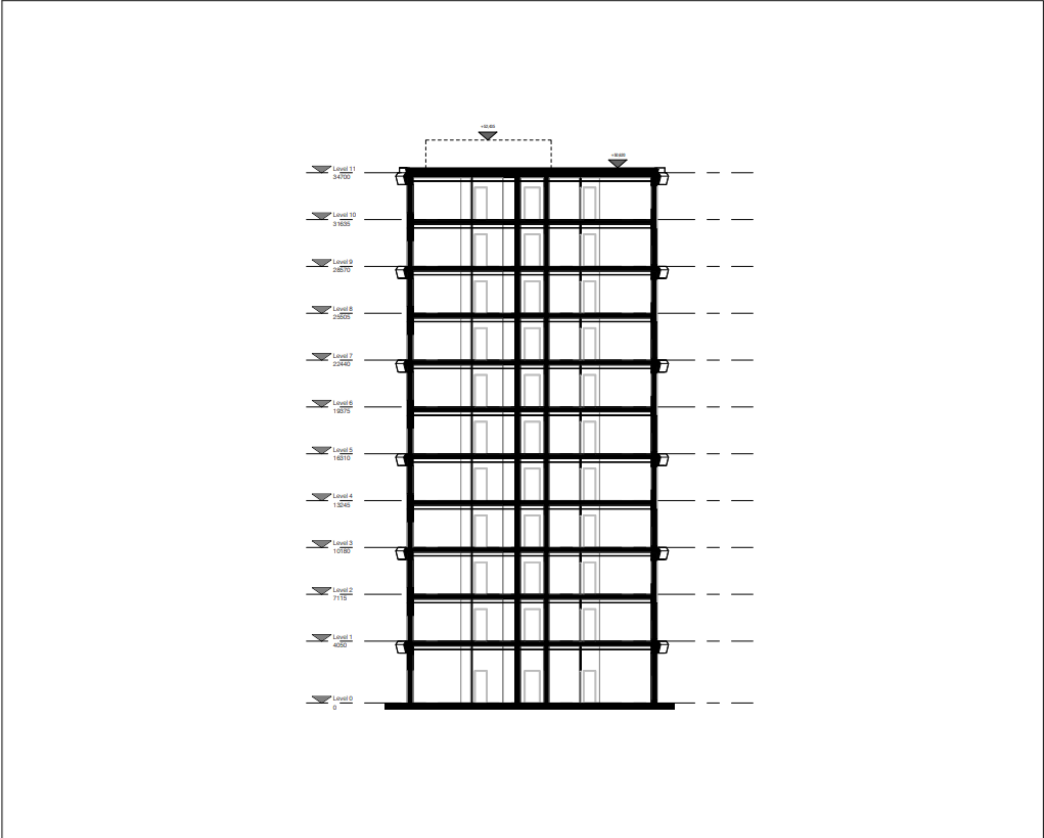
Site No
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Block B - Level 00

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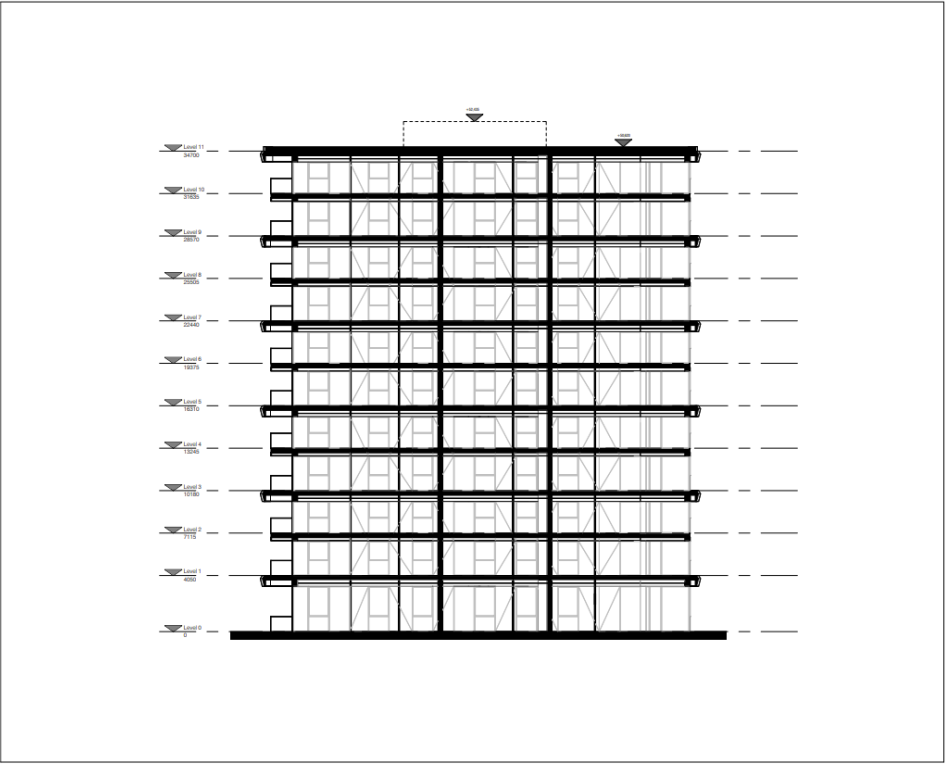
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Block C - Section 2

