

NOTICE
OF
MEETING

**WINDSOR AND ASCOT DEVELOPMENT
MANAGEMENT COMMITTEE**

will meet on

WEDNESDAY, 7TH SEPTEMBER, 2022

At 7.00 pm

In the

GREY ROOM - YORK HOUSE, AND ON [RBWM YOUTUBE](#)

TO: MEMBERS OF THE WINDSOR AND ASCOT DEVELOPMENT MANAGEMENT COMMITTEE

COUNCILLORS DAVID CANNON (CHAIRMAN), SAYONARA LUXTON (VICE-CHAIRMAN), SHAMSUL SHELM, GARY MUIR, DAVID HILTON, AMY TISI, NEIL KNOWLES, WISDOM DA COSTA AND JON DAVEY

SUBSTITUTE MEMBERS

COUNCILLORS KAREN DAVIES, JOHN BOWDEN, JULIAN SHARPE, LYNNE JONES, HELEN PRICE, CAROLE DA COSTA, JOHN STORY, SAMANTHA RAYNER AND DAVID COPPINGER

Karen Shepherd – Head of Governance - Issued: 30 August 2022

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator **Becky Oates** Becky.Oates@RBWM.gov.uk

Recording of Meetings – In line with the council's commitment to transparency the Part I (public) section of the virtual meeting will be streamed live and recorded via Zoom. By participating in the meeting by audio and/or video, you are giving consent to being recorded and acknowledge that the recording will be in the public domain. If you have any questions regarding the council's policy, please speak to Democratic Services or Legal representative at the meeting.

AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<p><u>APOLOGIES FOR ABSENCE</u></p> <p>To receive any apologies for absence.</p>	-
2.	<p><u>DECLARATIONS OF INTEREST</u></p> <p>To receive any declarations of interest.</p>	5 - 8
3.	<p><u>MINUTES OF PREVIOUS MEETING</u></p> <p>To approve the minutes of the meeting held on 3 August 2022 as a true and accurate record.</p>	9 - 10
4.	<p><u>22/00217/FULL - LAND AT 57 TO 61 THE GREEN WRAYSBURY AND 1 TO 3 STATION ROAD WRAYSBURY STAINES</u></p> <p>PROPOSAL: Proposed change of use of ground floor of No. 57 from takeaway to office. External alterations to 59 The Green and change of use from car repairs to 2 x offices (ground floor) and 1no. one bed flat (first floor). Two storey rear extension to 61 The Green and conversion of 3 bed dwelling to 1no. one bed and 1no. two bedroom flats. Alterations and extensions to 1-3 Station Road and change of use from part ground floor retail and part domestic to form 4no. one bed, 1no. two bed and 1no. three bed flats. Erection of 2no. semi-detached houses (1no. two bed and 1no. three bed) to rear of nos. 5-7 Station Road</p> <p>RECOMMENDATION: Refuse</p> <p>APPLICANT: Mr & Mrs Gamester</p> <p>MEMBER CALL-IN: N/A</p> <p>EXPIRY DATE: 9 September 2022</p>	11 - 42
5.	<p><u>22/00514/FULL - PUBLIC OPEN SPACE JUNCTION OF IMPERIAL ROAD AND LONGBOURN AND WINDSOR GIRLS SCHOOL IMPERIAL ROAD WINDSOR</u></p> <p>PROPOSAL: Two storey sixth form building with linked covered walkway and new external doors to the existing school building, heat source pump within enclosure, 2no. fenced sports courts and 1no. fenced all weather pitch.</p> <p>RECOMMENDATION: Permit</p> <p>APPLICANT: Mr Smith</p> <p>MEMBER CALL-IN: N/A</p> <p>EXPIRY DATE: 26 May 2022</p>	43 - 58

6.	<u>22/00897/OUT - LAND FRONTING NORTH BANK OF THAMES AND ACCESSED BETWEEN 66 AND 68 WRAYSBURY ROAD STAINES</u>	59 - 86
	PROPOSAL: Outline application for a river boat slipway and drydock, (including small workshop / store, office and staff welfare facility, all raised 1500mm above the ground level) with all matters reserved.	
	RECOMMENDATION: Refuse	
	APPLICANT: Mr French	
	MEMBER CALL-IN: N/A	
	EXPIRY DATE: 12 July 2022	
7.	<u>PLANNING APPEALS RECEIVED AND PLANNING DECISION REPORT</u>	87 - 88
	To note the contents of the report.	

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LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

In accordance with the requirements of the Local Government (Access to Information) Act 1985, each item on this report includes a list of Background Papers that have been relied on to a material extent in the formulation of the report and recommendation. The list of Background Papers will normally include relevant previous planning decisions, replies to formal consultations and relevant letter of representation received from local societies, and members of the public. For ease of reference, the total number of letters received from members of the public will normally be listed as a single Background Paper, although a distinction will be made where contrary views are expressed. Any replies to consultations that are not received by the time the report goes to print will be recorded as "Comments Awaited".

The list will not include published documents such as the Town and Country Planning Acts and associated legislation, Department of the Environment Circulars, the Berkshire Structure Plan, Statutory Local Plans or other forms of Supplementary Planning Guidance, as the instructions, advice and policies contained within these documents are common to the determination of all planning applications. Any reference to any of these documents will be made as necessary under the heading "Remarks".

STATEMENT OF THE HUMAN RIGHTS ACT 1998

The Human Rights Act 1998 was brought into force in this country on 2nd October 2000, and it will now, subject to certain exceptions, be directly unlawful for a public authority to act in a way which is incompatible with a Convention right. In particular, Article 8 (respect for private and family life) and Article 1 of Protocol 1 (peaceful enjoyment of property) apply to planning decisions. When a planning decision is to be made however, there is further provision that a public authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest, and therefore much of this authority's decision making will continue to take into account this balance.

The Human Rights Act will not be referred to in the Officer's report for individual applications beyond this general statement, unless there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues.

MEMBERS' GUIDE TO DECLARING INTERESTS AT MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a Disclosable Pecuniary Interest (DPI) or Other Registerable Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

Any Member with concerns about the nature of their interest should consult the Monitoring Officer in advance of the meeting.

Non-participation in case of Disclosable Pecuniary Interest (DPI)

Where a matter arises at a meeting which directly relates to one of your DPIs (summary below, further details set out in Table 1 of the Members' Code of Conduct) you must disclose the interest, **not participate in any discussion or vote on the matter and must not remain in the room** unless you have been granted a dispensation. If it is a 'sensitive interest' (as agreed in advance by the Monitoring Officer), you do not have to disclose the nature of the interest, just that you have an interest. Dispensation may be granted by the Monitoring Officer in limited circumstances, to enable you to participate and vote on a matter in which you have a DPI.

Where you have a DPI on a matter to be considered or is being considered by you as a Cabinet Member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

DPIs (relating to the Member or their partner) include:

- *Any employment, office, trade, profession or vocation carried on for profit or gain.*
- *Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses*
- *Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.*
- *Any beneficial interest in land within the area of the council.*
- *Any licence to occupy land in the area of the council for a month or longer.*
- *Any tenancy where the landlord is the council, and the tenant is a body in which the relevant person has a beneficial interest in the securities of.*
- *Any beneficial interest in securities of a body where:*
 - a) *that body has a place of business or land in the area of the council, and*
 - b) *either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.*

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

Disclosure of Other Registerable Interests

Where a matter arises at a meeting which **directly relates** to one of your Other Registerable Interests (summary below and as set out in Table 2 of the Members Code of Conduct), you must disclose the interest. **You may speak on the matter only if members of the public are also allowed to speak at the meeting** but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive

interest' (as agreed in advance by the Monitoring Officer), you do not have to disclose the nature of the interest.

Other Registerable Interests (relating to the Member or their partner):

You have an interest in any business of your authority where it relates to or is likely to affect:

- a) *any body of which you are in general control or management and to which you are nominated or appointed by your authority*
- b) *any body*
 - (i) exercising functions of a public nature*
 - (ii) directed to charitable purposes or*

one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union)

Disclosure of Non- Registerable Interests

Where a matter arises at a meeting which **directly relates** to your financial interest or well-being (and is not a DPI) or a financial interest or well-being of a relative or close associate, you must disclose the interest. **You may speak on the matter only if members of the public are also allowed to speak at the meeting** but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive interest' (agreed in advance by the Monitoring Officer) you do not have to disclose the nature of the interest.

Where a matter arises at a meeting which **affects** –

- a. your own financial interest or well-being;
- b. a financial interest or well-being of a friend, relative, close associate; or
- c. a body included in those you need to disclose under DPIs as set out in Table 1 of the Members' code of Conduct

you must disclose the interest. In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied.

Where a matter **affects** your financial interest or well-being:

- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest

You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive interest' (agreed in advance by the Monitoring Officer), you do not have to disclose the nature of the interest.

Other declarations

Members may wish to declare at the beginning of the meeting any other information they feel should be in the public domain in relation to an item on the agenda; such Member statements will be included in the minutes for transparency.

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Agenda Item 3

WINDSOR AND ASCOT DEVELOPMENT MANAGEMENT COMMITTEE

WEDNESDAY, 3 AUGUST 2022

PRESENT: Councillors David Cannon (Chairman), Sayonara Luxton (Vice-Chairman), Shamsul Shelim, Julian Sharpe, David Hilton, Amy Tisi, Neil Knowles, Wisdom Da Costa and Jon Davey

Also in attendance: Councillor Samantha Rayner

Officers: Oran Norris-Browne, Sian Saadeh and Jo Richards

APOLOGIES FOR ABSENCE

Apologies were received from Councillor Muir. Councillor Sharpe attended as substitute.

DECLARATIONS OF INTEREST

No declarations of Interest were made.

MINUTES OF PREVIOUS MEETING

AGREED UNANIMOUSLY: That the minutes of the meeting held 1 June 2022, be a true and accurate record.

21/03363/FULL - SITE OF FORMER SHEPHERDS HUT 17 ETON WICK ROAD, ETON WICK, WINDSOR

This item was withdrawn by the applicant from the agenda.

21/03536/FULL - THE BRIARY AND BRIARY END AND BRIARY COTTAGE AND COTTON HALL HOUSE AND ETON WICK CHAPEL, ETON WICK ROAD, ETON WICK, WINDSOR

A motion was put forward by Councillor Hilton to permit the application subject to the amendments within the committee update and upon the completion of a Section 106 agreement, which was in line with officer's recommendation. This was seconded by Councillor Luxton.

A named vote was taken.

21/03536/FULL - The Briary And Briary End And Briary Cottage And Cotton Hall House And Eton Wick Chapel, Eton Wick Road, Eton Wick, Windsor (Motion)	
Councillor David Cannon	For
Councillor Sayonara Luxton	For
Councillor Shamsul Shelim	For
Councillor Julian Sharpe	For
Councillor David Hilton	For
Councillor Amy Tisi	For
Councillor Neil Knowles	For
Councillor Wisdom Da Costa	For
Councillor Jon Davey	For
Carried	

RESOLVED UNANIMOUSLY: That the application be permitted.

The committee were addressed by one registered speaker, Councillor Rayner.

PLANNING APPEALS RECEIVED AND PLANNING DECISION REPORT

The committee noted the report.

The meeting, which began at 7.00 pm, finished at 7.40 pm

CHAIRMAN.....

DATE.....

Agenda Item 4

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE**

DEVELOPMENT CONTROL PANEL

7 September 2022

Item: 1

Application No.:	22/00217/FULL
Location:	Land At 57 To 61 The Green Wraysbury And 1 To 3 Station Road Wraysbury Staines
Proposal:	Proposed change of use of ground floor of No.57 from takeaway to office. External alterations to 59 The Green and change of use from car repairs to 2 x offices (ground floor) and 1no. one bed flat (first floor). Two storey rear extension to 61 The Green and conversion of 3 bed dwelling to 1no. one bed and 1no. two bedroom flats. Alterations and extensions to 1-3 Station Road and change of use from part ground floor retail and part domestic to form 4no. one bed, 1no. two bed and 1no. three bed flats. Erection of 2no. semi-detached houses (1no. two bed and 1no. three bed) to rear of nos. 5-7 Station Road.
Applicant:	Mr & Mrs Gamester
Agent:	Mr Neil Davis
Parish/Ward:	Wraysbury Parish/Datchet Horton And Wraysbury
If you have a question about this report, please contact: Jeffrey Ng on or at jeffrey.ng@rbwm.gov.uk	

1. SUMMARY

- 1.1. This application is seeking to redevelop No. 57, No. 59 & No. 61 The Green, 1-3 Station Road and rear of 5-7 Station Road to provide a mixed office-residential scheme. The proposed development comprises 12 residential units and 3 office units.
- 1.2. The proposed development is considered to be unacceptable for a number of reasons including 1) the layout of the proposed development is poorly designed. The resultant amount of hard-surfacing and built form would dominate the site leaving limited space for meaningful landscaping. The proposed 2 semi-detached houses in Plot 11 and 12 which are located at a poor location and appear at odds and not to be in line with the wider character of the area and the increase in height and mass of 1-3 The Green would not respect the form and scale of the neighbouring buildings and be prominent within the street scene, furthermore, the, 2) adverse impact on amenity on neighbouring properties and future occupants, 3) the proposed development would be harmful to the special interest of the adjacent listed building, 4) failure to provide an appropriate housing mix in the proposed development, 5) lack of onsite affordable housing provision or contribution towards affordable housing, 6) failure to provide an acceptable flood risk assessment and to pass the sequential test and exceptions test, 7) failure to provide a bat survey as required and 8) failure to meet the requirements of SP2 and the Council's interim sustainability statement.
- 1.3. Weighing in favour of the scheme, the proposed development would provide 12 residential units (a net increase of 8) and 3 new office units to the site. However, the weight attributed to these benefits would not either individually or cumulatively, be sufficient to outweigh the other harms that are set out above. On this basis of the foregoing, it is therefore recommended that planning permission be refused.

It is recommended the Committee refuses planning permission for the following summarised reasons (the full reasons are identified in Section 15 of this report):

- | | |
|----|--|
| 1. | The layout of the proposed development is poorly designed. The quantum of built form and hard surfacing within the site would leave very limited space for meaningful landscaping which is at odds with the character of the area. While the site is immediately next to the riverside meadows, only very limited space along the riverside is retained. Furthermore, the proposed 2 semi-detached houses in |
|----|--|

	<p>Plot 11 and 12 which are located at a poor location and appear at odds and not to be in line with the wider character of the area. The proposed roof extension to 1-3 The Green, by virtue of its height, bulk and design, also would not respect the scale and form of the neighbouring buildings and would appear prominent in the street scene. The proposed development is contrary to Section 12 of the NPPF, Policy QP3 of the Borough Local Plan 2013-2033, Policies NP/HOU1 and NP/HOU2 of the Horton and Wraysbury Neighbourhood Plan 2018-2033.</p>
2.	<p>The proposed development fails to provide a good quality outlook of the external environment from habitable rooms and would result in overlooking the neighbouring properties. There is also insufficient amenity space for future occupants of the proposed development. As such, the proposed development fails to provide a good standard of accommodation for future occupiers and is contrary to Policy QP3 of the Borough Local Plan 2013-2033 and the Borough Wide Design Guide.</p>
3.	<p>The proposed development comprises an increased height of the corner building, 1-3 The Green, which is immediately opposite the Grade II listed The Perseverance Public House. No heritage statement is provided to assess the impacts on the setting of the Grade II listed building. The increase in the height of the building would be harmful to the setting of the listed building and would represent less than substantial harm to the significance of the designated heritage asset. Given that no public benefit has been identified in the application that would outweigh this harm, the proposal is considered to be contrary to Sections 12 and 16 of the NPPF and Policies QP3 and HE1 of the Borough Local Plan 2013-2033.</p>
4.	<p>The proposed development includes the provision of twelve residential units, of which the majority of the units would be one-bedroom. The proposed housing size mix of this proposed development is not in accordance with the Strategic Housing Market Assessment 2016 suggested housing size mix. In an absence of other evidence of local circumstances or market conditions, it is not considered that the proposed housing mix of the proposal is acceptable as it would fail to provide an appropriate mix of dwelling types and sizes to meet the needs of current and projected households of the local area. The proposal is contrary to Policy HO2 of the Borough Local Plan 2013-2033.</p>
5.	<p>The proposed development includes the provision of twelve residential units (gross), which would trigger the affordable housing requirement within the development plan. The proposed development is not seeking to provide any on-site affordable housing or provide a contribution towards affordable housing. No information or viability evidence has been provided in this application. The proposed development, therefore, fails to comply with Policy HO3 of the Borough Local Plan 2013-2033.</p>
6.	<p>The proposed development is within Flood Zone 2 and 3. In an absence of an acceptable flood risk assessment, the proposed development fails to assess the flood risk to future occupiers and elsewhere. The proposal development also fails to pass the sequential test. Therefore, the proposed development fails to comply with Section 14 of the National Planning Policy Framework and Policy NR1 of the Borough Local Plan 2013-2033.</p>
7.	<p>The outcome of the bat survey is a material consideration for the proposal. As the current application does not comprise the bat survey as a recommendation by the submitted preliminary roost assessment report, there is insufficient information to demonstrate that the proposal would not have an adverse ecological impact on the natural habitats. The proposal, therefore, fails to comply with Section 15 of the National Planning Policy Framework and Policy NR2 of the Borough Local Plan (2013-2033).</p>

8.	The applicant has failed to submit information to demonstrate how the proposed development would work towards minimising CO2 emissions or how it has been designed to incorporate measures to adapt to and mitigate climate change. As such, the proposal is considered to be contrary to Policy SP2 of the Borough Local Plan, Chapter 14 of the NPPF (2021) and the Council's Interim Sustainability Position Statement.
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2. REASON FOR COMMITTEE DETERMINATION

- 2.1. The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Committee
- 2.2. Furthermore, this application was called in by Cllr Muir only if the recommendation of the Head of Planning is to grant the application as the application is overdevelopment and is within floodplain.

3. THE SITE AND ITS SURROUNDINGS

- 3.1. The application site is located at the junction between Station Road and the Green. The site contains a number of plots, and the following table summarises the existing uses:

Address	Existing Use
57 The Green	Takeaway (sui generis) on the ground floor and a 1x studio flat above
59 The Green	Car repairs garage (class B2) on the ground floor and an ancillary office above
61 The Green	1 x Three-bedroom two-storey house
1 - 3 Station Road	2 x ground floor Retail units and 1 x two-bedroom flat, 1 x 2-bed house

- 3.2. The majority of the application site falls within Wraysbury Local Centre (except No.3 Station Road, and land rear of 5 to 7 Station Road). The site falls within Environment Agency Flood Zone 2 and 3. The site is also within the 5F Wraysbury Victorian Village Character Area as identified in the Townscape Character Assessment. The Perseverance public house, which is a Grade II listed building, is on the opposite side of the junction with the Green.

4. KEY CONSTRAINTS

- Environment Agency Flood Zone 2 and 3
- Wraysbury Local Centre

5. THE PROPOSAL

- 5.1. This application comprises a number of plots including No. 57, No. 59 & No. 61 The Green, 1-3 Station Road and 5-7 Station Road. The following table summarises the proposed development:

Address	Proposal
57 The Green	Change of use of ground floor from takeaway (sui generis) to office (Class E). Existing studio flat to remain (plot 1)
59 The Green	External alterations and change of use from car repairs (Class B2) to 2x offices (ground floor) (Class E) and 1x1-bed flat (first floor) (plot 2)
61 The Green	Two-storey rear extension and conversion of an existing 3-bedroom dwelling to provide 1 x 1-bed flat and 1 x 2-bed flats (plots 3 and 4)
1-3 Station Road	Alterations and extensions and change of use from part ground floor retail (Class E) and part domestic unit to form 4 x 1-bed flats, 1x 2-bed flat and 1x 3-bed flat. (Plots 5-10)
Rear of 5-7 Station	Erection of 2 semi-detached houses (1x 2-bed and 1x3-bed) at

Road	the rear of the plot (plots 11 and 12)
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5.2 In terms of proposed residential units, the proposal would include the retention of 1 x studio flat, and conversion of the other existing buildings into 9 units, with the erection of 2 new detached dwellings. As such there would be a net increase in 8 units (12 gross), with only the existing 1-bed studio flat remaining unaltered.

6. RELEVANT PLANNING HISTORY

6.1. There are a number of planning applications for individual sites but there is no recent case history with regard to the wider site. The most recent case was the withdrawn change of use application (19/01288/FULL) for the ground floor from retail (A1) to residential (C3), the creation of two residential units at 1 Station Road, Wraysbury. This was withdrawn as no flood risk assessment was provided to support the application and it would have been recommended for refusal.

7. DEVELOPMENT PLAN

7.1. The main relevant policies are:

Adopted Borough Local Plan 2013-2033

Issue	Policy
Spatial Strategy for the Borough	SP1
Climate Change	SP2
Sustainability and Placemaking	QP1
Character and Design of New Development	QP3
Housing Development Sites	HO1
Housing Mix and Type	HO2
Affordable Housing	HO3
Hierarchy of Centres	TR1
Local Centres	TR5
Historic Environment	HE1
Managing Flood Risk and Waterways	NR1
Nature Conservation and Biodiversity	NR2
Infrastructure and Developer Contributions	IF1
Sustainable Transport	IF2

Adopted Horton and Wraysbury Neighbourhood Plan 2018-2033

Issue	Policy
The presumption in favour of sustainable development	NP/SUSTDEV01
Management of the Water Environment	NP/SUSTDEV02
Good Quality Design	NP/HOU1
Footprint, Separation, Scale & Bulk	NP/HOU2
Smaller Properties & Housing Mix	NP/HOU3
Redevelopment & Change of Use	NP/HOU4

Water Supply, Waste Water, Surface Water and Sewerage Infrastructure	NP/HOU5
Heritage Assets	NP/BE2
Landscape	NP/OE1
Ecology	NP/OE2

8. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2021)

Section 2 – Achieving sustainable development
 Section 4- Decision-making
 Section 5 – Delivering a sufficient supply of homes
 Section 6 – Building a strong, competitive economy
 Section 7 – Ensuring the vitality of town centres
 Section 9- Promoting Sustainable Transport
 Section 11 – Making effective use of land
 Section 12- Achieving well-designed places
 Section 14- Meeting the challenge of climate change, flooding and coastal change
 Section 15 – Conserving and enhancing the natural environment
 Section 16- Conserving and enhancing the historic environment

Supplementary Planning Documents

- Borough Wide Design Guide

Other Local Strategies or Publications

Other Strategies or publications material for the proposal are:

- Berkshire Strategic Housing Market Assessment (SHMA) 2016
- RBWM Townscape Assessment
- RBWM Landscape Assessment
- RBWM Parking Strategy
- RBWM Affordable Housing Planning Guidance
- Interim Sustainability Position Statement
- Corporate Strategy
- Environment and Climate Strategy
- RBWM Waste Management Planning Advice Note
 - DLUHC Technical housing standards – nationally described space standard 2015

9. CONSULTATIONS CARRIED OUT

Comments from interested parties

23 occupiers were notified directly of the application and 38 letters were received in total.

7 letters were received objecting to the application, summarised as:

Comment	Where in the report this is considered
1 Concerns over the provision of insufficient parking spaces	Section 10. ix of this Report
2 Concerns over the proposed 2 semi-detached houses would have an overlooking issue to neighbouring properties	Section 10. vii of this Report
3 The proposed 2 semi-detached houses are out of	Section 10. vi of this

	character with neighbouring properties	Report
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Consultees

Consultees	Comments	Where in the report this is considered
RBWM Highways	No highways concerns are raised subject to conditions related to cycle parking provision and the provision of electric vehicle charging facilities.	Section 10. ix of this Report
RBWM Conservation	Objection to the proposed development. A heritage statement is required as insufficient information has been provided to assess the impacts of the proposals on the setting of the Grade II The Perseverance Public House. The proposal is not considered to be sympathetic to the character of the wider area.	Section 10. viii of this Report
RBWM Environmental Protection	No objection to the proposed development subject to conditions related to contaminated land, site-specific construction environmental management plan (CEMP) and aircraft noise.	Section 10. xii of this Report
The Environment Agency	Objection to the proposed development as the submitted flood risk assessment fails to comply with the requirements for the site-specific flood risk assessments.	Section 10. v of this Report
RBWM Ecology	No comments were received by the time of writing this Report.	--
Lead Local Flood Authority (LLFA)	No comments were received by the time of writing this Report.	--

Others (e.g. Parish and Amenity Groups)

Groups	Comments	Where in the report this is considered
Wraysbury Parish Council	No objection subject to compliance with local (planning) policies	Noted.

10. EXPLANATION OF RECOMMENDATION

10.1. The key issues for consideration are:

- i) Principle of Development
- ii) Climate Change and Sustainability
- iii) Housing Size and Mix
- iv) Affordable Housing
- v) Flood Risk

- vi) Design and Character
- vii) Impact on Neighbouring Amenity / Future Occupants
- viii) Heritage and Conservation
- ix) Highway and Parking
- x) Waste Management
- xi) Ecology and Biodiversity
- xii) Environmental Health
- xiii) Other Material Considerations

i) Principle of Development

- 10.2. Policy ED1 of the Borough Local Plan 2013-2033 sets out that new office spaces within the Borough will be focused on Maidenhead, Windsor and Ascot town centres. Supporting text 9.12.1 does set out that the role of local centres is to include a range of small shops serving a localised catchment. The proposal is seeking to introduce 3 new office units to the site, including a change of use of the ground floor from takeaway to office (No. 57 The Green) and a change of use of the ground floor from car repair garage to two office units (No. 59 The Green). Though the provision of new office floorspace would help retain employment following the loss of retail units, the proposed office units are not preferable to the retail units or other services in terms of supporting customer choice and would only be considered an appropriate local centre use if the loss of the retail units could be justified. The proposal is also seeking to convert the 2 ground floor retail units into 2 residential units (No. 1-3 Station Road).
- 10.3. Policy TR5 (1) of the Borough Local Plan 2013-2033 sets out that non-retail uses and services will only be supported provided the overall function of the centre and opportunities for customer choice are maintained. Policy TR5 (4) sets out that residential or other uses on the ground floor will only be considered if there is a considerable proportion of vacant property in a centre and the proposed uses will not adversely affect the function of the centre within the retail hierarchy. Policy NP/BUSEC1 of the Horton and Wraysbury Neighbourhood Plan 2018-2033 sets out that marketing evidence for a 12-month period is required if the existing retail unit is no longer viable.
- 10.4. In this case, the proposal would lead to a loss of 2 retail units, a car repairs and a takeaway in Wraysbury Local Centre. Though no marketing evidence has been provided as required in Policy NP/BUSEC1, it is considered that the retail units including the car repairs garage have been vacant already for a certain period of time, based on the planning history of the site and officers' site visit. Furthermore, it is considered that there are significant other local services within the local centre, such that the overall function of the centre and opportunities for customer choice would be sufficiently maintained to meet the requirements of policy TR5. There is also no evidence showing that Wraysbury Local Centre has a considerable proportion of vacant property. Therefore, it is not considered that the proposed development will adversely affect the function of Wraysbury Local Centre in this case.

Fallback Position

- 10.5. Additionally, according to the current use classes order, which was updated on 1 September 2020, Class E now covers uses previously defined in the revoked Classes A1/2/3 and also B1. It is considered to be a realistic fallback position that the existing retail units could be converted into offices without express planning permission.

Summary

- 10.6. The proposal would lead to a loss of 2 retail units, a takeaway and a local car repair garage. Though the proposed office use is not the preferred use in terms of supporting customer choice, the planning history and the outcome from officers' site visit show that the existing retail units have already been vacant for a certain period of time and there is a significant number of other shops and services within the wider centre such that the proposal would not adversely affect the function of Wraysbury Local Centre. The proposal is therefore considered to be in accordance with the aims of policy TR5.

ii) Climate Change and Sustainability

- 10.7. The Climate Change Act 2008 (CCA2008) imposes a duty to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline. Paragraph 152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate by contributing to a radical reduction in greenhouse gas emissions, minimising vulnerability and improving resistance, and supporting renewable and low carbon energy and associated infrastructure. The Royal Borough of Windsor and Maidenhead declared a climate emergency in June 2019, and the Council intends to implement a national policy to ensure net-zero carbon emissions can be achieved by no later than 2050.
- 10.8. In December 2020, the Environment and Climate Strategy were adopted to set out how the Borough will address the climate emergency. These are material considerations in determining this application. The strategy sets a trajectory which seeks a 50% reduction in emissions by 2025.
- 10.9. While a Sustainability Supplementary Planning Document will be produced, the changes to national and local climate policy are material considerations that should be considered in the handling of planning applications and the achievement of the trajectory in the Environment and Climate Strategy will require a swift response. The Council has adopted an Interim Sustainability Position Statement (ISPS) to clarify the Council's approach to these matters.
- 10.10. Policy SP2 of the Borough Local Plan 2013-2033 requires all development to demonstrate how they have been designed to incorporate measures to adapt to and mitigate climate change. No information including an energy statement, however, has been provided in this application. The proposed development, therefore, fails to comply with Policy SP2 of the Borough Local Plan 2013-2033 and the Interim Sustainability Position Statement.

iii) Housing Size and Mix

- 10.11. Policy HO2 of the Borough Local Plan 2013-2033 sets out that the provision of new homes should contribute to meeting the needs of current and projected households by having regard to several principles, including providing an appropriate mix of dwelling types and sizes as set out in the Berkshire Strategic Housing Market Assessment (SHMA) 2016 unless there is evidence showing an alternative housing mix would be more appropriate. Supporting text 7.5.3 sets out that the SHMA 2016 identified a need for a focus on 2 and 3-bedroom properties in the market housing sector. Policy NP/HO3 of the Horton and Wraysbury Neighbourhood Plan 2018-2033 sets out that all housing proposals of five or more units should deliver at least 20% of these units as one- or two-bed properties.
- 10.12. The proposal is seeking to provide 7x 1-bedroom units (58%), 3x 2-bedroom units (25%) and 2x 3-bedroom units (17%). The proposed housing size mix of this proposed development is not in accordance with the SHMA suggested housing size mix. The majority of the units would be 1-bedroom. In an absence of other evidence of local circumstances or market conditions, it is not considered that the proposed housing mix of the proposal is acceptable as it would fail to provide an appropriate mix of dwelling types and sizes to meet the needs of current and projected households of the local area. The proposal is contrary to Policy HO2 of the Borough Local Plan 2013-2033.

iv) Affordable Housing

- 10.13. Policy HO3 of the Borough Local Plan 2013-2033 sets out that all developments for 10 dwellings gross, or more than 1,000 square metres of residential floorspace are required to provide on-site affordable housing by the following:
- On greenfield sites providing up to 500 dwellings gross – 40% of the total number of units proposed on the site.
 - On all other sites, (including those over 500 dwellings) – 30% of the total number of units.

- 10.14. The proposed development is for 12 dwellings (gross), 11 of which would be newly formed units, which would trigger the affordable housing requirement within the development plan. The proposed development is not seeking to provide any on-site affordable housing or provide a contribution towards affordable housing. No information or viability evidence has been provided in this application.
- 10.15. In the Royal Borough, the need for the provision of affordable housing is acute. In the absence of a planning obligation to secure a provision or a contribution towards affordable housing provision in the local area, the proposed development is in conflict with the requirement of Policy HO3 which sets out the requirements for affordable housing provision.
- 10.16. The Royal Borough is able to demonstrate an up-to-date supply of land for housing and is therefore not reliant on sites that are not policy compliant to bring forward adequate housing in the Borough. The proposed development is not considered to secure sufficient public benefit development to outweigh these material concerns with the under-provision of affordable housing on the site and the lack of compliance with the policy identified above. The proposed development, therefore, fails to comply with Policy HO3 of the Borough Local Plan 2013-2033.

v) Flood Risk

- 10.17. Policy NR1 of the Borough Local Plan 2013-2033 sets out that development will only be supported within designated Flood Zones 2 and 3, where an appropriate flood risk assessment has been carried out and it has been demonstrated that development is located and designed to ensure that flood risk from all sources of flooding is acceptable in planning terms. Development proposals should include an assessment of the impact of climate change using appropriate climate change allowances over the lifetime of the development so that future flood risk is taken into account.
- 10.18. Policy NP/SUSTDEV02 of the Horton and Wraysbury Neighbourhood Plan 2018-2033 sets out that development proposals for residential or non-residential development within the areas shown within Flood Zones 2 and 3 as shown on the Environment Agency's Flood Maps will not be supported apart from the one for one replacement of houses and extensions to existing houses up to the limit allowable under the permitted development rights granted by Parts A and E of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 2015 or such secondary legislation that replaces it. The design and construction of new buildings should have regard to national flood resilience guidance and other relevant policies in the development plan. Additionally, action should be taken where appropriate to improve and reduce the overall flood risk.
- 10.19. The application site is located within Flood Zone 2 and 3, which means that the site has a medium to high probability of flooding and will need a flood risk assessment. This application is accompanied by a flood risk assessment, a sequential test and exceptions test report and a floodplain storage report, which are prepared by GeoSmart Information Ltd on behalf of the applicant.
- 10.20. The Environment Agency has been consulted in this application and raised objections to the application in the absence of an acceptable flood risk assessment (FRA). For all developments, there is a need to ensure that flood risk would not be increased elsewhere either through a loss of floodplain storage capacity or impeding the flow of flood water. In this case, the temporary storage of materials is used in calculating the existing footprint. It is considered that only permanent structures should be used in calculating the existing footprint so the impact on the floodplain storage should be reassessed. Furthermore, clarification is required from the applicant to confirm if there will be any ground level raising as part of the access track, car parking or landscaping and if there will be no new development or ground level raising in Flood Zone 3b by overlaying topographical survey onto the site plan.

The Sequential Test

- 10.21. National Planning Policy Framework (NPPF) sets out that the proposed residential development is classified as a “More Vulnerable” use and the sequential test is required as it is within Flood Zone 3. Paragraph 162 of the NPPF sets out that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Policy NR1 of the Borough Local Plan 2013-2033 also sets out that the sequential test is required for all development in areas at risk of flooding, except for proposed developments on sites allocated in the Borough Local Plan or in a made Neighbourhood Plan.
- 10.22. A sequential test has been provided to support this application. The Sequential test or exceptions test is not required for the ground floor office use as this is categorised as a less vulnerable development within flood zone 3.
- 10.23. Though the geographical search area of the test is Borough-wide, the submitted sequential test is also only passed on a reduced site search area basis. The test, however, should cover all reasonably available sites, which include any sites that are suitable, developable and deliverable and it is not limited to sites within the Housing and Economic Land Availability Assessment (HELLA) only.
- 10.24. Furthermore, there are queries regarding the dismissal of several of the assessed sites. According to the submitted table (Table 1: Appendix E: Allocation Sites) of the sequential test report, it identifies that 25-27 Braywick Road site is not suitable as the proposed yield is less than the application site. However, it is not clear what is the meaning of “the proposed yield is less than the application site”. Furthermore, Berkshire House, High Street site is stated to be not suitable as planning permission was granted. It is considered that sites would only be considered unsuitable if both planning permissions have been granted and conditions discharged. Therefore, further clarification is required in this regard.
- 10.25. The submitted sequential test fails to sufficiently cover all reasonably available sites, which include any sites that are suitable, developable and deliverable within the Borough. Therefore, it is considered that the proposed development fails to pass the sequential test in this case. The proposed development fails to comply with Section 14 of the NPPF and Policy NR1 of the Borough Local Plan 2013-2033.

The Exceptions Test

- 10.26. Upon failure to pass the sequential test, there is no need to go on assessing the exceptions test. Notwithstanding, and for completeness, the submitted FRA sets out that the finished floor level (FFL) can be set at 18.08 mAOD2. A map showing new residential development above the FFL is required to support this application. The submitted FRA sets out that a safe and egress route is identified but no further details regarding the route are provided in this application, such as a map showing the access and egress route.

Surface Water Flooding

- 10.27. This application is accompanied by a surface drainage assessment, which is prepared by GeoSmart Information Ltd on behalf of the applicant. The report summarises that the drainage system has the capacity to accommodate the 1 in 100 year event before flooding occurs. The Lead Local Flood Authority (LLFA) has been consulted in this application but no comments have been received by the time of writing this report. It is considered that details of the surface drainage should be secured by a planning condition.

Summary

- 10.28. The application site is located within Flood Zone 2 and 3. However, an acceptable flood risk assessment has not been provided to support this application. The application also fails to pass the sequential test. Therefore, the proposed development fails to comply with Section 14 of the National Planning Policy Framework and Policy NR1 of the Borough Local Plan 2013-2033.

vi) Design and Character

- 10.29. The appearance of the development is a material planning consideration. Section 12 of the NPPF and Policy QP3 of the Borough Local Plan 2013-2033 sets out that all development should seek to achieve a high-quality design that improves the character and quality of an area.
- 10.30. Policy NP/HOU1 of the Horton and Wraysbury Neighbourhood Plan 2018-2033 also sets out that development proposals should make a positive contribution to the character and sense of place of Horton and Wraysbury's built environment and landscape, thereby responding to the local distinctiveness of the Plan area through its excellence of design, the appropriateness of its height, layout, scale, massing and through the use of good quality locally appropriate materials. Policy NP/HOU2 also sets out that new development should respect the footprint, separation, scale, bulk and height of the buildings in the surrounding area generally and neighbouring properties.

Layout and Scale

- 10.31. The application site is within Wraysbury High Street Area and the 5F Wraysbury Victorian Village Character Area as identified in the Townscape Character Assessment. The Assessment identifies that the main village street has active building frontage. The application site is very sensitive as it is a corner plot, and it is immediately opposite the Grade II listed The Perseverance Public House.

Additional Floor to No. 1-3 Station Road (Plots 5 to 10)

- 10.32. The proposal is seeking to add an additional storey to No. 1-3 Station Road, which is at the corner of the site and it is immediately opposite the Grade II listed The Perseverance Public House. The increase in height of this building, coupled with the design and bulk of the roof extension would substantially add to the bulk and massing of the building. This building adjoins two existing two-storey buildings with traditional pitched roofs either side and it is considered that the height, mass and design of this proposed roof form would appear at odds with the existing neighbouring buildings. This part of the development would fail to respect the village character of the area and appear prominent in the locality.

New Builds (Plot 11 and 12)

- 10.33. Concerns have been raised during the public consultation that the proposed 2 semi-detached houses are out of character with neighbouring properties. While the proposed dwellinghouses in Plots 11 and 12 will be of a traditional design and the proposal is attempting to follow the existing building line of the adjacent neighbouring property, the dwellinghouses are located immediately adjacent to the hardstanding parking area and are located to the rear of the existing residential properties which are outside the site boundary with a long pedestrian access from the frontage. The two proposed semi-detached houses appear at odds and not to be in line with the wider character of the area.

Landscaping

- 10.34. Policy NP/OE1 of the Horton and Wraysbury Neighbourhood Plan 2018-2033 sets out that development should conserve and enhance the quality and character of the landscape. New developments will be expected to improve the visual appearance of the land by enhancing the landscape features and the open nature of the riverside meadows.
- 10.35. The submitted planning statement sets out that the existing landscaping features will be retained and there is sufficient space for additional planting to be provided. However, the majority of the site would be dominated by buildings and hardstanding. While the site is immediately next to the riverside meadows, only very limited space along the riverside is retained. The Council Borough Wide Design Guide sets out that soft landscaping should be provided to intersperse every 3 bays if car parking courts will have more than 5 parking bays. It is considered that there is inadequate soft landscaping within the parking area and site as a whole.