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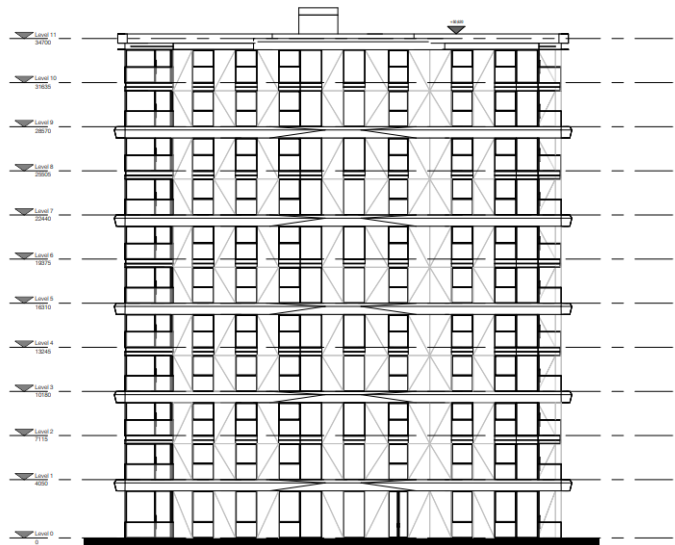
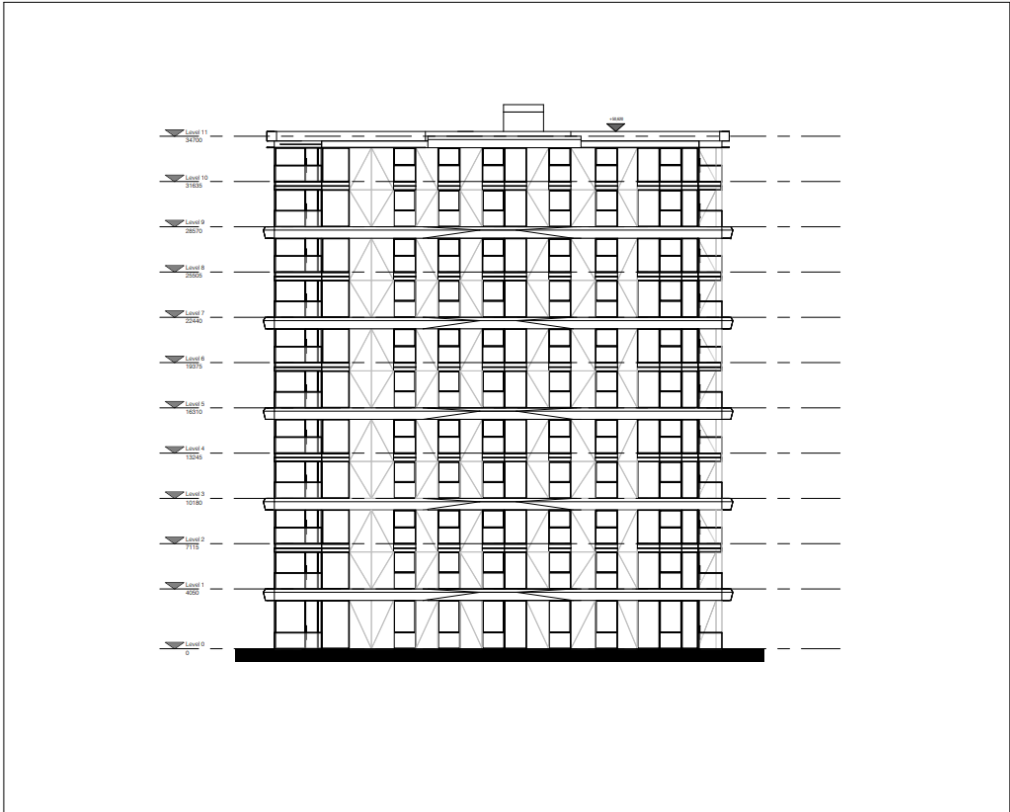
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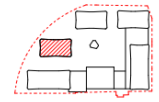




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Key Plan



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 Project Ref: 17660 U078 BS GA(10)001
 Date: 17/06/2019
 Scale: 1:100 @ A3
 Drawing No: 17660 U078 BS GA(10)001
 Sheet: 1



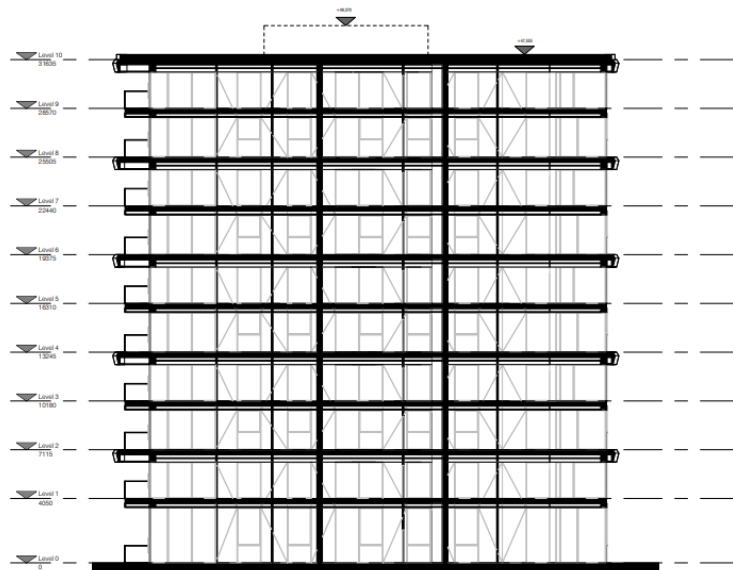
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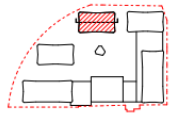