Summary

10.36. In summary, the layout of the proposed development is poorly designed. The quantum of built form and hard-surfacing within the would leave very limited space for meaningful landscaping which is at odds with the character of the area. While the site is immediately next to the riverside meadows, only very limited space along the riverside is retained. Furthermore, the proposed 2 semi-detached houses in Plot 11 and 12 which are located at a poor location and appear at odd and not to be in line with the wider character of the area. The proposed roof extension to 1-3 The Green, by virtue of its height, bulk and design, would not respect the scale and form of the neighbouring buildings and would appear prominent in the street scene. Furthermore, the. The proposed development is contrary to Section 12 of the NPPF, Policy QP3 of the Borough Local Plan 2013-2033, Policies NP/HOU1 and NP/HOU2 of the Horton and Wraysbury Neighbourhood Plan 2018-2033.

vii) Impact on Neighbouring Amenity / Future Occupants

10.37. Policy QP3 of the Borough Local Plan sets out that new development should have no unacceptable effect on the amenities enjoyed by the occupants of adjoining properties in terms of privacy, light, disturbance, vibration, pollution, dust, smell and access to sunlight and daylight.

Impact on Neighbouring Amenity

10.38. Concerns have been raised during the public consultation that the proposed 2 semi-detached houses (plots 11 and 12) would result in overlooking to neighbouring properties. It is considered that the concern refers to Plot 12 only. Based on the submitted floorplan, one side window is proposed on the first floor in plot 12. Given that it is within the family bathroom, the window would be obscurely glazed. Two side windows are proposed on the ground floor in the kitchen/dining room. Given that the finished floor level of the proposed development would be not less than 18.08 mAOD2 and the separation distance between the flank wall to boundary would be less than 2 metres, the proposal would result in overlooking the neighbouring property, No. 9 Station Road and it is contrary to Policy QP3 of the Borough Local Plan 2013-2033.

Impact on Future Occupants

10.39. All new units would comply with the Nationally Described Space Standards as required by the Borough Wide Design Guide SPD.

10.40. The Council's Borough-Wide Design Guide sets out that all habitable rooms in new residential development should maintain at least one main window with an adequate outlook to external spaces. The outlook of the windows should be attractive and not dominated by visually intrusive man-made features such as parked cars. Windows should also be sensitively designed to avoid overlooking.

10.41. Based on the submitted plans, it is not considered that windows are sensitively designed in the proposed development. In No. 59 The Green (Plot 2), there is no main window in the kitchen/dining area, apart from a Velux window. The window in the bedroom will also directly face the parking area to the rear. In No. 61 The Green (Plot 3&4), the only window in the bedroom on the ground floor flat will be dominated by the side wall of bedroom 1 of the No.1 Station Road ground floor unit. In No. 1-3 Station Road (Plot 5-10), the only window in the bedroom on the ground floor flat would directly face the parking area to the rear.

10.42. The Council's Borough Wide Design Guide sets out that the provision of high-quality outdoor amenity space on flatted developments is very important. Flatted developments will be expected to provide high-quality private and communal outdoor amenity space. All flats above the ground floor should be provided with balconies unless there are conservation, privacy or heritage issues.

10.43. While private amenity spaces have been provided for plots 11 and 12, the current scheme does not comprise any high-quality public amenity space and no private amenity spaces for any of the flatted development. The proposed development fails to provide sufficient levels of high-quality private and public amenity spaces for future occupants. The proposed development therefore fails to comply with Policy QP3 of the Borough Local Plan 2013-2033.

viii) Heritage and Conservation

10.44. The Conservation Officer has been consulted in this application and concerns have been raised that the proposal is not considered to be sympathetic to the immediate vicinity and that it would fail to preserve the character of the area. There is also insufficient information provided to assess the impacts of the proposal in this application.

10.45. Paragraph 199 of the NPPF sets out that great weight should be given to the asset's conservation when considering the impact of a proposed development on the significance of a designated heritage asset. Paragraph 200 continues to set out that any harm to, or loss of, the significance of a designated heritage asset from development within its setting), should require clear and convincing justification. The Townscape Character Assessment also sets out that new development should preserve the setting of the listed building, including the Perseverance Public House.

10.46. In this case, the proposal would result in an increased height of the corner building, which is immediately opposite the Grade II listed The Perseverance Public House. A heritage statement would be required to assess the impacts on the setting of the Grade II listed building but this has not been submitted. The increase in the height and bulk of the building would be prominent in the street scene and given the close proximity of the development to this listed building, would be harmful to its setting. This represents less than substantial harm to the significance of the designated heritage asset. It is not considered that the public benefits associated with the proposal would outweigh this harm, therefore, the proposal is considered to be contrary to Sections 12 and 16 of the NPPF and Policies QP3 and HE1 of the Borough Local Plan 2013-2033.

ix) Highways and Parking

10.47. Policy IF2 of the Borough Local Plan 2013-2033 sets out that new developments should provide vehicle and cycle parking in accordance with the parking standards in the 2004 Parking Strategy (prior to the adoption of the Parking SPD). Consideration will be given to the accessibility of the site and any potential impacts associated with overspill parking in the local area.

10.48. According to the Parking Strategy, the site falls within an area of poor accessibility. The following table summarises the maximum parking standard for residential units and business (office) set out in the 2004 Parking Strategy:

Development	Maximum Parking Standard (Areas of Poor Accessibility)
1-bedroom units	1 space per unit
2- & 3-bedroom units	2 spaces per unit
Business (Office)	1 space per 35 sqm

10.49. Concerns have been raised during the public consultation regarding whether there are adequate parking spaces in this application. 20 parking spaces including 3 spaces for office users and 17 spaces for residents should be provided as the maximum parking standard set out in the Parking Strategy. The proposed development is seeking to introduce 20 parking spaces including a visitor parking space and 2 spaces for office users to the site. The Highways Authority has been consulted in this application and has raised no objection to the proposed parking arrangement. Though there is a shortfall of 1 parking space for office users, there is no requirement for the provision of visitor parking space and the overall parking space provision is in line with the maximum parking standard as required. The car parking provision is considered to be acceptable in this case.

- 10.50. The Council's Interim Sustainability Position Statement sets out that at least 20% of parking spaces should be provided with active electric vehicle charging facilities and 80% of parking spaces should be provided with passive provision. Given that 20 parking spaces will be provided, 4 active electric vehicle charging facilities are required. Based on the submitted layout, 7 electric vehicle charging facilities will be provided. Further details shall be provided to demonstrate that a minimum of 80% passive outlets shall be provided. However, such details can be secured by a planning condition if planning permission were to be forthcoming.
- 10.51. The 2004 Parking Strategy does not have a specific requirement for residential or retail parking standards for cycles. Paragraph 9.7.3 of the Strategy sets out that with certain forms of residential development, cycle parking provision may be required. The proposed development is providing 10 secure and covered cycle parking spaces for flatted residents and providing 2 secure and covered cycling parking spaces for each proposed dwellinghouse. Highways Authority has made a comment that the entrance door of the cycle store should be placed on the short edge of the proposed units. Therefore, further details shall be provided but it is considered that such details can be secured by a planning condition if planning permission were to be forthcoming.

Summary

- 10.52. The parking arrangement for residential development is considered to be acceptable. Further details related to cycle parking, and electric charging vehicle facilities are required, it is considered that such details can be secured by planning conditions if planning permission were to be forthcoming.
- 10.53. Paragraph 111 of the NPPF sets out that development should only be prevented or refused on highway grounds. Given the scale of the development, it is unlikely that the proposed development would have an adverse impact on highway safety or the severe residual cumulative impacts on the road network.

x) Waste Management

- 10.54. The Council has published a Waste Management Planning Advice Note. It sets out that all new developments of one or more dwellings shall be designed to accommodate refuse and recycling bins and containers in a way that readily facilitates the collections without the storage facilities causing harm to visual amenity or the amenity of residents (both neighbouring residents and future occupiers of the development). The Advice Note also sets out a requirement for waste storage.
- 10.55. Based on the submitted plan, it shows that a bins storage area is provided. Further details of the bins storage should be provided to support this application. However, it is considered that such details can be secured by a planning condition if planning permission were to be forthcoming.

xi) Ecology and Biodiversity

- 10.56. Policy NR2 of the Borough Local Plan 2013-2033 sets out that development proposals shall be accompanied by ecological reports in accordance with BS42020 to aid the assessment of the proposal. The application site is approximately 0.1 kilometres from the Southwest London Waterbodies Special Protection Area (SPA) and the Wraysbury & Hythe End Gravel Pits Site of Special Scientific Interest (SSSI). The site is approximately 0.5 kilometres from the Wraysbury No.1 Gravel Pit SSSI. The site is also in close proximity to other non-statutory designated sites, including Wraysbury II Gravel Pits Local Wildlife Site (LWS), Wraysbury I Gravel Pit LWS, Colne Brook LWS and Horton and Kingsmead Lake LWS.
- 10.57. This application is accompanied by a preliminary roost assessment report, which is prepared by BiOME Consulting Limited on behalf of the application. Paragraph 4.2.1 of the report sets out that further survey work will be required to evaluate if/where bats are roosting in 1&3 Station Road, No. 61 The Green and the wooden shed to be impacted by the proposed works and to identify which bat species are present.

10.58. The outcome of an ecological survey is a material consideration of a planning application. Given that insufficient information has been provided in this application to determine the likely impact of the proposals upon protected species, the proposed development is contrary to Policy NR2 of the Borough Local Plan 2013-2033 and Neighbourhood Planning Policy NP/OE2 of the Horton and Wraysbury Neighbourhood Plan 2018-2033.

xii) Environmental Health

10.59. Policy EP1 of the Borough Local Plan 2013-2033 sets out that new development will only be supported where it would not have an unacceptable effect on environmental quality both during the construction phase or when completed. Details of remedial or preventative measures and any supporting environmental assessments will be required and will be secured by planning conditions to ensure that the development will be acceptable. Policy EP5 of the Borough Local Plan 2013-2033 also sets out that development proposals will be supported where they can demonstrate that adequate and effective remedial measures to remove the potential harm to human health and the environment are successfully mitigated.

10.60. No. 59 The Green was used as a car repair and garage so there is a possible presence of underground tanks. Environmental Protection Officer has been consulted in this application and considers that further details should be provided to identify potential contaminative use of the site and assess the risk. Such details can be secured by a planning condition if planning permission were to be forthcoming.

xiii) Other Material Considerations

10.61. The proposed development is introducing 12 market residential units to the site (an increase of 8 compared to the existing site). Following the formal adoption of the Borough Local Plan 2013-2033, the Council can now demonstrate an up-to-date supply of land for housing and therefore not reliant on sites that are not policy compliant to bring forward adequate housing in the district.

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

11.1. The development is CIL liable. The proposed floorspace of the dwellings is £295.11 per sqm (indexation rate 2022).

12. PLANNING BALANCE AND CONCLUSION

12.1. The proposed development is seeking to introduce 3 new office units to the site, including a change of use of the ground floor from takeaway to office in No. 57 The Green and a change of use of the ground floor from car repair garage to two office units in No. 59 The Green. It is considered that the retail units including the car repairs garage have been vacant already for a certain period of time, based on the planning history of the site and officers' site visit. Furthermore, the retail units could be converted to offices without express planning permission. There are significant other local services in the local centre and as such, the overall function of the centre and opportunities for customer choice are maintained. There is also no evidence showing that Wraysbury Local Centre has a considerable proportion of vacant property. Therefore, it is not considered that the proposed development will adversely affect the function of Wraysbury Local Centre in this case.

12.2. The application site is within Flood Zone 2 and 3 and the proposed development is classified as a "more-vulnerable" use, as defined by the NPPF. The submitted flood risk assessment fails to assess the flood risk to and from a development site. The proposed development also fails to pass the sequential test in this case.

12.3. The increased height of the corner building is not acceptable. The layout of the site will be dominated by the hard-surfacing parking area and very limited landscaping opportunities within the site, and would fail to respect the character of the area. The proposal also fails to respond to the corner characteristic of the site. The proposed development will introduce a number of side windows in Plot 12 which would result in overlooking the neighbouring properties. Furthermore,

a number of windows in the proposed development are poorly designed and they fail to provide a good quality outlook of the external environment from habitable rooms. The proposed development is not seeking to provide any private and communal amenity spaces for future occupants. It is considered that the proposed development fails to provide sufficient level of high quality private and public amenity spaces for future occupants.

- 12.4. The proposed development comprises an increased height of the corner building, which is immediately opposite the Grade II listed The Perseverance Public House. No heritage statement is provided to assess the impacts on the setting of the Grade II listed building. The increase in the height of the building would be harmful to the setting of the listed building. It represents less than substantial harm to the significance of the designated heritage asset. No public benefit has been identified that would outweigh this harm.
- 12.5. The proposed development includes the provision of twelve residential units, of which the majority of the units would be one-bedroom. The proposed housing size mix fails to provide an appropriate mix of dwelling types and sizes to meet the needs of current and projected households in the local area.
- 12.6. The proposed development is not seeking to provide any onsite affordable housing units and contribution towards affordable housing. The Royal Borough is able to demonstrate an up-to-date supply of land for housing and is therefore not reliant on sites that are not policy compliant to bring forward adequate housing in the Borough. The proposed development is not considered to secure sufficient public benefit development to outweigh these material concerns with the under-provision of affordable housing on the site.
- 12.7. The outcome of the bat survey is a material consideration to the proposal. As the current application does not comprise the bat survey, there is insufficient information to demonstrate that the proposal would not have an adverse ecological impact on the natural habitats.
- 12.8. The Royal Borough of Windsor and Maidenhead declared a climate emergency in June 2019, and the Council intends to implement a national policy to ensure net-zero carbon emissions can be achieved by no later than 2050. Policy SP2 of the Borough Local Plan 2013-2033 requires all development to demonstrate how they have been designed to incorporate measures to adapt to and mitigate climate change. No information including an energy statement, however, has been provided in this application.
- 12.9. To conclude, the proposed development would provide 12 residential units. However, the weight attributed to the provision of housing and economic benefits would not either individually or cumulatively, be sufficient to outweigh the other harms that are set out above. On this basis of the foregoing, it is therefore recommended that planning permission be refused.

13. APPENDICES TO THIS REPORT

- Appendix A - Site location plan and site layout
- Appendix B – plan and elevation drawings

14. REASONS RECOMMENDED FOR REFUSAL IF PERMISSION IS NOT GRANTED

- 1 The proposed roof extension to 1-3 The Green, by virtue of its height, bulk and design, would not respect the scale and form of the neighbouring buildings and would appear prominent in the street scene. Furthermore, the quantum of built form and hard-surfacing within the would leave very limited space for meaningful landscaping which is at odds with the character of the area. It is therefore considered that the proposed development fails to comply with Section 12 of the National Planning Policy Framework 2021 and Policy QP3 of the Borough Local Plan 2013-2033, Policies NP/HOU1 and NP/HOU2 of the Horton and Wraysbury Neighbourhood Plan 2018-2033.
- 2 A number of windows in the proposed development are poorly designed. The proposed development fails to provide a good quality outlook of the external environment from habitable rooms and would result in overlooking the neighbouring properties. There is also insufficient amenity space for future occupants of the proposed development. As such, the proposed

development is contrary to Policy QP3 of the Borough Local Plan 2013-2033 and the Borough Wide Design Guide.

- 3 The proposed development comprises an increased height of the corner building, 1-3 The Green, which is immediately opposite the Grade II listed The Perseverance Public House. No heritage statement is provided to assess the impacts on the setting of the Grade II listed building. The increase in the height of the building would be harmful to the setting of the listed building and would represent less than substantial harm to the significance of the designated heritage asset. The public benefits associated with the proposal would not outweigh this identified harm, and as such, the proposal is considered to be contrary to Sections 12 and 16 of the NPPF and Policies QP3 and HE1 of the Borough Local Plan 2013-2033.
- 4 The proposed development includes the provision of twelve residential units, of which the majority of the units would be one-bedroom. The proposed housing size mix of this proposed development is not in accordance with the Strategic Housing Market Assessment 2016 suggested housing size mix. In an absence of other evidence of local circumstances or market conditions, it is not considered that the proposed housing mix of the proposal is acceptable as it would fail to provide an appropriate mix of dwelling types and sizes to meet the needs of current and projected households of the local area. The proposal is contrary to Policy HO2 of the Borough Local Plan 2013-2033.
- 5 The proposed development includes the provision of twelve residential units, which would trigger the affordable housing requirement within the development plan. The proposed development is not seeking to provide any on-site affordable housing or provide a contribution towards affordable housing. No information or viability evidence has been provided in this application. The proposed development, therefore, fails to comply with Policy HO3 of the Borough Local Plan 2013-2033.
- 6 The proposed development is within Flood Zone 2 and 3. In an absence of an acceptable flood risk assessment, the proposed development fails to assess the flood risk to and from a development site. The proposal development also fails to pass the sequential test. Therefore, the proposed development fails to comply with Section 14 of the National Planning Policy Framework and Policy NR1 of the Borough Local Plan 2013-2033.
- 7 The outcome of the bat survey is a material consideration for the proposal. As the current application does not comprise the bat survey as a recommendation by the submitted preliminary roost assessment report, there is insufficient information to demonstrate that the proposal would not have an adverse ecological impact on the natural habitats. The proposal, therefore, fails to comply with Section 15 of the National Planning Policy Framework and Policy NR2 of the Borough Local Plan (2013-2033).
- 8 The applicant has failed to submit information to demonstrate how the proposed development would work towards minimising CO2 emissions or how it has been designed to incorporate measures to adapt to and mitigate climate change. As such, the proposal is considered to be contrary to Policy SP2 of the Borough Local Plan, Chapter 14 of the NPPF (2021) and the Council's Interim Sustainability Position Statement.