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 Project Ref: 17660 U078 BS GA(10)002
 Date: 17/06/2019
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 Drawing No: 17660 U078 BS GA(10)002
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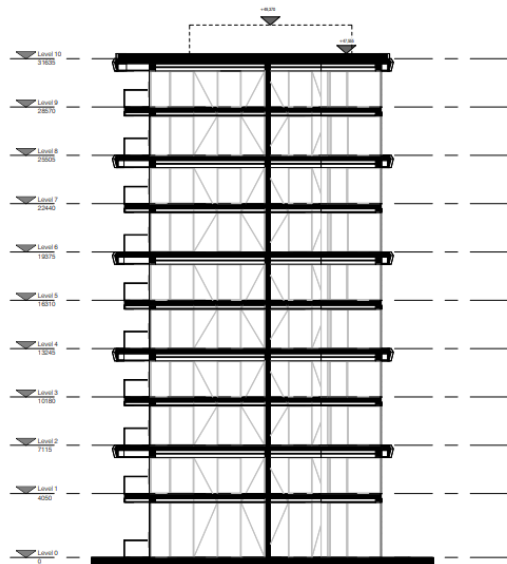
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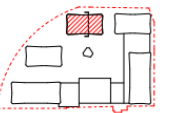
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Job Title:
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Drawing Title:
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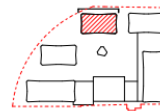
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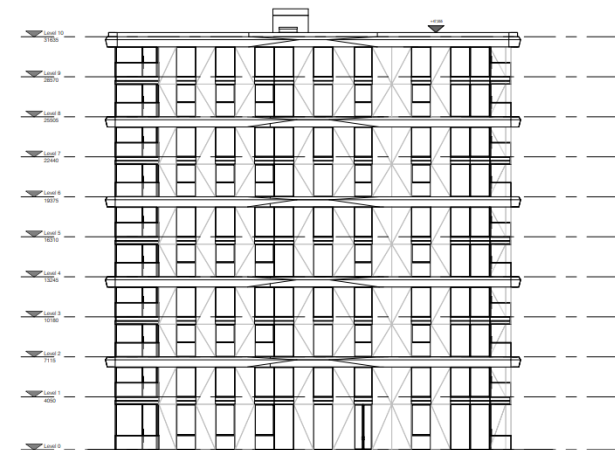
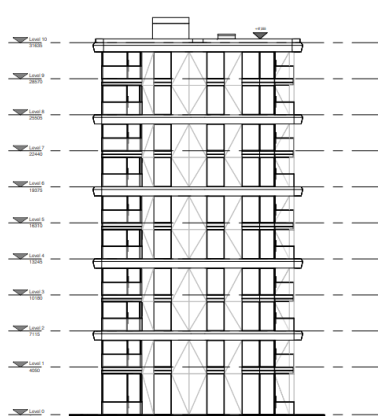
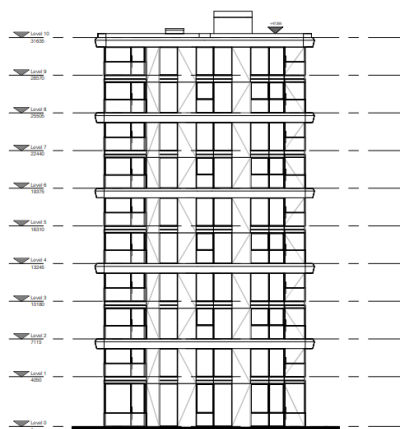
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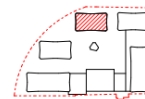
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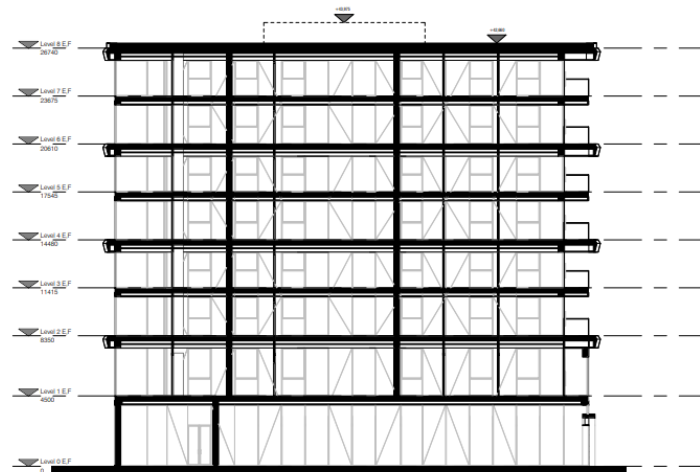
Berkeley Homes West London

Site Name:
 Staines Central

Building Title:
 Block D - Level 01
 (Repeats on Levels 2-9)

Scale:
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17860 U078 B4 GA(10)/002



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Key Plan

1 Planning Submission 015 0847 0018 015
 Date Date Date

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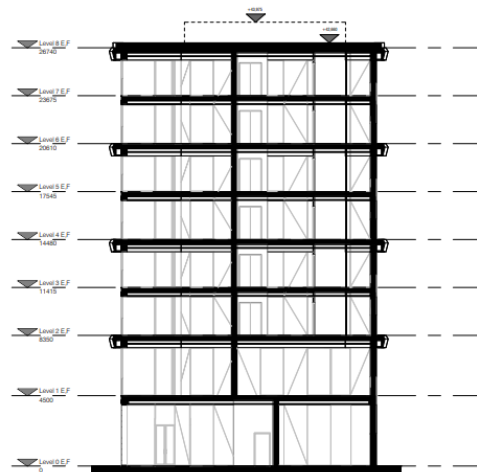
Client
 Berkeley Homes West London

Site Name
 Staines Central

Drawing Title
 Block E - Section 1

Scale
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17880 U078 B5 GA(12)001
 1
 Planning



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Key Plan

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Client
 Berkeley Homes West London

Site Name
 Staines Central

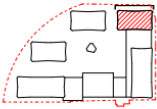
Drawing Title
 Block E - Section 2

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17880 U078 B5 GA(12)002
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 Planning

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1: Planning Submission 1:200 @ A3 1:100 @ A1
1:200 @ A3 1:100 @ A1
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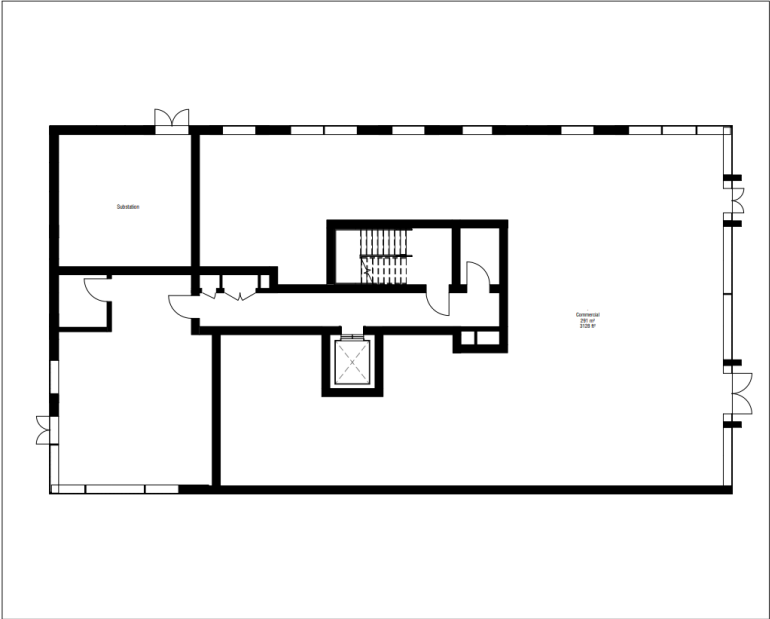
Client
Berkeley Homes West London

Site Name
Staines Central

Drawing Title
Block E - Elevation 1

Scale
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Drawing Number
17060 U078 B5 GA(1)001 1
Discipline
Planning





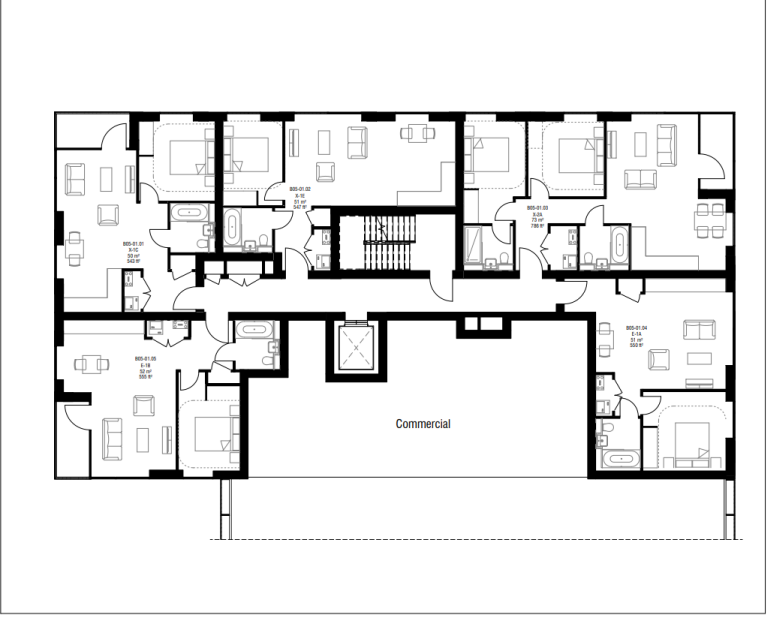
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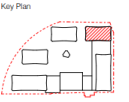
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Berkley Homes West London
Staines Central
Block E - Level 00

Scale
1:100 @ A3
17000 U078 BG GA/10001



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Berkley Homes West London
Staines Central
Block E - Level 01