22/00217/FULL - Land At 57 To 61 The Green Wraysbury And 1 To 3 Station Road Wraysbury Staines

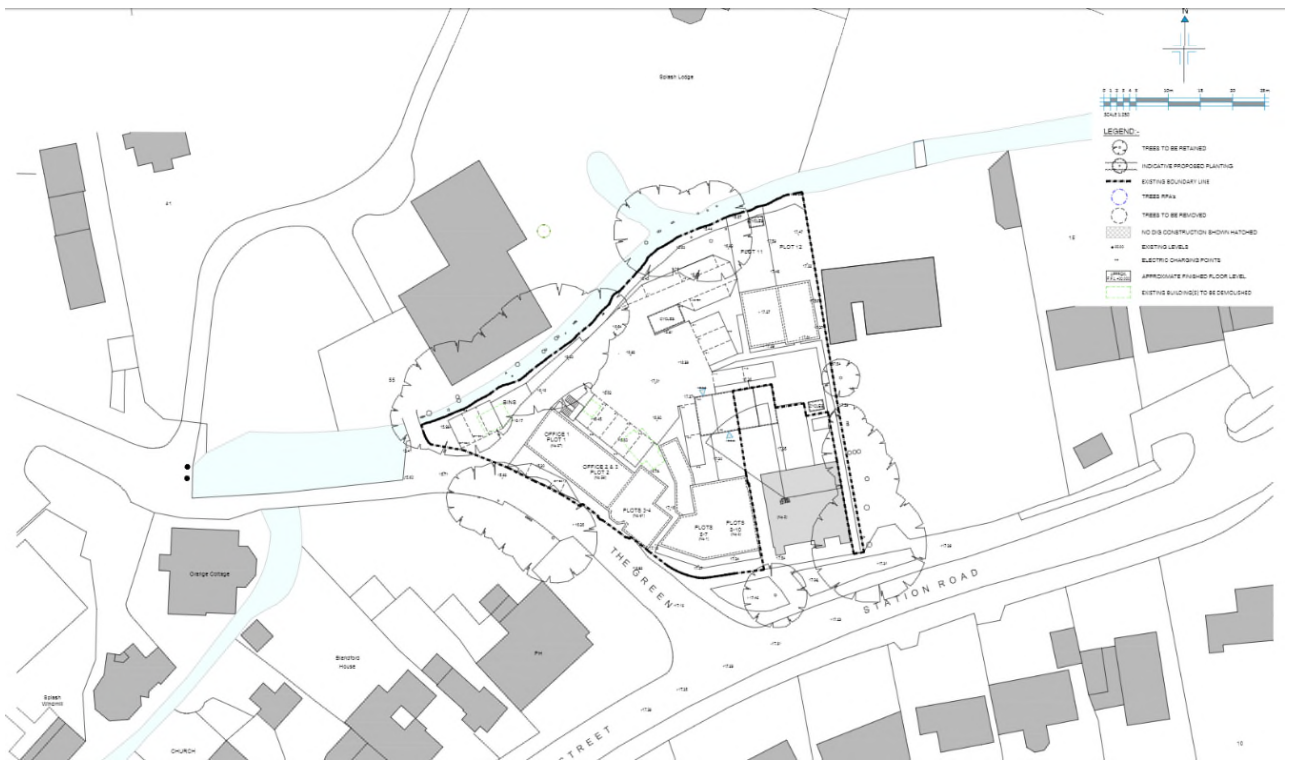
Appendices

Appendix A - Site Location Plan and Site Layout

Site Location Plan



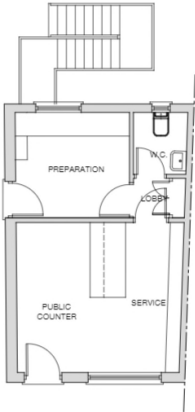
Site Plan



Appendix B – Plan and Elevation Drawings

No. 57 The Green (Plot 1)

Existing Floor Plans



GROUND FLOOR PLAN



2400mm ABOVE FFL
2100mm ABOVE FFL
1800mm ABOVE FFL
1500mm ABOVE FFL

FIRST FLOOR PLAN

Proposed Floor Plans



GROUND FLOOR PLAN

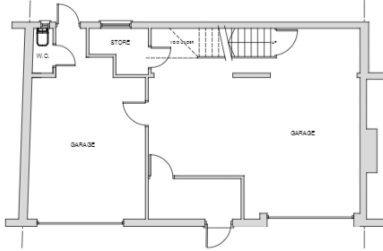


2400mm ABOVE FFL
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1800mm ABOVE FFL
1500mm ABOVE FFL

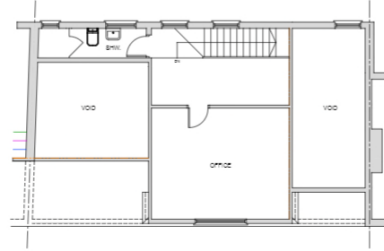
FIRST FLOOR PLAN

No. 59 The Green (Plot 2)

Existing Floor Plans

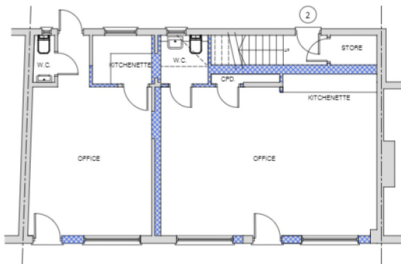


GROUND FLOOR PLAN

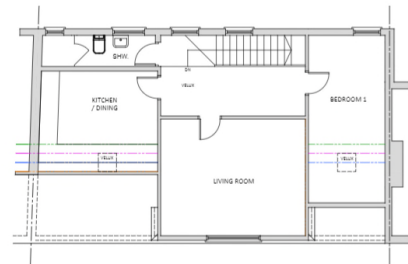


FIRST FLOOR PLAN

Proposed Floor Plans



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Existing Elevations



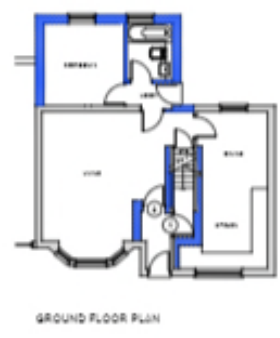
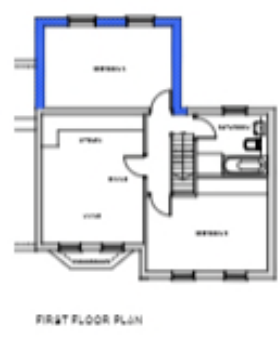
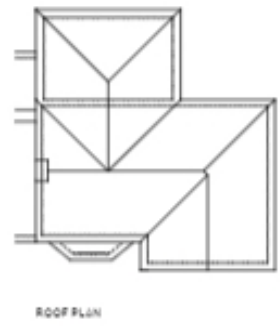
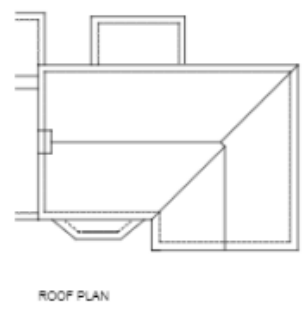
Proposed Elevations



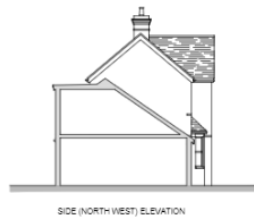
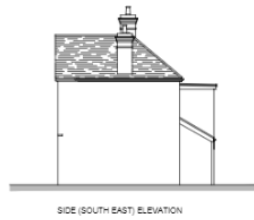
No. 61 The Green (Plot 3 and 4)

Existing Floor Plans

Proposed Floor Plans



Existing Elevations

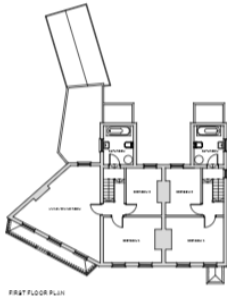


Proposed Elevations

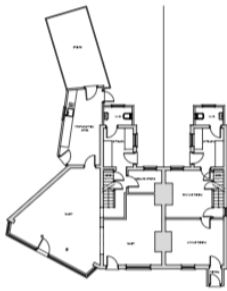


No 1 to 3 Station Road (Plot 5 to 10)

Existing Floor Plans

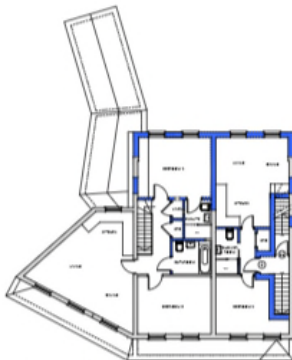


FIRST FLOOR PLAN

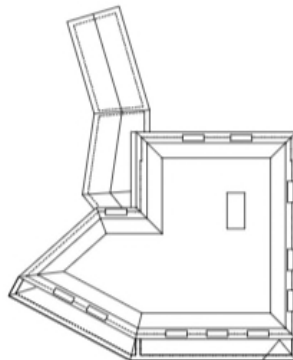


GROUND FLOOR PLAN

Proposed Floor Plans



FIRST FLOOR PLAN



ROOFSCAPE PLAN



GROUND FLOOR PLAN

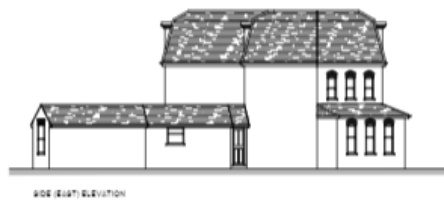
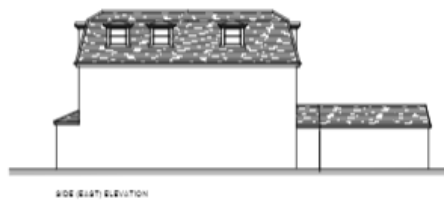


SECOND FLOOR PLAN

Existing Elevations

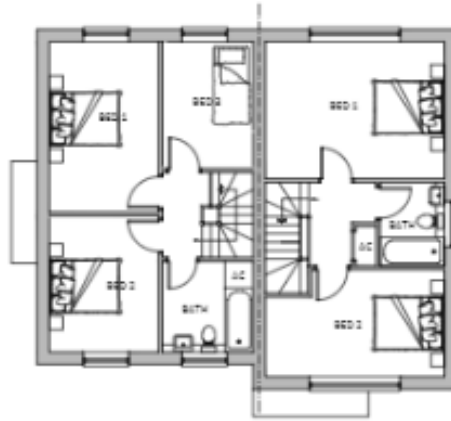


Proposed Elevations



Rear of No 5 to 7 Station Road (Plot 11 to 12)

Proposed Floor Plan



FIRST FLOOR



PLOT 11 PLOT 12

GROUND FLOOR

Proposed Elevations



SIDE NO 11
ELEVATIONS

FRONT NO 12



FRONT NO 11
ELEVATION



REAR NO 12
ELEVATIONS

SIDE NO 11



SIDE NO 12
ELEVATION

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DEVELOPMENT CONTROL PANEL

7 September 2022

Item: 2

Application No.:	22/00514/FULL
Location:	Public Open Space Junction of Imperial Road And Longbourn And Windsor Girls School Imperial Road Windsor
Proposal:	Two storey sixth form building with linked covered walkway and new external doors to the existing school building, heat source pump within enclosure , 2no. fenced sports courts and 1no. fenced all weather pitch.
Applicant:	Mr Smith
Agent:	Stuart MacKay
Parish/Ward:	Windsor Unparished/Clewer East

If you have a question about this report, please contact: Carlos Chikwamba on 01628796745 or at carlos.chikwamba@rbwm.gov.uk

1. SUMMARY

- 1.1 There are no objections to the principle of the proposed development. The design and scale of the proposed extension to the school is considered to be in keeping with the existing building, and the impact on the wider area is deemed acceptable.
- 1.2 The proposed sports facilities (sports court and all-weather pitch) are deemed to be a qualitative betterment in relation to the existing playing fields. Therefore, the scheme complies with paragraph 99 of the NPPF and Local Plan Policy IF4.
- 1.3 There are no highways objections to the proposal, subject to conditions and an agreement regarding the introduction of a controlled parking zone (CPZ) (single/double yellow lines) to manage the level of overspill on-street parking that would potentially occur on Longbourn and beyond as a result of the development. Therefore, mitigating any highway safety issues related to the development. An agreement regarding a carbon offset contribution would also be required.
- 1.4 The proposed development would not have an adverse impact upon protected trees.

It is recommended the Committee authorises the Head of Planning to GRANT planning permission with the conditions listed in Section 9 of this report and subject to the preparation and completion of a Statement of Intent regarding the carbon offset contributions and the introduction of a Controlled Parking Zone.

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Head of planning delegated powers to determine the application in the way recommended as it is a major application; such decisions can only be made by the Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The application site relates to Windsor Girls School, an upper school for girls aged 13 – 18. The overall site area is just under 5 hectares, and it is located on the corner of Imperial Road and Longbourn. The school consists of a cluster of buildings dating back to the 1970's and is surrounded by green space and deciduous trees. In terms of TPO trees, the site is located close to several group tree preservation areas; two north of the site and one to the north-west, all referenced; 004/1979/TPO and one south-west referenced 004/1963/TPO. There are also a number of mature trees along the Imperial Road frontage. These trees are considered to form an important part of the character of the area.

- 3.2 There are two access routes to the school via Imperial Road and Longbourn. Both are served by private roads within the school gates that can accommodate both vehicles and pedestrians. The main access is provided off Longbourn, north of the site.
- 3.3 The site is surrounded by residential properties to its east, west, and south facings, to the north is an area of woodland and a Grade II listed building (at least 50 metres away from the development site).
- 3.4 The site is also located within close proximity to Windsor Forest and Great Park Special Area of Conservation (SAC) Site of Special Scientific Interest (SSSI), at least 150 metres away. The site is also adjacent to an Air Quality Management Area.

4. DESCRIPTION OF THE PROPOSAL

- 4.1 The applicant proposes a two storey sixth form building with linked covered walkway and new external doors to the existing school building, heat source pump within enclosure, 2no. fenced sports courts and 1no. fenced all weather pitch.
- 4.2 The proposed extension would be located south-east of the existing building within the school and the proposed materials would predominantly comprise red/orange facing brick (to match existing), with PPC Aluminium windows and door frames. The maximum height of the extension will be come up to 8.4 metres, which is 0.9 metres higher than the maximum height of the existing building on-site, which currently measures 7.5 metres. The existing building has a width of about 111 metres and a maximum depth of about 66 metres, relative to this, the proposed extension has a depth of about 13.6 metres and a width of about 32 metres.
- 4.3 The development proposes 6 new classrooms, together with several offices and meeting rooms.
- 4.4 The proposed heat source pump would be located along the south elevation of the proposed extension; it would be enclosed by a timber fence measuring less than 2 metres in height.
- 4.5 The proposed courts and pitch would be located north of the site next to the existing mixed use game area and playing fields. The fencing for the courts and pitches would comprise of the same material at the fencing which enclose the existing nearby fields and they would also have similar heights to the existing fencing.
- 4.6 It has been confirmed by the applicant that the proposed building is intended for 6th form use but will also deal with the fact that demand for Year 9 places can be catered for in the main building by allocating existing teaching spaces for this purpose. The proposed expansion would cater for the increase in numbers in upper school and provide the 6th Form facilities it needs to be in line with government guidelines.

5. RELEVANT PLANNING HISTORY

Ref.	Description	Decision and Date
16/01031/FULL	Single storey infill extension, two storey front extension, demolition and relocation of bin store and cycle shelter, amendments to fenestration, cladding of reception block, reconfiguration of parking and associated landscaping.	Approved – 5/10/2016
12/00152/FULL	Construction of a Sports Hall with attached single storey facilities building and plant equipment.	Approved – 30/03/2012
11/01928/FULL	Installation of 3 rows of 14 solar photovoltaic panels onto a roof of the school.	Approved – 23/08/2011

04/85500/FULL	Erection of a 2-storey infill extension.	Approved – 07/03/2005
02/82901/FULL	Erection of single storey and two storey side extensions and single storey front and rear extensions	Approved – 06/02/2003
01/80582/FULL	Re-siting and reconstruction of all-weather sports pitch and construction of long jump/triple jump area.	Approved – 02/05/2011

6. DEVELOPMENT PLAN

Adopted Borough Local Plan (2022).

Issue	Policy
Spatial Strategy for the Borough	SP1
Climate Change	SP2
Sustainability and Placemaking	QP1
Character and Design of New Development	QP3
Managing Flood Risk and Waterways	NR1
Nature Conservation and Biodiversity	NR2
Trees, Woodlands, and Hedgerows	NR3
Community Facilities	IF6
Sustainable Transport	IF2
Open Space	IF4
Noise	EP4

Windsor Neighbourhood Plan (2021)

Issue	Neighbourhood Plan Policy
Open space	OS.02
Quality design	DES.01
Flooding and water supply	WAT.01

7. Material Planning Policy Considerations

7.1 National Planning Policy Framework Sections (NPPF) (2021)

Section 2 – Achieving sustainable development
 Section 4- Decision-making
 Section 8 – Promoting healthy and safe communities
 Section 9- Sustainable Transport
 Section 11 – Making effective use of land
 Section 12- Achieving well-designed places
 Section 14- Meeting the challenge of climate change, flooding and coastal change
 Section 15 - Conserving and enhancing the natural environment

7.2 Supplementary Planning Documents

- RBWM Borough Wide Design Guide
- Interim Sustainability Statement

- RBWM Corporate Strategy
- RBWM Environment and Climate Strategy

Other Local Strategies or Publications

7.3 Other Strategies or publications material to the proposal are:

- RBWM Parking Strategy

More information on these documents can be found at:

<https://www.rbwm.gov.uk/home/planning/planning-policy/planning-guidance>

8. CONSULTATIONS CARRIED OUT

Comments from interested parties

No letters were received from the neighbouring properties directly notified.

The application was advertised in the Local Press on 10th of March 2022 and a site notice was erected on 18th of March 2022.

Consultee responses and Other groups

Summary of comments

Comment	Officer's Response
<p><i>Windsor Neighbourhood Plan Delivery Group;</i></p> <p>Concerns regarding proposal's impact on the site's open character and mature TPO trees.</p> <p>Design requested to respect open space and landscaping.</p> <p>SUDS design requested to ensure that run-off from pitches will benefit these natural features rather than entering the surface water drainage infrastructure nearest the site.</p>	<p>Noted and addressed in Section 9 of the report.</p>
<p><i>Ecology;</i></p> <p>No objections subject to a CEMP condition.</p> <p>Clarity in regard to the proposed pitch's lighting.</p> <p>It's been recommended that Natural England are consulted as the site is within close proximity to SAC and SSSI.</p>	<p>Addressed in Section 9 of the report.</p>
<p><i>Environment Protection ;</i></p> <p>No objects subject to plant noise and construction hours conditions.</p>	<p>Noted and addressed in Section 9 of the report.</p>

<p><i>Lead Local Flood Authority;</i></p> <p>No objection subject to surface water drainage strategy condition.</p>	<p>Noted and addressed in Section 9 of the report.</p>
<p><i>Natural England;</i></p> <p>Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on the Windsor Forest and Great Park Special Area of Conservation and has no objection to the proposed development.</p>	<p>Noted and addressed in Section 9 of the report.</p>
<p><i>Highways;</i></p> <p>It is recommended that if the local planning authority is minded to approve the application, the consent should include a contribution to cover the cost of introducing a CPZ (single/double yellow lines) to manage the level of parking that occurs on Longbourn.</p>	<p>Noted and addressed in Section 9 of the report.</p>
<p><i>Sport England;</i></p> <p>No objections subject to a community use condition.</p>	<p>Noted and addressed in Section 9 of the report.</p>

9. EXPLANATION OF RECOMMENDATION

9.1 The key issues for consideration are:

- i Character and appearance
- ii Loss of playing field and community facility
- iii Highway and parking provision
- iv Ecology and Biodiversity
- v Trees
- vi Flooding
- vii Sustainability
- viii Other considerations

9.2 Character and appearance

9.3 The appearance of a development is a material planning consideration, and the design of a proposal should not adversely impact on the character and appearance of the wider area. The revised National Planning Policy Framework (NPPF), 2021 is a material planning consideration in the determination of planning decisions. Section 12 of the NPPF concentrates on guiding the overall scale, density, massing, height, landscape, layout, materials, and access of new buildings in relation to neighbouring buildings and the local area more generally. Policies QP1 and QP3 of the BLP and the Borough Wide Design Guide are in line with the above policy guidance.

9.4 At present the school buildings are not deemed to have a particularly strong architectural merit, however, they do have a clear style which is characterised by predominantly vertical two-storey structures with flat roofs, the buildings depict a contemporary style. The proposed extension would also be a two-storey vertical structure characterised by a flat roof design. Therefore, in terms of its design and appearance the extension will relate well with the existing buildings.

9.5 The proposed extension would have a slightly greater height than the existing school building it will extend off, but this is not deemed to have a detrimental impact on the resultant appearance of the development. This is because the proposed extension is joined to the existing building by a single storey element (linked covered walkway). Therefore, the two-storey element will appear as a linked-detached element when viewed alongside the subject existing school building. This is considered to respect the existing building and its dimensions by creating a visual clear separation. The proposed materials for the development will also be in line with the existing materials along the school buildings.

9.6 The proposed enclosed heat source pump is considered to be a low-level structure which will not have any detrimental impacts on the character of the area.

9.7 The proposed 2no. fenced sports courts (primarily used for netball) and 1no. fenced all weather pitch (predominantly to be used for Hockey) will be located within areas that are already in use as playing fields. The 2 courts will be enclosed with a 3-meter-high fence and the x1 all-weather pitch would enclose with a 3-metre fence, with the height increasing to 4.5m behind the goal areas. The fence to be used will be a weldmesh type, this is a same type which currently encloses the existing playing fields within the school, and they are depicted by similar height to the ones proposed under this development. Overall, the proposed courts and pitch are deemed to relate well with the existing sports facilities in terms of their design and appearance.

9.8 The resultant extension would be set back from the closest main roads along Imperial Road and St Leonards Road by at least 40 metres. Furthermore, views towards the extension would also be partially screened by two-storey residential properties and high mature trees and planting. In regard to the enclosures for the pitch and courts, these elements will be screened a consistent mature tree line along the frontage of Imperial Road, north-east of the site. Therefore, when viewed from public vantage points within the immediate vicinity, the proposal is not deemed to have a detrimental impact on the appearance of the area.

9.9 To conclude, the proposed development is considered to be an acceptable design and it will not have a detrimental impact to the character and appearance of the site and wider area.

9.10 Loss of playing fields and community facility

9.11 The proposal relates to the loss of areas within the school that are considered to be playing fields, to accommodate the proposed sports courts and all-weather pitch. Paragraph 99 of the NPPF (2021) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings, or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 9.12 Policy IF4 of the Local Plan states that developments involving the loss of open space will only be granted permission were
- a) There is clear evidence, for example from the latest published Open Space Study, that the existing facility is no longer required to meet current or projected needs, including for biodiversity improvements/off-setting; or
 - b) The existing facility would be replaced by equivalent or improved provision in terms of quality and quantity in a suitable location within walking distance of the existing facility, or
 - c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 9.13 Sport England's policy on playing fields (2018) states: 'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:
- all or any part of a playing field, or
 - land which has been used as a playing field and remains undeveloped, or
 - land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meet with one or more of five specific exceptions.
- 9.14 The relevant exception in this instance would be; The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field. This is in line with the NPPF and the relevant local plan policy.
- 9.15 Sport England were consulted on the scheme they concluded that there is a need within the Borough for a full-size hockey artificial grass pitch (also corroborated by England Hockey). Sport England also state that there would be a benefit in introducing 2no. fenced sports courts in terms of the development of sport within the school as this would allow a wider experience of playing sport on different surfaces as well creating greater capacity for the school.
- 9.16 It is considered that the scheme would accord with Policy IF4 of the Local Plan as the existing facility would be replaced by an improved provision in terms of quality, and the quantity of this open space would not decrease (IF4(b), and that it accords with paragraph 99 of the NPPF.
- 9.17 *Community Facility*
- 9.18 Policy IF6 of the Local Plan states that proposals for new or improved community facilities which meet the needs or aspirations of local residents and visitors will be supported. Sport England's guidance note on community use in regard to sports facilities also encourages the utilisation and availability of good sports facilities by the wider community, when they are not being used by their main user, especially for educational sites outside normal school hours. Therefore, as part of this planning permission, a condition also recommended by Sport England, will be secured to ensure that these sports facilities are also open and can be used by the wider community (see Condition 12). This enhancement of facilities that serve the needs of local residents and visitors would be in line with Policy IF6. Furthermore, by virtue of this community use it would also represent a proposal for alternative sports and recreation which would be of sufficient benefit to the development of sport in the wider area which together with the points raised in Sections 9.15-9.16 of the report, would outweigh the detriment caused by the loss to the existing area of playing field.

9.19 Highway safety and parking provision

Local Plan policy IF2 states that development proposals should support the policies and objectives of the Transport Strategy as set out in the Local Transport Plan and provide car and cycle parking in accordance with the current Parking Strategy. Furthermore, developments should not cause an adverse impact to highway safety.

- 9.20 Imperial Road forms part of the B3173, a primary distributor road within the Borough which is considered to be a strategically important route as it is a main link from the M4 to Legoland/Ascot and beyond. On average it carries around 17,000 vehicles per day rising to in excess of 18,000 at certain times of the year. Vehicular access to Windsor Girls School is off Longbourn which has a priority junction with Imperial Road. Both roads have 30mph speed restriction. There are two accesses to Windsor Girls School which operate an in/out arrangement. Pedestrian access is also available by the out access. This arrangement will be unchanged.
- 9.21 The proposed development would lead to an increase in staff and number of pupils and as a result of this there would be some increase in car traffic around the school site at peak times. However, this increase is deemed to be modest, and it would not have a severe cumulative impact on the highway network.
- 9.22 The development would lead to the loss of some of the existing car parking spaces to accommodate the new two-storey extension (8 in total as per the submitted transport statement). The loss of these car parking spaces and cumulative increase in staff and pupils over the next couple of years, is likely to increase the level of on-street parking in areas within the vicinity, in particular along Longbourn, which is a busy road that doesn't have a CPZ.
- 9.23 Within their consultation response, Highways recommended that if the local planning authority is minded to approve the application, the consent should include a financial contribution to cover the cost of introducing a CPZ (single/double yellow lines) to manage the level of parking that occurs on Longbourn and beyond, if necessary, in order to mitigate any highway safety issues related to the development. Officers deem that this is necessary to manage and control parking to avoid any highway safety issues which would have otherwise made the proposal unacceptable. As the applicant is the Council, it is proposed to address this by requiring the preparation and completion of a Statement of Intent which sets out the steps and timeframes that the applicant will undertake in the preparation, consultation, and implementation of a CPZ (subject to the outcome of the consultation with affected residents).
- 9.24 Section 9 of the NPPF (2021) encourages the use of sustainable transport modes and states that maximum parking standards should not be imposed unless there is clear and compelling justification that they are necessary for managing the local road network. It is deemed that the parking spaces lost and the additional need for parking by the extra pupils and staff over the years will be off-set by the nearby on-street parking, which will also be controlled by a CPZ to mitigate any highway safety issues related to the development. Furthermore, the transport statement and previous permissions (16/01031/FULL – in particular) highlights that there are already existing secure and covered cycle parking facilities which encourage sustainable modes of travel alleviating the need for use of private cars. Lastly, there are also close transport links to the site in the form of frequent bus services and train station within less than 1.5 miles of the site. Therefore, there are options for sustainable modes of travel to the site for pupils, staff, and visitors.
- 9.25 To conclude the proposal is not deemed to cause any highway safety issues by virtue of the increased traffic generation and parking provisions, provided that the Statement of Intent as outlined above is agreed before the grant of planning permission.
- 9.26 Policy IF4 of the local highlights that proposals related to school expansions should be accompanied by travel plans. The current travel plan doesn't reflect the current transport provisions as a result of this proposed development. Therefore, a condition is recommended to ensure that the school's travel plan is updated to consider the proposed development and is updated to reflect in cumulative annual increase in pupils and staff and how that affects the site's transport provision, (see Condition 10).

9.27 Ecology and Biodiversity

- 9.28 The site is located within close proximity to Windsor Forest and Great Park, which is a Site of Special Scientific Interest (SSSI), and a Special Area of Conservation (SAC). The supporting text within the Local Plan as per part 12.8.3 states that areas within a SAC that have been given special protection under the European Union's Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
- 9.29 The primary reason for designation Windsor Great Park SAC is the significance of old acidophilous oak woods, range, and diversity of saproxylic invertebrates, and fungal assemblages. The Natura 2000 data form for Windsor Forest and Great Park reports that the main threats relate to forest and plantation management and use; air pollution, invasive non-native species; and interspecific floral relations. Where any proposal is likely to have a significant effect on a European site either alone or in combination with other plans or projects, the Conservation of Habitats and Species Regulations requires an appropriate assessment to be made in view of that site's conservation objectives. In this case the proposed development, along and in combination with the linked proposals, is not considered to have a significant effect on Windsor Forest and Great Park, due to the distance of the proposal from the SAC and therefore an appropriate assessment is not required
- 9.30 Paragraph 179(a) (2021) of the NPPF states 'when determining planning applications, local planning authorities should apply the following principles: if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Policy NR2 of the BLP states that developments will be expected to demonstrate how they maintain, protect, and enhance the biodiversity of application sites including features of conservation value which might presence of protected/priority species. Furthermore, development proposals will be expected to identify areas where there is opportunity for biodiversity to be improved and, where appropriate, enable access to areas of wildlife importance and proposals shall be accompanied by ecological reports in to aid assessment of the schemes
- 9.31 A Preliminary Ecological Appraisal and Preliminary Roost Assessment (Arbtech, June 2022) has been undertaken to an appropriate standard and provided as part of this application. The building on site was assessed as having negligible potential to support roosting bats and none of the trees are to be removed. Therefore, no further survey for roosting bats is necessary. There was no evidence or suboptimal habitat to support great crested newts, reptiles, otter, water vole, badger, hedgehog, or dormice. The proposed development is to be located on areas of building, hard standing and very short mown grassland which have low ecological value. There are scattered trees and woodland within the site boundary (which are to be retained and protected during development) which could be indirectly affected by the development. It is recommended that a Construction Environmental Management Plan (CEMP: Biodiversity) is produced for the site, to ensure that the higher ecologically valuable habitats within the trees and woodland, adjacent to the site are protected during and following development. Condition 3 would secure the submission of a CEMP.
- 9.32 The planning agent confirmed in writing that they would not be proposing any installation of any form of lighting to the pitch and courts under the current application. Therefore, the scheme is not deemed to cause any light pollution that would cause detriment to the subject habitats adjacent to the site.
- 9.33 A Biodiversity Net Gain report has been provided and details the habitats which will need to be created in order to provide an overall on-site net gain in biodiversity. Post development, under the current landscaping plans, the site will provide a 3.23% net gain in habitat units and a 21.16% gain in hedgerow units. In addition, a number of other enhancements including installation of bird and bat boxes, creation of hedgehog hibernacula and the creation of loggeries would be provided. In accordance with paragraph 179 of the NPPF and Policy NR2 of the Borough Local Plan, which states that opportunities to incorporate biodiversity in and around developments

should be encouraged. A condition is recommended to secure these biodiversity enhancements and gain, refer to Condition 4.

9.34 **Trees**

9.35 Policy NR3 of the Local Plan states that development proposals should carefully consider the individual and cumulative impact of proposed development on existing trees, woodlands, and hedgerows, including those that make a particular contribution to the appearance of the streetscape and local character/distinctiveness. Additionally, development proposals should: i. Protect and retain trees, woodlands, and hedgerows; ii. Where harm to trees, woodland or hedgerows is unavoidable, provide appropriate mitigation measures that will enhance or recreate habitats and new features; iii. plant new trees, woodlands and hedgerows and extend existing coverage where possible.

9.36 The proposed development would not lead to the loss of any on-site trees. However, the proposed extension is within close proximity of a mature tree, which has high amenity value (labelled T18 (Non-TPO) on the tree plan). A small part of the walkway/pavement linked to the new building will fall within the root protection area of T18. However, this will only be a small incursion within this non-TPO tree, and it has been confirmed by the applicant within their arboricultural impact assessment and method statements that any damage will be mitigated by the proposed no-dig construction methods. Therefore, this measure is deemed sufficient to safeguard the health and viability of that tree. Furthermore, the proposed tree protection plan/fencing will safeguard T18 and the other trees within close proximity to the new building during the construction phase of the development.

9.37 The proposed courts and pitches are adjacent to TPO areas however, none of these works will encroach the root protection areas of any protected trees. Furthermore, no extensive excavation is proposed for the courts and pitches. Therefore, these elements are not deemed to have any implications on the health of the trees within the TPO areas.

9.38 **Flood risk**

9.39 Guidance note 55 of the NPPF (2021) and Section 14 states that developments in Floodzone 1, where the land is subject to other sources of flooding and where the development would introduce a more vulnerable use, should be accompanied by site specific flood risk assessments. Policy NR1 of the BLP highlights that within designated flood zones 2 and 3 (and also in Flood Zone 1 on sites of 1 hectare or more in size and in other circumstances as set out in the NPPF) development proposals will only be supported where an appropriate flood risk assessment has been carried out and it has been demonstrated that development is located and designed to ensure that flood risk from all sources of flooding is acceptable in planning terms.

9.40 Policy NR1 of the Local Plan states that within areas liable to flood, development will not be permitted unless it can be demonstrated that the proposal would not of itself or cumulatively in conjunction with other development impede the flow of flood water, reduce the capacity of the floodplain to store flood water or increase the number of people or properties at risk from flooding.

9.41 The site is located in Floodzone 1, but as the site area is over 1 hectare in size, a Flood Risk Assessment is required. A Flood Risk Assessment was submitted with the proposal. The FRA identifies that the land subject of the development has risk of surface water flooding. For the extension it is proposed that the surface runoff water will be discharged into the existing public surface water sewer via attenuated storage area under the soft landscaping area into the existing surface water network within the hardstanding area to the north of the primary existing building. In regard to the pitch and courts, these will consist of permeable surfacing, and the surface water will be stored within the subbase layer and will discharge via a gravity network into the existing ditches either side of Longbourn and out to the main sewer run in Imperial Road. Overall, there are no objections to this SUDS strategy subject to a pre-commencement condition being imposed with any permission granted, that requires full and comprehensive details of the proposed surface water drainage scheme to be submitted and approved by the Local Planning Authority. (Refer to Condition 13).

9.42 Sustainability

9.43 The council's Interim Sustainability Statement (March 2021) highlights all developments (except householder residential extensions and non-residential development with a floorspace of below 100sq.m) should be net-zero carbon unless it is demonstrated this would not be feasible, this statement is a material consideration. It sets out that any shortfalls should be mitigated by a financial contribution to the carbon offset fund. Additionally, Paragraphs 7 and 8, and Section 14 of the NPPF (2021) and Policy SP2 of the Borough Local Plan (2022), encourage developments to be built to mitigate climate change and to incorporate low carbon and efficient energy sources.

9.44 The proposal relates to a non-residential development that exceeds 100sqm, therefore, the scheme requires an assessment as per the interim sustainability statement. The submitted energy statement highlights that the development will reduce carbon emission by 35% using efficient and renewable energy sources, despite this the scheme still falls short of achieving a net-zero carbon development. However, to accommodate the shortfall, the applicant has agreed to make a contribution to the carbon offset fund which will also be secured by a Statement of Intent to be finalised before the grant of planning permission.

9.45 Other considerations

9.46 The development is located within a residential area. However, the development will not introduce any new uses beyond the existing uses/ site intensification. Furthermore, the pitch/courts will not introduce any lighting, thus, there will be no light pollution issues. Overall, the proposed development will not cause any amenity issues to the immediate neighbouring properties.

9.47 Environment protection recommended that a plant noise condition will be added to the permission to ensure that the noise emitted from the heat source pump is regulated to an appropriate level (see Condition 11). Officers agree with this and consider this condition necessary to manage noise emissions. However, the construction and demolition hours condition is not deemed necessary for this development. Construction and demolition hours is covered by guidance from Environmental Protection. The site is also in close proximity to an AQMA; the increase in car trips from the development as such the impact upon the AQMA is not considered to be significant.

9.48 It has already been mentioned that the development site is at least 50 metres from a Grade II Listed building. However, the proposal will not affect the setting on this listed building due to the sufficient separation distance and the nature of the works closest to this heritage asset, which would be the sports pitch which is similar in character to the surrounding playing fields within the site in terms of its enclosures and visual outlook, as already mentioned in the previous sections.

9.49 For the reasons set out in this report, it is recommended that planning permission is granted subject to the conditions and agreed Statement of Intent.

10. APPENDICES TO THIS REPORT

Appendix A – Site Location Plan

Appendix B – Plans

Appendix C - Elevations

11. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

1 The development hereby permitted shall be commenced within three years from the date of this permission.

Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2 The materials to be used on the external surfaces of the development shall be in accordance with those specified in the application. Development shall be carried out in accordance with the

approved details.

Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan QP1 and QP3.

- 3 No development shall take place (including demolition, ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following: a) Risk assessment of potentially damaging construction activities. b) Identification of "biodiversity protection zones". c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction. d) Invasive species removal method statement [if applicable]. e) The location and timing of sensitive works to avoid harm to biodiversity features. f) The times during construction when specialist ecologists need to be present on site to oversee works. g) Responsible persons and lines of communication. h) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. i) Use of protective fences, exclusion barriers and warning signs. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that impacts on protected species and other biodiversity are minimised.

- 4 The development shall be carried out and implemented in accordance with the biodiversity net gain and enhancement details within the submitted 'Preliminary Ecological Appraisal and Preliminary Roost Assessment' by Arbtech, dated; 10/06/2022 and received and the 'Biodiversity Net Gain Assessment' by Arbtech, dated 15/06/2022. The development shall be maintained in accordance with the approved details thereafter.

Reason: To incorporate biodiversity in and around the development in accordance with paragraph 175 of the NPPF and Policy NR2 of the Local Plan.

- 5 No tree or hedgerow shown to be retained in the approved plans (Tree protection plans refs; Arbtech TPP 01 (Site 1) & Arbtech TPP 02 (Site 2), dated; February 2022) shall be cut down, uprooted, or destroyed, nor shall any retained tree be lopped or topped other than in accordance with these approved plans and particulars and without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 Tree work. If any retained tree is removed, uprooted, or destroyed or dies, another tree shall be planted in the immediate vicinity and that tree shall be of the size and species, and shall be planted at such time, as specified by the Local Planning Authority.

Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan QP1, QP3 and NR3.

- 6 The development shall also be carried out in accordance with the no-dig construction methods and tree protection/fencing measures shown in the Tree protection plans refs; Arbtech TPP 01 (Site 1) & Arbtech TPP 02 (Site 2), dated; February 2022 and the Arboricultural Method Statement, dated; 18 February 2022. The tree protection fence shall be erected before any equipment, machinery or materials are brought on to the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area. Relevant Policies - Local Plan QP1, QP3 and NR3.

- 7 Prior to the commencement of any works or demolition a construction management plan showing how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved and maintained for the duration of the works or as may be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan IF2.

- 8 No part of the development shall be occupied until vehicle parking and turning space has been provided, surfaced, and marked out in accordance with the approved drawing ref; 303492-SWH-ZZ-XX-DR-C-0700 P01, with the submitted Transport Statement, dated; February 2022. The space approved shall be kept available for parking and turning in association with the development.

Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and

to highway safety, and to facilitate vehicles entering and leaving the highway in forward gear. Relevant Policies - Local Plan IF2.