Scale
1:100 @ A3
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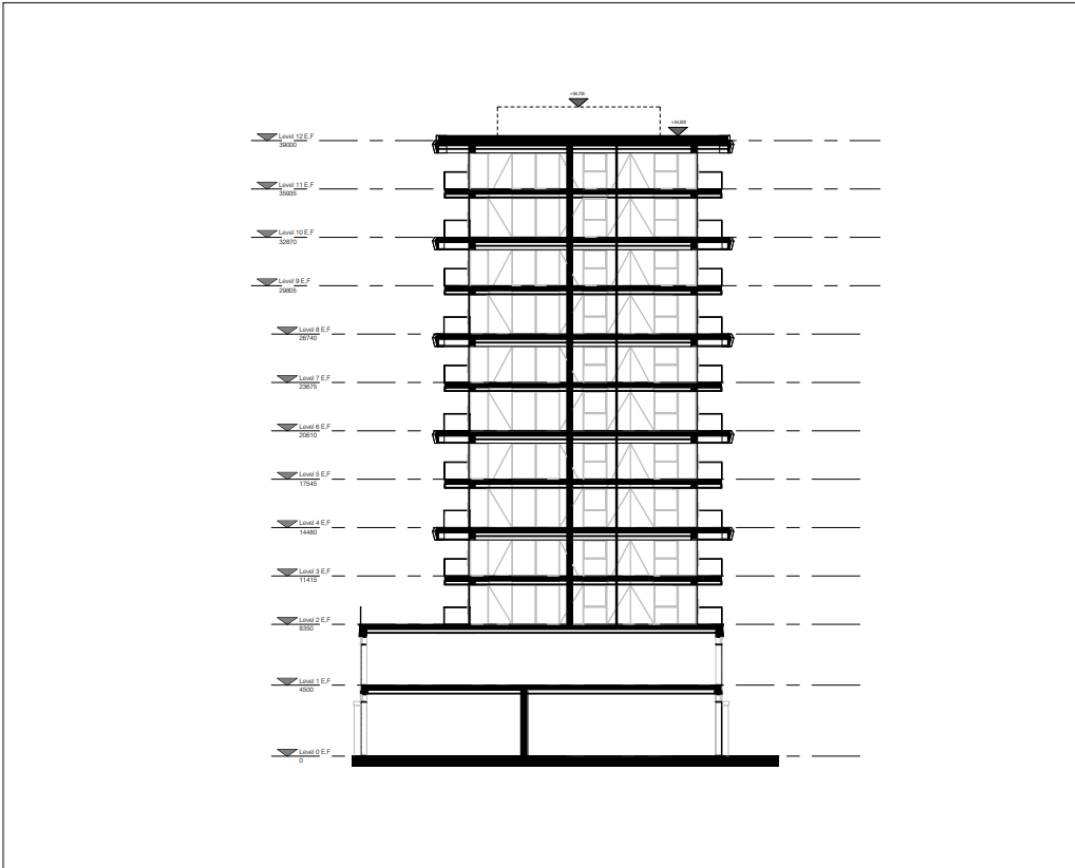
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Berkley Homes West London
Staines Central
Block E - Level 02
(Repeats on Levels 3-7)

Scale
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17000 U078 BG GA/10000



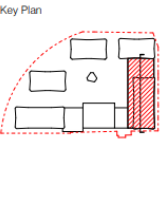
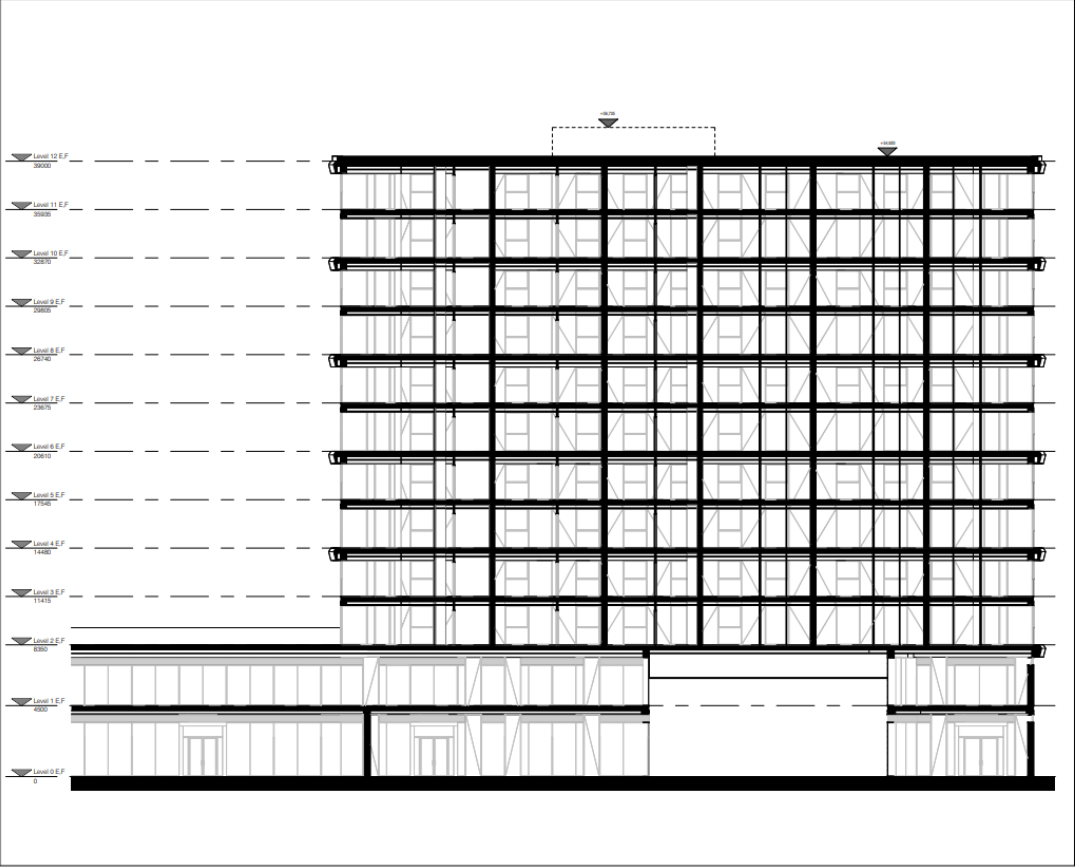
Key Plan

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1: Planning Submission
Rev: 001
Date: 12/01/2021
Author: [Name]

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Client: Berkeley Homes West London
Job Title: Staines Central
Drawing Title: Block F - Section 1
Scale: 1:200 @ A3 1:100 @ A1
Drawing No: 17660 U078 B6 GA(12)001
Rev: 1
Disc: Planning



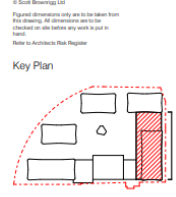
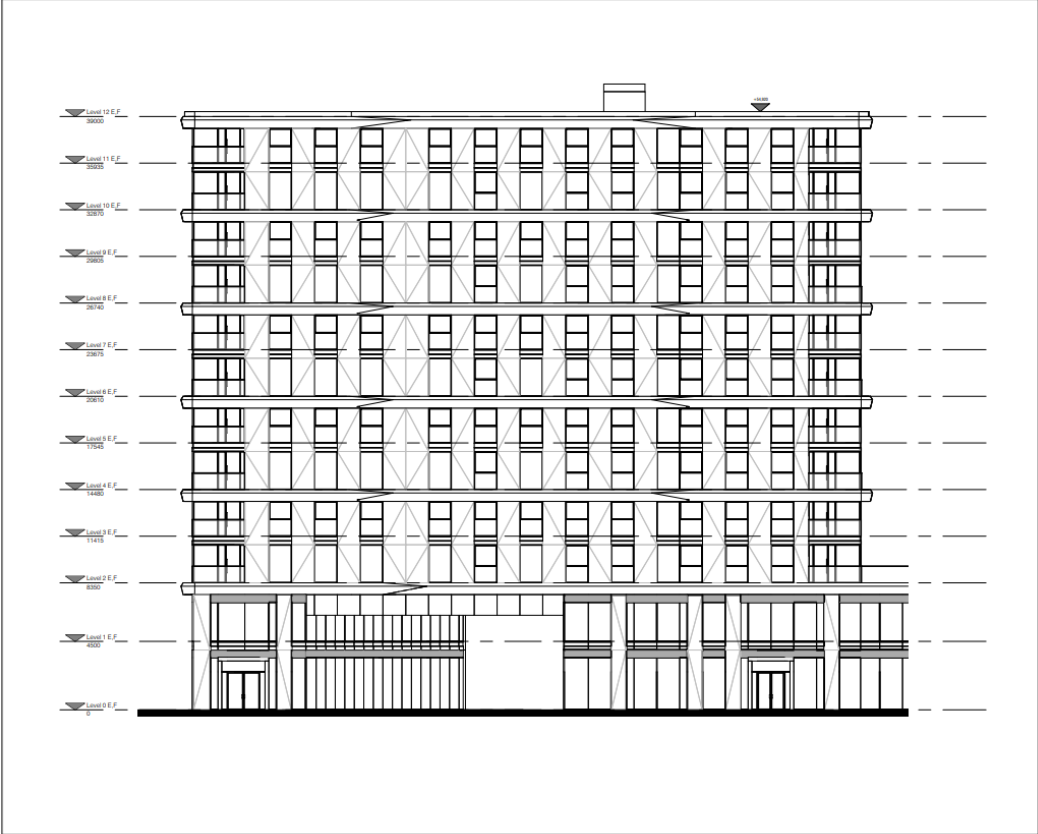
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1: Planning Submission
Rev: 001
Date: 12/01/2021
Author: [Name]

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Client: Berkeley Homes West London
Job Title: Staines Central
Drawing Title: Block F - Section 2
Scale: 1:200 @ A3 1:100 @ A1
Drawing No: 17660 U078 B6 GA(12)002
Rev: 1
Disc: Planning