- 9 All landscape works shall be carried out in accordance with the approved details within plan ref; 402/03 in the 'Biodiversity Net Gain Assessment' by Arbtech, dated 15/06/2022. These works shall be carried out as approved within the first planting season following the substantial completion of the development and retained thereafter in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its written consent to any variation.
Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - Local Plan QP1 and QP3.
- 10 An updated school travel plan which takes account of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the development hereby approved. The plan shall be implemented in accordance with the approved details and the provision within the plan needs to be reassessed each year as part of the School Travel Plan requirements to ensure its adequacy.
Reason: To ensure that the development is provided with adequate car and cycle parking facilities and encourage the use of alternative modes of transport. Relevant Policies - Local Plan IF2.
- 11 The rating level of the noise emitted from fixed plant and stationary equipment shall not exceed the existing background level (to be measured over the period of operation of the proposed development and over a minimum reference time interval of 1 hour in the daytime and 15 minutes at night). The noise levels shall be determined 1m from the nearest noise-sensitive premises. The measurement and assessment shall be made in accordance with BS 4142: 2014+A1:2019 (or an equivalent British Standard if revised or replaced).
Reason: To protect the residential amenities of the area. Relevant Policy - Local Plan EP4
- 12 Within 12 months of the date of this permission, a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to all external artificial sports surfaces, car parking and toilets and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.
Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.
- 13 Prior to commencement (excluding demolition) of development, a surface water drainage scheme for the development, based on the submitted sustainable drainage strategy, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include: o Calculations to include development runoff rates, volumes (attenuation and long-term storage) and topographic details, and any consents required from Thames Water. o Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels long sections and cross section and relevant construction details of all individual components. Water quality discharged from the site should be of sufficient water quality. The applicant is to provide evidence that discharge from the site would be of sufficient water quality that it would not result in detriment to any receiving water course. o Details of the proposed maintenance arrangements relating to the surface water drainage system should also be provided, confirming the part that will be responsible. The surface water drainage system shall be implemented and maintained in accordance with the approved details thereafter.
Reason: To ensure compliance with the National Planning Policy Framework and the Non-Statutory Technical Standards for Sustainable Drainage Systems and to ensure the proposed development is safe from flooding and does not increase flood risk elsewhere.
- 14 The development hereby permitted shall be carried out in accordance with the approved plans listed below.
Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

Appendices

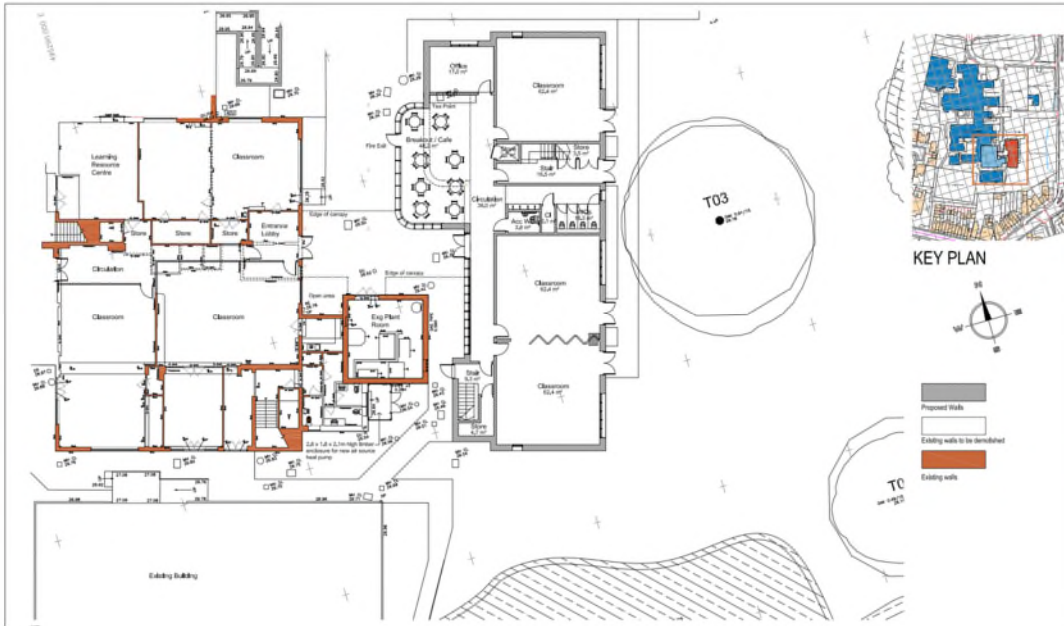
Appendix A



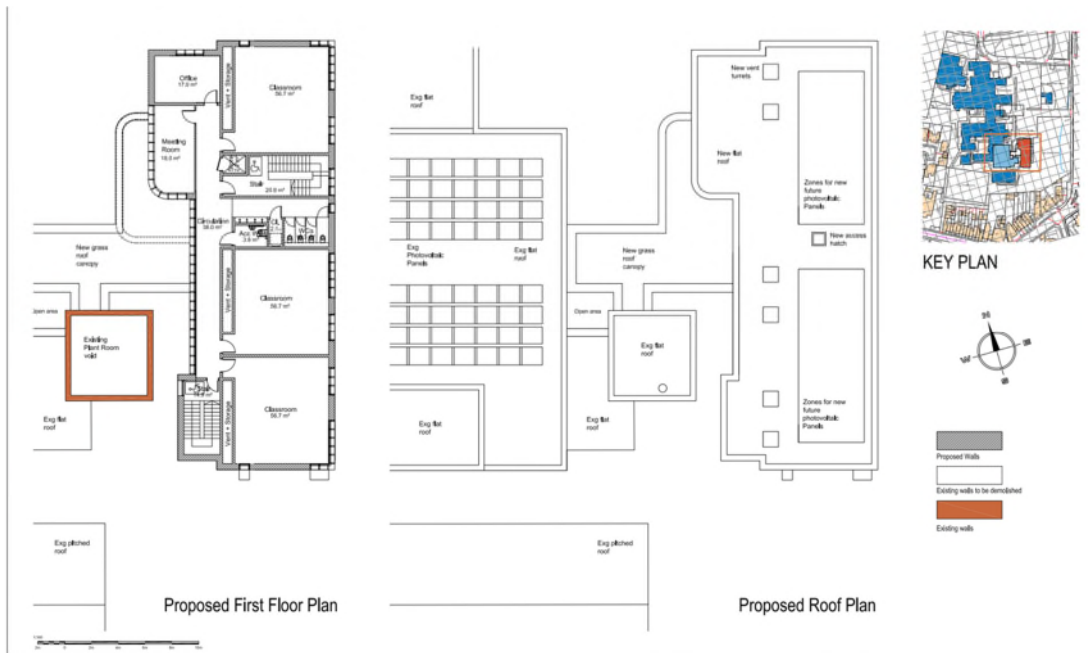
SITE LOCATION PLAN



Appendix B

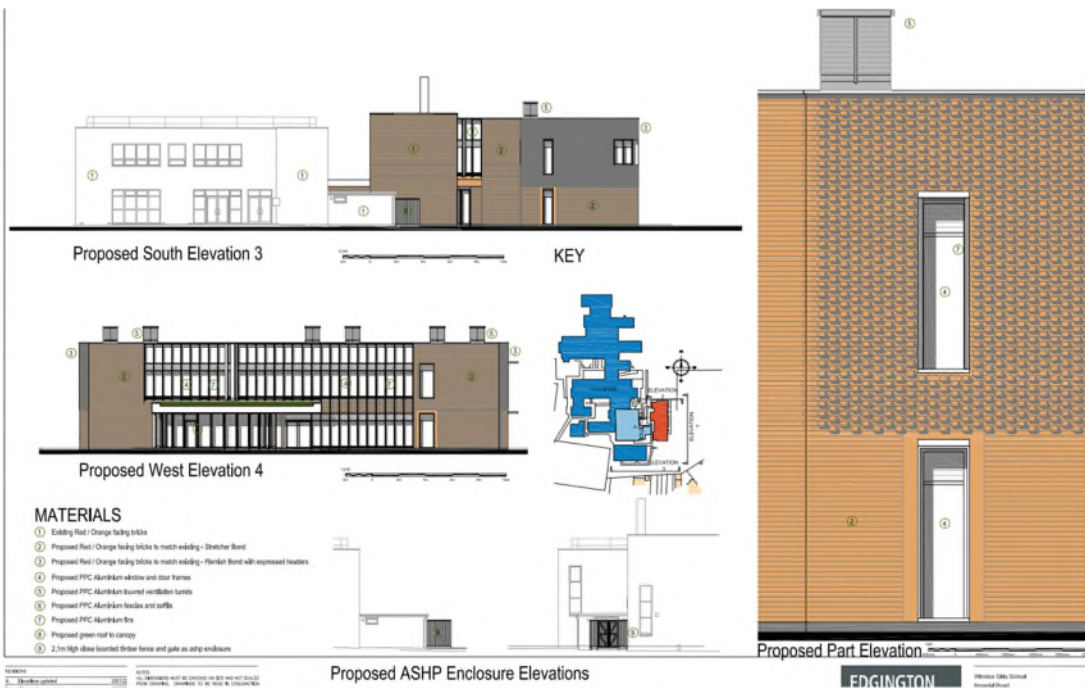
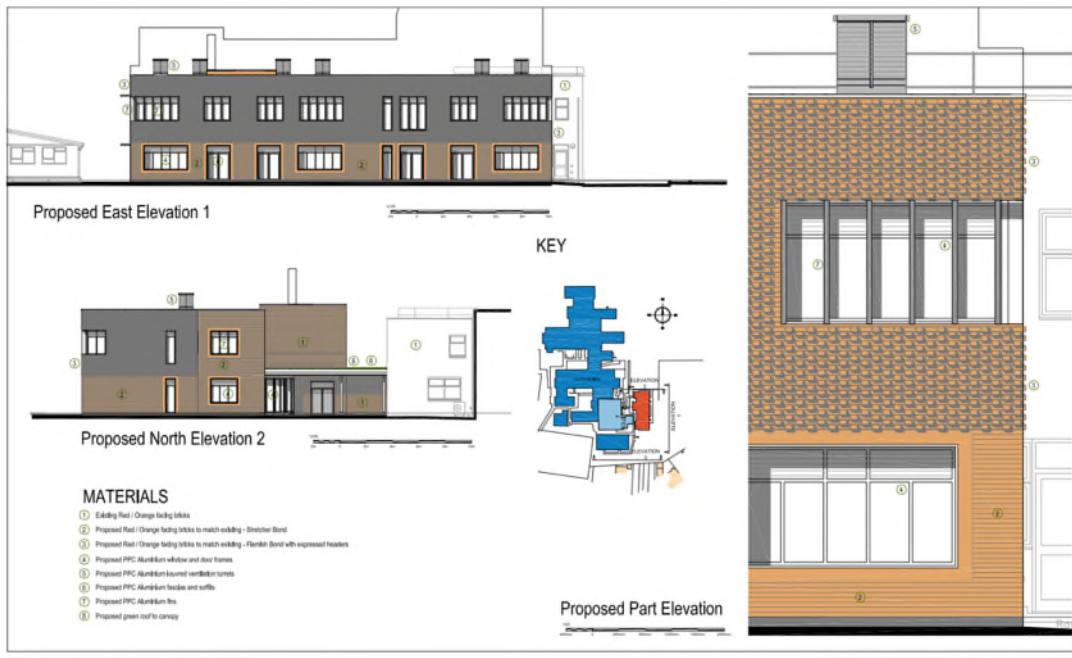


Proposed Ground Floor Plans



Proposed First Floor and Roof Plans

Appendix C



7 September 2022

Item: 3

Application No.:	22/00897/OUT
Location:	Land Fronting North Bank of Thames And Accessed Between 66 And 68 Wraysbury Road Staines
Proposal:	Outline application for a river boat slipway and drydock, (including small workshop / store, office and staff welfare facility, all raised 1500mm above the ground level) with all matters reserved.
Applicant:	Mr French
Agent:	Mr Ian Benbow
Parish/Ward:	Wraysbury Parish/Datchet Horton And Wraysbury
If you have a question about this report, please contact: Briony Franklin on 01628 796007 or at briony.franklin@rbwm.gov.uk	

1. SUMMARY

- a. This application seeks outline consent to construct a boatyard comprising a slipway and dry dock served by a river inlet created from the banks of the River Thames in Wraysbury. All matters are reserved for subsequent approval including access, layout, scale, appearance, and landscaping.
- b. The application follows refusal of outline consent under application number 21/02302/OUT on matters of green belt, flooding, ecology, trees, and potential noise grounds. The current proposal seeks to address the previous reasons for refusal.
- c. As before, the boatyard is understood to be required for statutory annual boat inspections and to provide facilities to inspect barges and houseboats. The proposal includes a large semi-enclosed building. The dock manager's first floor apartment has now been deleted from the proposal. The site lies on the northern banks of the River Thames on the eastern fringes of Wraysbury. Vehicular access is gained from Wraysbury Road.
- d. The site lies within the designated Green Belt. The proposed development does not fall within the list of specified exceptions for development set out in Paragraphs 149 or 150 of the National Planning Policy Framework (revised 2021). The proposal therefore constitutes inappropriate development and harm to the Green Belt is afforded substantial weight.
- e. The site lies within Flood Zone 3b (functional flood plain). The boatyard would be a water compatible use and the Sequential Test is passed. At the time of writing, comments from the EA are awaited with regards to the acceptability of the submitted Flood Risk Assessment.
- f. The application has been accompanied by a preliminary ecological impact assessment (Desktop study). The information supplied is inadequate to demonstrate that the proposal would not have an adverse impact on ecology. The tree information supplied is also insufficient to assess the impact of the proposal on trees. There is concern that the proposal would have a detrimental impact on the riparian setting of the River Thames and the sylvan character and appearance of the site. The application has been accompanied by a Noise Assessment and subject to appropriate conditions being secured, the proposal would have no adverse impact on the living conditions of neighbouring properties. Concerns remain about the suitability of the access.
- g. The NPPF sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in Very Special Circumstances. It further explains that 'Very Special Circumstances' (VSC) will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. It is not considered that VSC exist in this case that would outweigh the substantial harm to the Green Belt by reason of inappropriateness and any other harm. The application is recommended for refusal.

Subject to the views of Environment Agency it is recommended that the Committee refuses planning permission for the following summarised reason (the full reason is identified in Section 14 of this report):

- | |
|--|
| ii. The application site lies within the designated Green Belt. The proposal represents inappropriate development in the Green Belt, which is harmful to the Green Belt. Furthermore, the proposal would result in harm to the openness of the Green Belt and would conflict with one of the purposes of the Green Belt, namely 'to assist in safeguarding the countryside from encroachment'. No Very Special Circumstances have been demonstrated that clearly outweigh the harm and any other harm. The proposal is therefore contrary to paragraphs 147, 148 and 149 of the National Planning Policy Framework (2021), and policy QP5 of the Borough Local Plan (adopted February 2022). |
| iii. It has not been adequately demonstrated how the proposal would conserve and enhance the ecological value of the site and surroundings and as such the proposal is contrary to Neighbourhood Plan policy NP/OE2 and adopted policies QP4 and NR2. |
| iv. In the absence of a detailed Arboriculture Report, Tree Constraints Plan and Tree Protection plan it has not been possible for the Local planning Authority to fully assess the potential arboriculture related issues arising from the proposal. The scheme is therefore contrary to policies QP3 and NR2 of the Borough Local Plan (adopted February 2022). |

2. REASON FOR PANEL DETERMINATION

- d) The Council's Constitution does not give the Head of Planning delegated powers to determine applications for major development; such decisions can only be made by the Committee as the application is for major development.

3. THE SITE AND ITS SURROUNDINGS

- 3.1 The site lies on the northern banks of the River Thames in Wraysbury, close to the M25 motorway and the M25/A30 bridge over the river. The site comprises a large plot of land which fronts onto the river and is accessed from Wraysbury Road via a long, narrow driveway. The site comprises deciduous woodland with a grass clearing. Trees run along the riverbank. The site is sylvan in character and appearance. Views of the site are available from the Thames Path on the opposite side of the riverbank.
- 3.2 The site lies to the south west of Queensmead Lake, a former gravel workings. There is a residential property, The Holm which lies to the east of the site and a residential property, number 68 Wraysbury Road which lies close to the site entrance. A commercial business, Logistic Freight Services lies to the west of the site entrance. A water utility company and residential properties lie to the south of the river. The site lies close to the boundaries of Spelthorne Borough Council and Runnymede Borough Council.

4. KEY CONSTRAINTS

- 4.1 The site lies within the Green Belt and Flood Zone 3. The site lies within the Health & Safety Executive Consultation Distance of Major Hazard Sites/pipelines.
- 4.2 The site lies within the setting of the River Thames. Protected Species have been identified in the area. The trees are designated as Ancient Woodland and covered by an Area Tree Preservation Order.

5. THE PROPOSAL

- 5.1 Outline consent is sought to construct a boatyard comprising a slipway and dry dock which would be served by a river inlet created from the riverbank. All matters are reserved for subsequent approval including access, layout, scale, appearance, and landscaping. The application has been accompanied by a location plan, block plan and indicative drawings which detail scale, layout, and appearance of the development.

5.2 The development would comprise a large steel structure which would cover and partly enclose the slipway and dry dock. The slipway and dry dock would have a depth of 3.5m. It would be constructed using 27 piles put into the ground. The covered steel frame is designed with open sides and a green, living wall installed 1.5m above ground level. The building would incorporate a workshop/store with a finished floor level of 1.5m above ground level and voids beneath. The one bed, first floor manager's flat has now been deleted and replaced with a manager's office and staff room. Elevated walkways and stairways are proposed together with a ramp. The parking area at the front of the building would be constructed using grasscrete, a porous self-draining hard standing. A boat lifting gantry is proposed. Other features include:

- Riverbank and mooring bay bank protection using stone filled gabions and coir rolls.
- The re-wilding of the remainder of the site.
- Solar panels on the roof.
- River turbine electrical generator.

As well as having direct access from the river, the site would be served by an existing long, narrow driveway from Wraysbury Road, which is shared with the neighbouring residential property, The Holm. The site entrance lies between numbers 66 and 68 Wraysbury Road.

5.3 The proposed facility is understood to be required to meet the demand for annual statutory boat inspections particularly for larger commercial craft operating on the non-tidal stretch of the Thames. In addition, it is proposed that the facility will have the provision for lifting smaller vessels plying as skippered and self-drive boats out of the water. The machinery required includes a pumping system for the dry dock and a winching system for the trolleys on the slipway.

6. RELEVANT PLANNING HISTORY

Reference	Description	Decision
19/00334/FULL	Construction of x1 dwelling	Withdrawn 16.06.19
21/02302/OUT	Outline application for a river boat slipway and dry dock including a dock manager's first floor apartment for security, with all matters reserved.	Refused 6.12.21

Application number 21/02302/OUT was refused for the following reasons:

1. The application site lies within the designated Green Belt. The proposal represents inappropriate development in the Green Belt, which is harmful to the Green Belt. Furthermore, the proposal would result in harm to the openness of the Green Belt and would conflict with one of the purposes of the Green Belt, namely 'to assist in safeguarding the countryside from encroachment'. No Very Special Circumstances have been demonstrated that clearly outweigh the harm and any other harm. The proposal is therefore contrary to paragraphs 147, 148 and 149 of the National Planning Policy Framework (2021), saved policies GB1, GB2(a) and GB3 of the Royal Borough of Windsor and Maidenhead Local Plan 1999 (Incorporating Alterations Adopted in June 2003) and emerging policy QP5 of the Borough Local Plan (Main Modifications 2021).
2. The application site falls within Flood Zone 3b (functional flood plain) wherein residential development is unacceptable in principle. The proposal fails to demonstrate that there are no other reasonably available sites appropriate for the proposed development within a lower risk of flooding. The application therefore fails the sequential test. The FRA does not meet the requirements for site-specific flood risk assessments as set out in paragraphs 30-32 of the PPG and does not adequately assess the flood risks posed by the development. It has not been adequately demonstrated the proposed development will not result in a loss of flood storage or impedance of flood flows to ensure flood risk is not increased elsewhere and it has not been adequately demonstrated that the proposed development would be safe for its lifetime. For these reasons, the proposal is contrary to Policy F1 of the adopted Royal Borough of Windsor and Maidenhead Local Plan 1999 (including adopted alterations 2003),

emerging policy NR1 of the Borough Local Plan (Main Modifications 2021) and paragraphs 163 - 173 of the National Planning Policy Framework 2021.

3. It has not been adequately demonstrated how the proposal would conserve and enhance the ecological value of the site and surroundings and as such the proposal is contrary to policy NP/OE2 in the Horton and Wraysbury Neighbourhood Plan and emerging policies QP4 and NR2 set out in the Borough Local Plan (Main Modifications 2021).
4. In the absence of a detailed Arboriculture Report, Tree Constraints Plan and Tree Protection plan it has not been possible for the Local planning Authority to fully assess the potential arboriculture related issues arising from the proposal. The scheme is therefore contrary to the aims of policy DG1 and N6 of the adopted Royal Borough of Windsor and Maidenhead Local Plan 1999 (including adopted alterations 2003) and emerging policies QP3 and NR2 of the Borough Local Plan (Main Modifications Version 2021).
5. In the absence of a Noise Impact Assessment, it has not been adequately demonstrated that the proposal would not emit unacceptable levels of noise, smell or fumes beyond the site boundaries and would not have an unacceptable impact on the living conditions of any neighbouring residents. As such the proposal is contrary to policy NAP3 of the adopted Royal Borough of Windsor and Maidenhead Local Plan 1999 (including adopted alterations 2003) and emerging policies QP3, EP1 and EP4 of the Borough Local Plan (Main Modifications Version 2021).

7 DEVELOPMENT PLAN

7.1 The main relevant policies are:

Adopted Borough Local Plan

Issue	Policy
Climate Change	SP2
Character and Design of New Development	QP3
River Thames Corridor	QP4
Development in Rural Areas and Green Belt	QP5
Managing Flood Risk and Waterways	NR1
Nature Conservation and Biodiversity	NR2
Trees, Woodlands and Hedgerows	NR3
Environmental Protection	EP1
Air Pollution	EP2
Artificial Light Pollution	EP3
Noise	EP4
Sustainable Transport	IF2

Adopted Horton & Wraysbury Neighbourhood Plan (2018-2033)

Issue	Policy
Management of the Water Environment	SUSTEV 02
Landscape	OE1
Ecology	OE2

8. MATERIAL PLANNING CONSIDERATIONS

8.1 National Planning Policy Framework Sections (NPPF) (2021)

Section 12 – Achieving Well-Designed Places

Section 13 – Protecting Green Belt Land

Section 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change

Section 15 – Conserving and Enhancing the Natural Environment

Supplementary Planning Documents

- Borough Wide Design Guide

Other Local Strategies or Publications

Other Strategies or publications material to the proposal are:

Interim Sustainability Position Statement

Corporate Strategy

Environment and Climate Strategy

9. CONSULTATIONS CARRIED OUT

Comments from interested parties

- 9.1 11 occupiers were notified directly of the application.
- 9.2 The planning officer posted a notice advertising the application at the site on the 28th May 2022 and the application was advertised in the Local Press on the 2nd June 2022.
- 9.3 9 letters were received supporting the application, including letters from the Barge Association, Thames Rivercruise, the managing director of Hobbs of Henley Ltd, Woottens Boatyard, the inland Waterways Association Vice President and the owner of the Magna Carta hotel barge, summarised as:

Comment	Where in the report this is considered
1. Increasingly difficult to find suitable opportunities to slip or dock boats on the Thames as many yards, slips and docks have closed and/or been redeveloped in recent years.	See section 10x
2. The nearest facility on the Thames capable of slipping or docking a boat weighing 70 tons is Eel Pie Island, Twickenham, MSO Marine at Brentford or Woods at Isleworth.	See section 10x
3. Site is close to M25 and would not result in noise nuisance.	See section 10vi
4. Proposal makes use of an otherwise derelict site.	See section 10v
5. More shipyard facilities are required to ensure boats are well maintained and safe for occupation.	See section 10x
6. The facility is desperately needed by the commercial boating business up and down the non-tidal river.	See section 10x
7. Reduction in the number of yards that can cope with bigger boats and demand for safety inspections has increased substantially.	See section 10x
8. Very high demand for use of the drydock in Reading	See section 10x
9. Leisure, tourism, and transport services on the Thames must have the necessary facilities to provide services safely and professionally.	See section 10x
10. With recent closure of the Environment Agency Dry Dock and Boat Lift at Thames and Kennett there is nowhere to slip larger vessels on the	See section 10x

	non-tidal Thames.	
11	Will bring employment to the area and safeguard the skill base.	See section 10x
12	There are now only two dry docks and slipways on the non-tidal Thames – one has been out of service for most of the time since 2019 and the other is inaccessible to very large boats.	See section 10x
13	Passenger boat operations play a vital role in the local economy – no suitable large boat maintenance facilities mean no passenger boats.	See section 10x
14	A facility in this area would be a massive advantage to leisure boaters and commercial companies.	See section 10x
15	New facility is desperately needed.	See section 10x

9.4 3 neighbouring occupiers have raised objection to the application, summarised as follows:

Comment		Where in the report this is considered
1.	Land ownership is queried, and copies of title register, agreement and conveyance provided by occupier of Holm Island.	This is a legal/civil matter
2.	The Holm and 68 Wraysbury Road use the narrow private road	See Section 10vii
3.	Residential properties and transport business lie close to exit from private road.	See section 10vii
4.	Houses lie to south of this narrow stretch of river and boat moorings are close to the site.	See section vi
5.	Affinity Water treatment plant and Thames path lie on south bank.	See section 3.2
6.	Interest of users of nearby footpaths, anglers and residents should not be overlooked.	See section 10v
7.	A comprehensive noise modelling is essential before the application can be considered.	See section 10 vi
8.	The site had no permission for gravel extraction and remained a wooded area without any residential or commercial activity	See section 10iv
9.	Little or no evidence of fly tipping and that site is derelict. Debris left by flood water.	See section 10v
10	Woodland cannot be classed as derelict. Land is an environmental asset and a haven for wildlife.	See section 10iii
11	Site for boatyard has been cleared of trees – evidence of felling, bonfires etc	See section iv
12	The development site and Holm Island are often flooded in winter	See section 10ii
13	Limited width of driveway would not support commercial activity.	See section 10vii
14	No scope for widening the access road without damaging the trees.	See section 10iv
15	Wraysbury Road is a busy road with cars parked on both sides – negotiating the entrance and exit can be hazardous.	See section 10vii
16	The FRA is deficient and data inadequate	See section 10ii
17	There has been an increase in frequency, intensity, and duration of flooding over recent years	See section 10ii
18	Cars parked on busy Wraysbury Road restrict visibility from exit/entrance to the site.	See section 10vii
19	Use of Grass Crete would prevent water draining naturally and increase flood risk	See section 10ii
20	Study Area leaves out two major marinas, Hambledon (just upstream of Marlow) and Shepperton (just downstream of Chertsey)	See section 10ii and x
21	Is the loss of boat yards too many? The lack of facilities to lift vessels above 60 tons could be due to lack of demand. More meaningful statistics need to be supplied	See section 10x
22	Site has been marketed since 2014	noted

Statutory consultees

Consultee	Comment	Where in the report this is considered
Environment Agency	Comments awaited	See section 10ii
The Health & Safety Executive	No objection	Noted

Consultees

Consultee	Comment	Where in the report this is considered
Lead Local Flood Authority	No objection subject to condition.	See section 10ii
Highways	No objection subject to condition.	See section 10vii
Environmental Protection	No objection subject conditions	See section 10vi
Ecology Officer	Object - insufficient information provided	See section 10iii
National Highways	Recommend Construction Environmental Management Plan (CEMP) condition.	See section 10vii
Spelthorne Borough Council	No objections	noted
Runnymede Borough Council	No objection – site could be within the zone of consultation for a Hazardous Substances consent at the waterworks across the River Thames and the Health and Safety Executive may need to be consulted.	See HSE comments above
Berkshire Archaeology	No objection with recommended condition	See section 10viii

Others (e.g. Parish and Amenity Groups)

Group	Comment	Where in the report this is considered
Wraysbury Parish Council	No objection subject to compliance with local policies	See section 10

10. EXPLANATION OF RECOMMENDATION

10.1 The key issues for consideration are:

- i. Green Belt
- ii. Flooding
- iii. Ecology
- iv. Trees
- v. Impact on character and appearance

- vi Residential Amenity
- vii. Highway Safety and Parking
- viii. Archaeology
- ix. Climate Change and Sustainability
- x. Very Special Circumstances

i Green Belt

- 10.2 The site lies within the designated Green Belt. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
- 10.3 Paragraphs 147 and 148 of the NPPF states:
- 'Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*
- When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. "Very Special Circumstances" will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.'*
- 10.4 Adopted policy QP5 is consistent with the NPPF and seeks to protect the Green Belt against inappropriate development unless very special circumstances can be demonstrated.
- 10.5 The proposal seeks outline consent to construct a river boat slipway and dry dock with associated steel structure/building. The proposal does not fall within the list of specified exceptions set out in paragraphs 149 and 150 of the NPPF and would constitute inappropriate development in the Green Belt which, by definition, is harmful.

Impact on openness and purposes

- 10.6 In addition to the harm caused by inappropriateness, the proposal would have a significant impact on the openness of the Green Belt. The site is currently undeveloped, and the proposal would introduce a sizeable structure/building and increase activity on the site, including vehicle movements. The term openness, pursuant to Paragraph 001 Reference ID: 64-001-20190722 of the NPPG, has both a spatial and visual dimension and in this case the harm to openness would arise from both the presence of built form and increased activity on the site. Furthermore, the proposal would conflict with one of the five purposes of the Green Belt, namely, to assist in safeguarding the countryside from encroachment.
- 10.7 The proposal would constitute inappropriate development which would result in a significant impact on openness, conflicting with the purposes of the Green Belt to which substantial weight must be attached. The proposal would be contrary to adopted policy QP5 and the guidance set out in section 13 of the NPPF.
- 10.8 Inappropriate development can only be approved if 'Very Special Circumstances' can be demonstrated and VSC will not exist unless the harm to the Green Belt by inappropriate development and any other harm are clearly outweighed. The case for Very Special Circumstances will be discussed further below.

ii Flood Risk

- 10.9 The application site lies adjacent to the River Thames and is situated within Flood Zone 3 (High probability of flooding). The site also lies within the 5% annual exceedance probability (AEP) flood outline which is identified by the RBWM Strategic Flood Risk Assessment (SFRA), June 2017 as being within Flood Zone 3b (the functional floodplain). The current application has been accompanied by an updated Flood Risk Assessment.
- 10.10 Adopted policy NR1 sets out the criteria for managing flood risk and waterways. In flood Zones 2 and 3 development proposals will only be supported where an appropriate flood risk assessment has been carried out and it has been demonstrated that development is located and designed to ensure that flood risk from all sources of flooding is acceptable. A sequential test is required to ensure that all development is in the lowest flood risk areas and only water compatible uses and essential infrastructure development will be supported within the area defined as functional floodplain. Development proposals need to include an assessment of the impact of climate change using appropriate climate change allowances over the lifetime of the development and development should not impede the flow of flood water, reduce the capacity of the floodplain to store water, increase the number of people, property at risk of flooding, cause new or exacerbate flooding problems or reduce the water's viability as an ecological network or habitat for notable species of flora and fauna. Development proposals near rivers should retain or provide an undeveloped 8 metre buffer zone. The proposal also needs to accord with the guidance set out in paragraphs 167-169 of the NPPF. Neighbourhood Plan policy NP/SUSTDEV 02 does not support development proposals within Flood Zones 2 and 3 unless it involves the one for one replacement of dwellings or extensions to existing houses.
- 10.11 The proposed boatyard would be classed as water-compatible development as set out in table 2: Flood risk vulnerability classification in the 'Flood Risk and coastal change' guidance. The water compatible development would be appropriate in Flood Zone 3b. A Sequential Test is still required to be carried out to ensure that any new development is steered to areas with the lowest risk of flooding. If it is not possible for the development to be in areas with a lower risk of flooding, the exception test may have to be applied. The need for the exception test depends on the potential vulnerability of the site. The residential element has now been deleted from the proposal which addresses the previous objection relating to the introduction of a 'more vulnerable' development in Flood Zone 3b and no exception test is now required.

Sequential Test

- 10.12 The application has been accompanied by a Sequential Test (dated 31.3.22) prepared by the applicant and a Land Study dated 29th March carried out by Warren Property Matters. The land study focuses on the land adjoining the River Thames from Temple (upstream of Marlow) to Chertsey. The study area falls within RBWM, Buckinghamshire Council and Spelthorne and Runnymede Borough Councils.
- 10.13 The Study findings are summarised as follows:
- Land Availability*
- 10.14 Research amongst all the estate agents in the area concludes that there are no other available sites that could be developed for boatyard purposes. All potential urban sites have been developed for residential use. Land values are high and redevelopment sites have all been earmarked for residential or mixed use i.e. office and housing. Furthermore, the study area reveals a unique pattern in land ownership. A Study of the Land Registry reveals that almost all the open riverside land is owned by three large landowners including Crown Estates, Eton College, and the National Trust. Any other smaller parcels of land in private or public ownership are designated Green Belt and form part of the flood plain.
- 10.15 Studies of the SLAAs (Strategic Land Availability Assessments) for the four local authorities whose administrations cover the survey area have been carried out. The SLAAs do not identify any available riverside sites with commercial development possibility. The desktop study was carried out using OS maps and Google Earth satellite information and no available sites were

identified. The large areas of undeveloped riverside land owned by the National Trust, the Crown Estate and Eton College are all protected and are not available for purchase for commercial development. The development proposal needs to be situated on the river and most of the land included in the study lies within Flood Zone 3. The Sequential Test concludes that there are no other suitable sites in the area that are available for the proposed facility. The LPA considers that in this case, given the nature of the development proposed, that the sequential test is passed.

Flood Risk Assessment

- 10.16 An updated Flood Risk Assessment has been submitted (Version 3.00) dated 31st March 2021. Since the last application was considered, it is understood that further survey work of ground levels has been carried out resulting in revised calculations and improved on-site water storage benefits. Based on the information supplied by the applicant, the current site level is understood to be 15m above sea level and has a higher ground level than the surrounding area. Although the EA flood maps indicate the site is in Flood Zone 3b the applicant is querying the accuracy of the EA mapping. Based on the site survey, mapping, and the EA's own river level data the applicant believes the site to be much less vulnerable to flooding than has been suggested.
- 10.17 The finished floor levels for the workshop/store is shown to be set 1500mm above ground level. A void is proposed beneath the workshop/stores. The calculations provided in the FRA show a substantial increase in flood plain storage. The total projected additional on-site compensatory storage capacity at times of high water provided by the slipway, drydock and inlet are calculated to be 13,036 cubic metres which is substantially greater than the loss of water storage capacity resulting from the 27 piles. No spoil relating to the excavation of the proposed facility would remain on site.
- 10.18 The views of the EA are required to verify whether the information supplied in the updated FRA is sufficient to assess flood risk and to confirm whether it has been sufficiently demonstrated that the proposal is acceptable in terms of impact on flood plain storage to ensure that flood risk is not increased elsewhere in accordance with adopted policy NR1 and the NPPF.

Surface Water Flooding and Drainage (LLFA)

- 10.19 Adopted policy NR1 requires development proposals to incorporate Sustainable Drainage Systems to restrict or reduce surface water runoff. Adopted policy EP5 states that development proposals will be supported where it can be demonstrated that proposals will not cause unacceptable harm to the quality of ground water including Source Protection Zones and do not have a detrimental effect on the quality of surface water. Development proposals should demonstrate how they will achieve remedial or preventative measures and submit any supporting assessment. Development proposals will be supported where it can be demonstrated that adequate and effective remedial measures to remove the potential harm to the environment are successfully mitigate.
- 10.20 The proposal is potentially a contaminating use and is proposed within Source Protection Zone 3 and over a secondary aquifer. It must be demonstrated that the proposal will not pose a risk to groundwater quality. The LLFA has raised no objection to the application subject to securing an appropriate condition for a surface water drainage scheme. Details will need to include calculations of runoff rates, volumes and topographic details and appropriate consent from Thames Water; full details of all components of the proposed surface water drainage system; evidence that discharge from the site would be sufficient water quality that it would not result in detriment to any receiving water course and details of the proposed maintenance arrangements relating to the surface water drainage system.
- 10.21 In the event of planning permission being granted, the matter of surface water drainage could be dealt with by way of an appropriately worded condition.

iii Ecology

- 10.22 Adopted policy NR2 requires development proposals to demonstrate how they maintain, protect, and enhance the biodiversity of application sites including features of conservation value such as trees, river corridors and the presence of protected species. Proposals will need to avoid impacts on habitats and species of principle importance such as those listed under Section 41 of the NDERC Act 2006. Development proposals shall be accompanied by ecological reports in accordance with British Standard 42020 to aid assessment of the proposal and shall include mitigation measures necessary to make the development acceptable. Proposals next to rivers need to ensure that they will not lead to the deterioration of the ecological status of the waterbodies and where feasible will contribute to raising their status in line with the aims of the NPPF, the Water Framework Directive and Thames River Basin Management Plan. Neighbourhood Plan policy NP/OE2 states that development proposals that conserve and enhance biodiversity will be supported and proposals should give regard to ecological networks and should retain, protect, and enhance features of biodiversity interest and ensure that any adverse impacts are avoided or minimised through mitigation. Development proposals that would have an adverse impact on the ecological or biodiversity resources and which cannot be appropriately avoided or mitigated will not be supported.
- 10.23 Adopted policy QP4 requires the special character and setting of the River Thames to be conserved and enhanced. This includes maintaining tree cover, the conservation and enhancement of the natural riverbank and their associated bankside and marginal vegetation and the ecological value of the area including its role as a wildlife network. There may be opportunities for the restoration and enhancement of natural elements of the river environment that should be incorporated within the design of new developments. The ecological value of the river will need to be maintained and in appropriate circumstances restored and enhanced together with natural elements of the riparian environment. Proposals should seek to promote the healthy growth in the use of the River Thames for communities, wildlife, leisure, and business in ways that are compatible with its character, setting and ecology and in line with the objectives of the River Thames Plan and the Environment Agency's River Basin Management Plan.
- 10.24 The application has been accompanied by the same Preliminary Ecological Impact Assessment as previously submitted under 21/02302/OUT. The applicant has also confirmed his intention to enter a contractual arrangement with an ecologist to develop a long-term plan to protect and enhance the ecological aspects of the remainder of the site. It is understood that an ongoing report spread over winter and summer seasons will be undertaken and recommendations as to how to improve the ecology of the remainder of the site after development has taken place are to be made. The applicant has confirmed his intention to undertake all the necessary surveys at the reserved matters stage.
- 10.25 The Council's ecology officer has once again stated that it is not sufficient to only provide a desk-based assessment as part of the application as it cannot be established what habitats are on site currently, what plant species are within the site (some may be protected or invasive) or whether the site has the potential to support protected or priority species. Without knowing what is on site, and the site's ecological potential, it cannot be certain that any ecological impacts could be appropriately mitigated or compensated for.
- 10.26 The woodland on the site is designated as an ancient woodland and is likely to be classified as a priority habitat, together with the River Thames. The grassland could also be a priority habitat, although the status of the habitats currently on site has not been established. The habitats on and around the site could host a wide range of protected and priority species including protected plants, bats, badger, reptiles, amphibians, otter, water vole and nesting birds. As such there is a risk that the proposals may impact upon priority habitats and protected and priority species and an ecological appraisal (comprising an extended Phase 1 Habitat and Species Scoping Survey (or equivalent), preliminary bat roost assessments of any trees to be affected and any phase 2 surveys) would need to be submitted prior to determination of the application.

10.27 The submitted ecology report does not fulfil the key objectives of the CIEEM 'guidelines for Preliminary Ecological Appraisal'. Paragraph 99 of the government Circular 06/05: Biodiversity and Geological Conservation – Statutory Obligations and Their Impact Within the Planning System states that:

'It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted.'

10.28 Since the extent to which protected species could be affected by the proposal has not been established, and there are no 'exceptional circumstances' in this case, the application would not be in accordance with this guidance.

10.29 The ecology report and design and access statement provide some recommendations of biodiversity enhancements which could be incorporate into the development. However, a Biodiversity Net Gain document, using the DEFRA 3.1 metric needs to be provided prior to determination of the application to show the net loss and gains at the site. If the development cannot provide a net gain in biodiversity at the site (preferably at least 10%) consideration should be given to offsite compensation.

10.30 The proposal would require a flood risk activity permit under the Environmental Permitting (England and Wales) Regulations 2016 and as part of this the EA would assess its compliance with the Thames River Basin Management Plan and consider how the development affects water biodiversity and the wetland environment. A full ecological assessment would be required to assess how the proposal would affect species and habitats and the assessment would need to demonstrate how this risk would be controlled and where possible, identify opportunities for environmental improvements. The proposal includes bank protection work in the form of gabions and coir rolls to address riverbank erosion. The EA has previously indicated that they are generally opposed to hard bank protection and have advised that natural bank, if present, should be retained as this is now very rare along the Lower Thames.

10.31 Although re-wilding of the remaining site and enhanced biodiversity has been mentioned in the application, no further details have been provided at this stage. It is not therefore possible to understand the full impact of the proposal on ecology and whether any net gain in biodiversity can be achieved for the site. In the absence of the required surveys and any mitigation plan including a biodiversity net gain document, the application should be refused on the grounds that insufficient information has been provided for the Council to determine the likely impact of the proposals upon protected species and the impact on biodiversity in accordance with Local Plan policies NR2 and QP4 and NP/OE2. Other issues such as artificial light pollution would need to be considered at the reserved matters to ensure compliance with adopted policy EP3.

iv Trees

10.32 Adopted policy NR3 requires development proposals to ensure Ancient Woodland will be maintained, protected and where suitable enhanced and Ancient trees are to be safeguarded from harm or loss. Proposals should carefully consider the individual and cumulative impact of the proposed development on existing trees and woodlands including those that make a particular contribution to the appearance of the local character. Development proposals should protect trees and woodlands and where harm to trees is unavoidable appropriate mitigation measures that will enhance or recreate habitats will be required. Where trees are present on site or within influencing distance of the site, applications will need to be accompanied by an appropriate tree survey, constraints plan, tree protection plan and ecological assessment. Where the amenity value of trees and woodland outweighs the justification for development, planning permission may be refused.