1 Planning Submission

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Berkeley Homes West London

Job Title
Staines Central

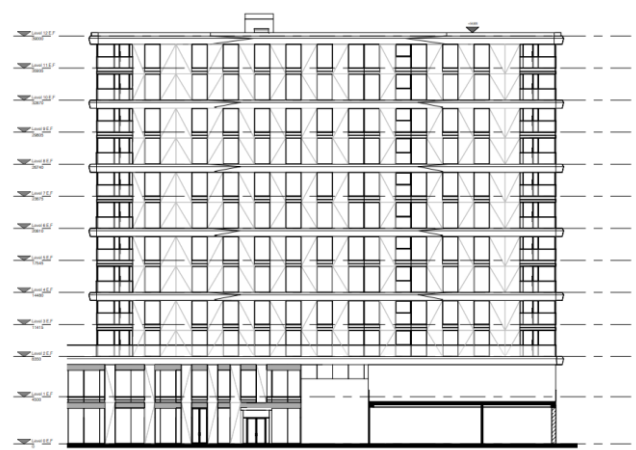
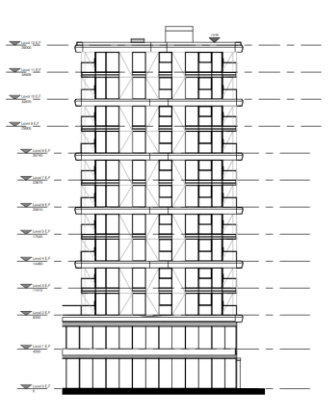
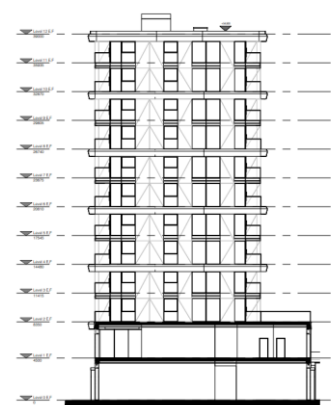
Drawing Title
Block F - Elevation 2

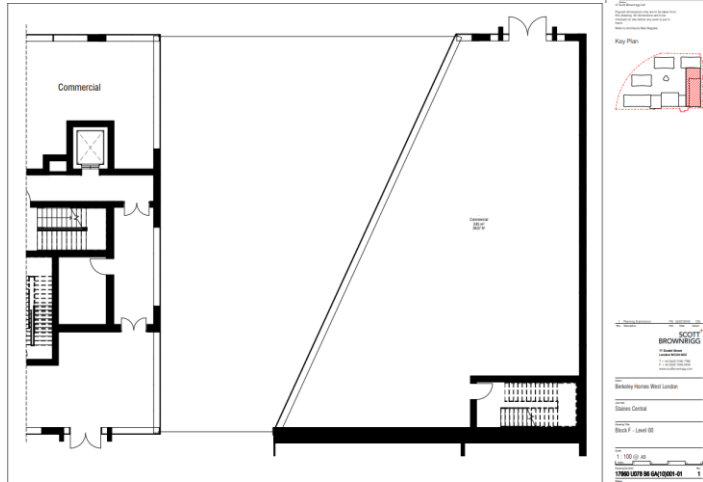
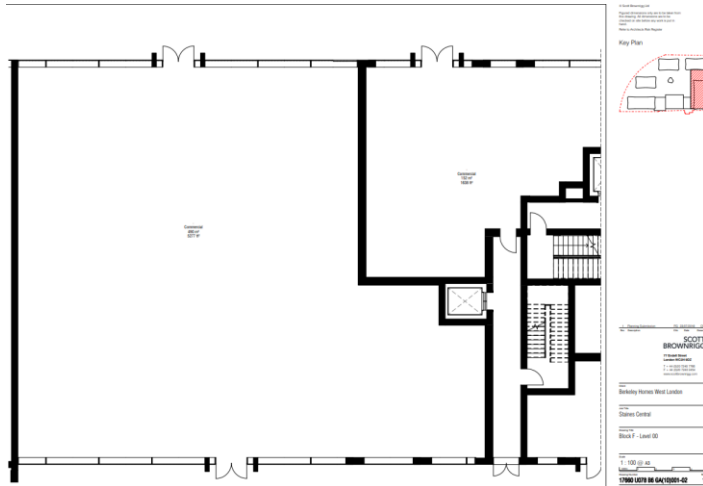
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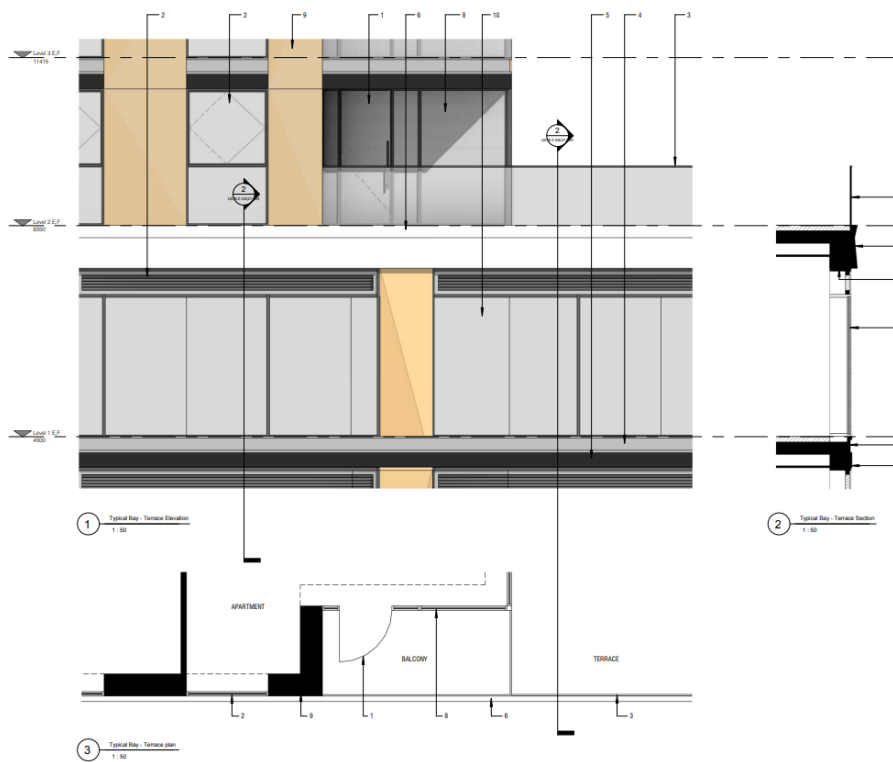
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17660 U078 B6 GA(1)J002

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Planning



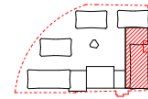




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Key Plan



Legend:

1. Double glazed balcony door; aluminium frame
2. Double glazed window panel with a vertical pivot opening; aluminium frame
3. 110mm Glass balustrade; aluminium handrail
4. Aluminium C-Channel fascia
5. Backpainted glass spacer panels
6. GRC hand rail edge
7. Insulated panel
8. Double glazed fixed window panel; aluminium frame
9. Double glazed fixed window panel; aluminium frame
10. Double glazed curtain walling system
11. Double glazed main entrance door
12. Ventilation Gable
13. Anodised aluminium insulated panels
14. GRC frame

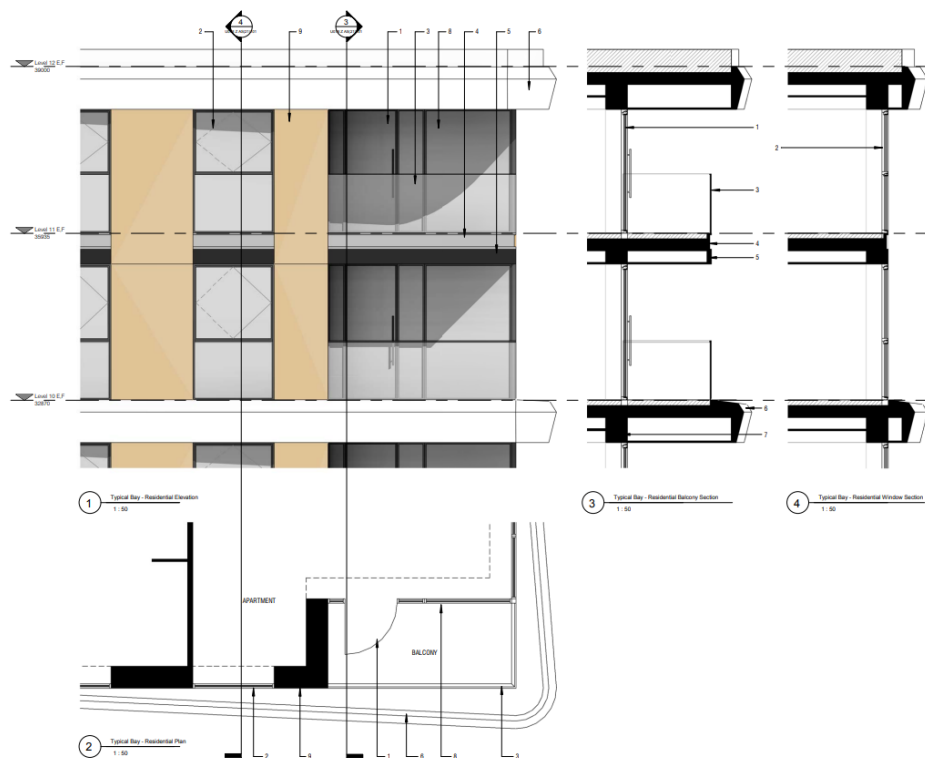
1 Planning Submission
Rev: 001
Date: 01/10/2018
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Berkeley Homes West London

Site Name:
Staines Central

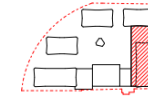
Drawing Title:
Typical Bay - Terrace

Scale:
1:50 @ A3
17660 U078 Z AS(21)103
Planning



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Key Plan



Legend:

1. Double glazed balcony door; aluminium frame
2. Double glazed window panel with a vertical pivot opening; aluminium frame
3. 110mm Glass balustrade; aluminium handrail
4. Aluminium C-Channel fascia
5. Backpainted glass spacer panels
6. GRC hand rail edge
7. Insulated panel
8. Double glazed fixed window panel; aluminium frame
9. Double glazed fixed window panel; aluminium frame
10. Double glazed curtain walling system
11. Double glazed main entrance door
12. Ventilation Gable
13. Anodised aluminium insulated panels
14. GRC frame

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T: +44 (0)20 7346 1788
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Client:
Berkeley Homes West London

Site Name:
Staines Central

Drawing Title:
Typical Bay - Residential

Scale:
1:50 @ A3
17660 U078 Z AS(21)101
Planning