- 10.33 The site comprises deciduous woodland and is designated an Ancient Woodland. The trees are covered by an Area Order. A grass clearing lies in the middle of the site and it is unclear when this clearance work was carried out. The site is sylvan in character and appearance. There is a line of mature trees which run along the riverbank and the narrow driveway is heavily treed on either side. The dry dock and slipway facility is proposed to be constructed largely within the grass clearing on the site. The riverbank is understood to be eroded, and the applicant argues that if nothing is done to protect the riverbank then most of the trees along the riverbank would be lost. It is unclear what impact the works to the riverbank would have on these trees and it is also unclear what improvements to the existing access drive, if any, would be required to facilitate the development and what impact the use of the drive from large trailers transporting boats by road would have on the trees.
- 10.34 A photographic Tree Survey (dated March 2022) of the trees along the riverbank and on site accompany the tree study (2-page letter) which was provided under the previous application. The tree study refers to the poor condition of the Ash trees within the site and asserts that the development would not cause too much disturbance to the rooting environment of retained trees. It also refers to riverbank erosion and the risk to further loss of trees along the riverbank unless the riverbank is protected. Tree planting on the banks with suitable species could be proposed. No further details have been provided at this stage, although the applicant has confirmed that full details would be provided at the reserved matters stage.
- 10.35 It is necessary to fully consider the proposals impact on the trees at the outline stage. In the absence of a full Arboricultural Survey/report detailing all the trees, a tree constraints plan, arboricultural method statement and tree protection plan there is insufficient information to adequately assess the proposals impact on the trees and the proposal is contrary to adopted policies QP3 and NR3 of the adopted local plan.

v. Impact on Character and Appearance

- 10.36 The overall site is fairly heavily treed and is sylvan in character and appearance and contributes to the setting of the River Thames. It is not accepted that the site is 'derelict' and that fly tipping is becoming a major problem as suggested by the applicant. The site is undeveloped, and views of the site are available from the Thames Path which runs along the opposite (southern side) of the riverbank.
- 10.37 Adopted policy QP3 requires new development to respect and enhance the local and natural character of the environment paying particular regard to scale, bulk, massing, proportions, trees, and biodiversity. Adopted policy QP4 sets out several criteria which need to be adhered to in terms of the River Thames Corridor. The special character and setting of the River Thames will be conserved and enhanced and appropriate development proposals associated with river related activities and employment will be supported. Development proposals will be required to protect and enhance views to and from the river, maintain tree cover, conserve and enhance natural riverbanks and their associated bankside and marginal vegetation and the ecological value of the area including its role as a wildlife network. Neighbourhood Plan policy NP/OE1 requires development to conserve and enhance the quality and character of the landscape and in particular development will be expected to retain and where possible improve the visual appearance of the land by protecting and enhancing the landscape features such as vegetation, existing trees, the open nature of the riverside meadows, as well as the riparian setting of the River Thames.
- 10.38 The information provided with the application indicates a very sizeable building/structure and the proposal makes it clear that the development is to serve 'larger commercial craft'. Views of the site are available from the river, the Thames Path which runs along the opposite side of the riverbank and from the driveway. There is currently a row of mature trees along the riverbank which provides some screening, but it is unclear whether these trees are to be retained.
- 10.39 The site is currently undeveloped and contributes to the riparian setting of the River Thames. There is concern that the proposal would introduce a large, prominent building on this currently undeveloped site. In addition, works to the riverbank are proposed and it has not been adequately demonstrated that the proposal would not have an adverse impact on the visual

appearance of the natural riverbank and would not involve the loss of trees or the ecology value of the site. Overall, there is concern that the scale and appearance of the development would have a detrimental impact on the riparian setting of the River Thames and the sylvan character and appearance of the site and would be contrary to Local Plan policies QP3 and QP4 and Neighbourhood Plan policy NP/OE1. However, scale and appearance fall to be considered at the reserved matters stage and is not for consideration at this outline stage.

vi. Residential Amenity

- 10.40 Adopted policy QP3 requires proposed development to have no unacceptable effect on the amenities enjoyed by the occupants of adjoining properties in terms of privacy, light, disturbance, vibration, pollution, dust, smell and access to sunlight and daylight. Adopted policy EP1 states that residential amenity should not be harmed by reason of noise, smell, and other nuisance and adopted policy EP4 requires development proposals to consider the noise and quality of life impact on existing nearby properties and developments which generate unacceptable levels of noise will not be permitted. Effective mitigation measures will be required where proposals may generate significant levels of noise and may cause an adverse impact on residents, the rural character of an area or biodiversity. The Council will require noise impact assessments to be submitted where development proposals will generate noise.
- 10.41 Number 68 Wraysbury Road located at the site entrance and The Holm situated to the east of the site are the closest residential properties. There are some residential properties to the south of the site, but these are some distance from the site. The site lies close to the M25 motorway. An Environmental Assessment report has been submitted with the current application which updates previously submitted information to reflect expected noise levels from the dry dock and slip way operation. In addition, the report includes data on air quality and how this may be improved by the inclusion of living grow walls covering the structure. Contained within the report are measures to prevent any contamination of the watercourse arising from normal boatyard activities.
- 10.42 The M25 already produces a considerable amount of noise. Noise emanating from the boat yard is likely to be from the occasional drill, sander, water pump or the crane lifting boats which would be heard against the background noise of the M25. The Environmental Protection team has raised no objection to the proposal subject to the imposition of appropriate conditions including a noise assessment and noise rating level to ensure that the noise levels are acceptable and protect the residential amenities of the neighbouring occupiers. Details of any paint spraying plant and equipment will also need to be secured by condition along with details of artificial lighting to avoid any glare to nearby properties. The operating hours could be restricted to between 08:00 and 17:00 Monday to Friday and between 9:00-15:00 on Saturdays and at no time on Sundays or Bank Holidays. Overall, it is considered that the proposal can be sufficiently controlled to avoid any unacceptable impact on the living conditions of neighbouring occupiers to comply with adopted policies QP3, EP1 and EP4.

vii Highway Safety & Parking

- 10.43 Adopted policy QP3 requires development proposals to deliver easy and safe access and movement for pedestrians, cyclists, cars, and service vehicles and maximise the use of sustainable modes of transport where possible.
- 10.44 The site is served by a vehicular access located between numbers 66 and 68 Wraysbury Road. A long, narrow driveway leads from the entrance/exit to the site. It is heavily treed on both sides and there is no room for traffic to pass. The occupiers of The Holm and number 68 Wraysbury Road are understood to have access rights over the driveway. The applicant has indicated his intention to widen the driveway for the whole length or to install safe passing places. No details have been provided at this outline stage. Further details of any proposed upgrade to the driveway would need to be provided at the reserved matters stage to assess the potential impact on any trees.

10.45 The applicant has confirmed that traffic movements are likely to be limited and would include staff vehicles and deliveries of consumables in relation to the work carried out at the facility. Boats will come and go via the river. It is envisaged that only a few boats would be transported by road. It is not uncommon for cars to park on Wraysbury Road close to the site entrance which could impact on visibility for vehicles leaving the site and would need to be demonstrated that adequate visibility from the access can be achieved. The Highways section has raised no issues with the proposal subject to securing a Construction Management Plan and National Highways has recommended a Construction Environmental Management Plan (CEMP) condition be secured.

10.46 More details relating to the suitability of the access will be required at the reserved matters stage to ensure that the proposal complies with adopted policy QP3.

viii Archaeology

10.47 There are potential archaeological implications associated with the proposed development. The site lies within the Thames Valley, immediately adjacent to the river. It therefore lies over the floodplain and gravel terraces which have been a focus of settlement, agriculture and burial from the earlier prehistoric period to the present day. The application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance. A condition would need to be secured to mitigate the impacts of the development.

ix. Sustainability

10.48 A Position Statement on Sustainability and Energy Efficient Design (March 2021) sets out the expectations of new development consistent with the sustainability guidance set out in the NPPF to help deliver on the national and local commitments to address climate change and the Environmental and Climate Strategy of RBWM. Adopted policy SP2 requires all development to demonstrate how they have been designed to incorporate measures to adapt to and mitigate climate change and adopted policy QP3 expects development to be climate change resilient and incorporate sustainable design and construction which minimises energy demand and water use, maximises energy efficiency and minimises waste.

10.49 There is a list of 7 criteria set out in the Interim Sustainability Position Statement and it needs to be demonstrated how the criteria are met by the proposed development. The D & A Statement states that the requirement for heating would be limited as a large proportion of the building would be open. It is also intended to provide a water source heat pump and solar panels. A low flow electric generating system is also proposed. Further details would be required at the reserved matters stage to ensure that the requirements set out in the Interim sustainability position statement are met and to ensure compliance with adopted policy SP2.

x. Very Special Circumstances

10.50 The objectives of national Green Belt policy are discussed above. Of relevance however is paragraph 148 that states Very Special Circumstances (VSC's) will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

10.51 The development constitutes inappropriate development which is harmful by definition. There is further harm to the Green Belt because of harm to openness and harm to purposes. **Substantial** weight needs to be given to cumulative harm to the Green Belt. Furthermore, **significant** weight needs to be attached individually to other harm identified above including harm to ecology and trees. The final comments from the EA relating to flood risk are outstanding.

10.52 The case for VSC is set out in the applicant's covering letter and the accompanying Land Study and is summarised as follows:

Commercial Need and Demand

10.53 The applicant has referred to the sustained growth in river-based leisure and hospitality boating and the increased demand for continual improvement in public safety and passenger boats having to be rigorously inspected every year. This has coincided with the loss of boatyards over the last 40 years including the closure of 9 yards within RBWM and a further 5 close by in neighbouring authorities. The former Thames Conservancy slipway at Reading has been redeveloped, the EA's Sunbury Drydock and Caversham boatlift are often unavailable due to operational difficulties and the EA's other smaller facility at Thames and Kennet Marina has limited availability.

10.54 The Land Study includes the following information:

Past Land Sales - There has only been two potential sites for a boat yard development over the past 40 years. One adjoining Windsor Marina which was found to have a national gas pipeline running through it and the other the former Beaumont Boathouse in Straight Road in Old Windsor which was redeveloped for housing in the early 1990s.

Loss of Boatyards - There has been a substantial loss of boatyards in the study area over the past 50 years. This is due in part to the high prices commanded for housing and the lack of protection given to existing boathouses against redevelopment. This has resulted in a reduction in the number of facilities. A list of 15 boatyards sites that have been redeveloped for residential in RBWM and the neighbouring local authorities has been provided.

The situation today - There are very few yards now remaining in the area and none that can cope with large vessels for inspection requirements. A list of 8 larger yards has been provided which includes Woottens Boatyard, Cookham Dean, Bourne End Marina, Bray Marina, Windsor Marina, Clewer Boatyard, Penton Hook Marina, Bridge Marina and the EA dry dock at Sunbury. There were no yards in the study area capable of slipping or docking craft longer than approximately 60 feet and more than 20 tons.

Boat Numbers on the Non-Tidal Thames 2021

The extent of the non-tidal Thames starts at Lechlade and extends to Teddington. There are also several connecting waterways including the River Wey, the Kennet and Avon Canal and the Oxford Canal. The applicant has advised that craft wishing to use the facility could come from any of these waterways due to the shortage of available yards. There is also understood to be a real possibility that an existing facility at Eel Pie Island in Twickenham could close in the future. The site is located halfway along the reaches of the upper Thames. The numbers and sort of vessels which would use the facility relating to the non-tidal Thames are set out as follows:

Total number of registered craft over 60ft (18.2m) in length = 296

Passenger vessels (Maritime and Coastguard Agency - MCA certified) carrying more than 12 passengers and inspected annually = 51

Other craft (restricted to no more than 12 passengers) including yachts, barges, narrowboats, hotel boats inspected regularly by surveyors under the Boat Safety Scheme and in some cases the MCA's Small Craft Rules = 46

'Live aboards' –varying types of craft used for permanent residential purposes. These include craft that can move under their own power and those that are static. These craft are required to be regularly inspected by their insurers. The maximum interval for these inspections is currently 10 years but this is likely to be reduced = approx.100

10.55 The applicant argues that the absence of such a facility places logistical and financial pressure on commercial and private boat owners. It is clear that Boat operators are finding it increasingly difficult to find yards to lift craft out of the water for mandatory inspections. This is further evidenced by letters of support from Salters Steamers, Thames Rivercruise, the Passenger Boat Association, the Dutch Barge Association and the owner of the Magna Carta hotel barge. Except

for the EA's dry dock which has a limited availability, there are currently no facilities suitable for providing the regulatory inspection of larger passenger and residential craft in the study area. Owners regularly must travel further afield which can be problematic if there are any lock closures. The report concludes that there is a demand for the facilities and that there are no other suitable sites in the whole area. The statutory safety inspection of boats is a very important aspect of supporting the industry and a brand-new purpose-built boat servicing facility would be the first of its kind to be proposed for over 50 years. It is argued that the site is appropriate for this kind of development and is currently the only site available. The LPA recognises the need for the facility and the support from the various specialists in the field. The need for the development is afforded **moderate** weight as a benefit.

Economic Benefits

- 10.56 RBWM benefits economically from tourism and hospitality, and it is important that adequate facilities exist to ensure that commercial craft are maintained to the highest standards. Leisure and hospitality provide jobs and boating plays an important role in this objective. The safety of commercial craft is paramount, and the provision of inspection facilities is vital. The proposal would help to support tourism and this benefit is afforded **moderate** weight
- 10.57 The proposed facility would also provide a minimum of four permanent and four part-time jobs. In addition, it is hoped that it will provide training for people wishing to enter the industry. This benefit is afforded **limited** weight.

Ecological and environmental benefits

- 10.58 The applicant argues that there is the potential for ecological and environmental improvements arising from the reinstatement of the 'derelict' site and that the trees on the site are in poor condition and would benefit from a maintenance and replacement plan. Given the strong objections raised by officers in relation to a lack of information relating to ecology and trees, this matter is not afforded any weight as a benefit.

Whether the benefits clearly outweigh the identified Green Belt harm and any other harm

- 10.59 The proposal is considered to constitute inappropriate development in the Green Belt which is, by definition, harmful to the Green Belt. This harm attracts substantial weight. The proposal would not preserve the openness of the Green Belt, which is one of its essential characteristics, and its encroachment into the countryside would conflict with one of the purposes of including land within the Green Belt. The proposal would also result in other harm in terms of impact on ecology and trees. The benefits of the scheme put forward by applicant are not considered to outweigh the harm to the Green Belt and the other identified harm either individually or cumulatively. Therefore, it is considered that Very Special Circumstances to not exist to justify the proposal.

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

The proposed development is not CIL liable.

12. PLANNING BALANCE AND CONCLUSION

- 12.1 The proposal has been identified as inappropriate development in the Green Belt and Very Special Circumstances have not been found to exist to clearly outweigh this harm.
- 12.2 In addition the proposal does not include the necessary arboricultural and ecological information required to assess the impact of the development on trees, protected species and habitats.
- 12.3 Whilst there are some benefits to the scheme, when weighed against the identified harms, they would not individually or cumulatively justify approval of the proposal. As such, and in accordance with paragraph 12 of the NPPF, planning permission should be refused in accordance with the adopted development plan.

13. APPENDICES TO THIS REPORT

- Appendix A – Site Location Plan
- Appendix B – Proposed block plan
- Appendix C – Outline design - floor plans and elevations

14. REASONS FOR REFUSAL:

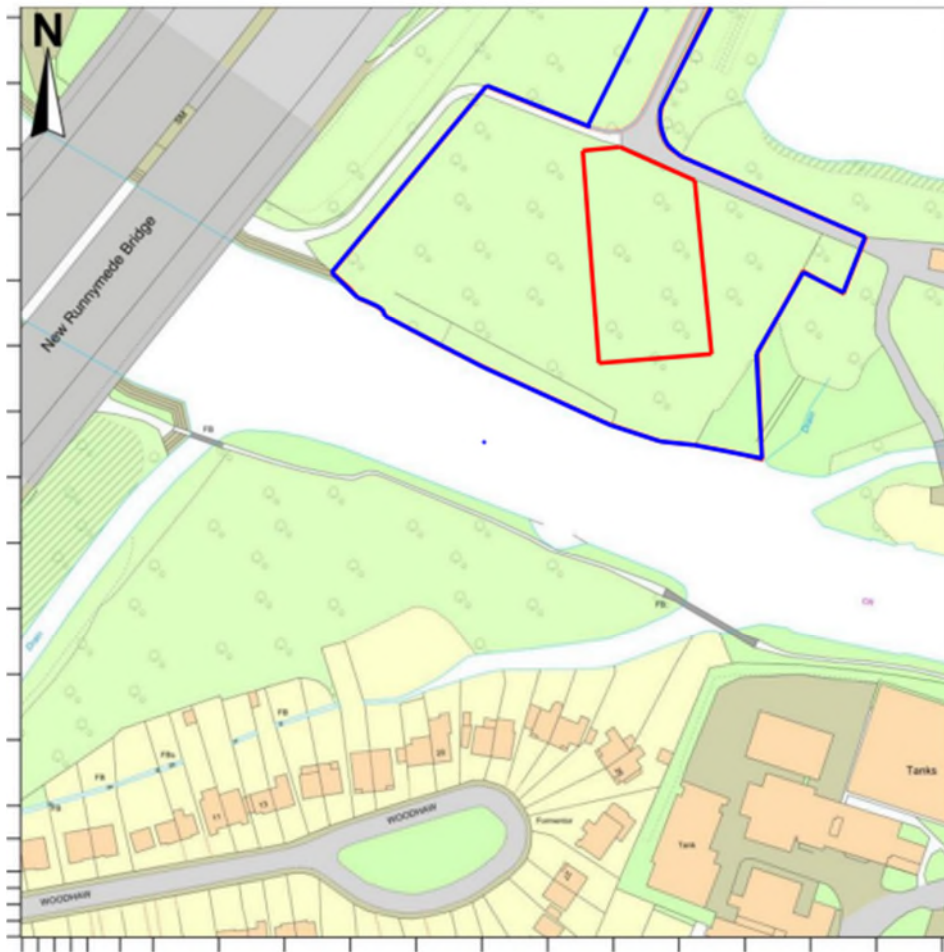
- 1 The application site lies within the designated Green Belt. The proposal represents inappropriate development in the Green Belt, which is by definition harmful to the Green Belt. Furthermore, the proposal would result in harm to the openness of the Green Belt and would conflict with one of the purposes of the Green Belt, namely 'to assist in safeguarding the countryside from encroachment'. No Very Special Circumstances have been demonstrated that clearly outweigh the harm and any other harm. The proposal is therefore contrary to adopted policy QP5 of the Borough Local Plan (adopted February 2022) and paragraphs 147, 148 and 149 of the National Planning Policy Framework (2021).
- 2 It has not been adequately demonstrated how the proposal would conserve and enhance the ecological value of the site and surroundings and as such the proposal is contrary to policy NP/OE2 in the Horton and Wraysbury Neighbourhood Plan and policies QP4 and NR2 set out in the Borough Local Plan (adopted February 2022).
- 3 In the absence of a detailed Arboriculture Report, Tree Constraints Plan and Tree Protection plan it has not been possible for the Local planning Authority to fully assess the potential arboriculture related issues arising from the proposal. The scheme is therefore contrary to the aims of policies QP3 and NR2 of the Borough Local Plan (adopted February 2022).

22/00897/OUT - BOAT SLIPWAY AND DRY DOCK, WRAYSBURY

APPENDIX A – SITE LOCATION PLAN – taken from D & A Statement



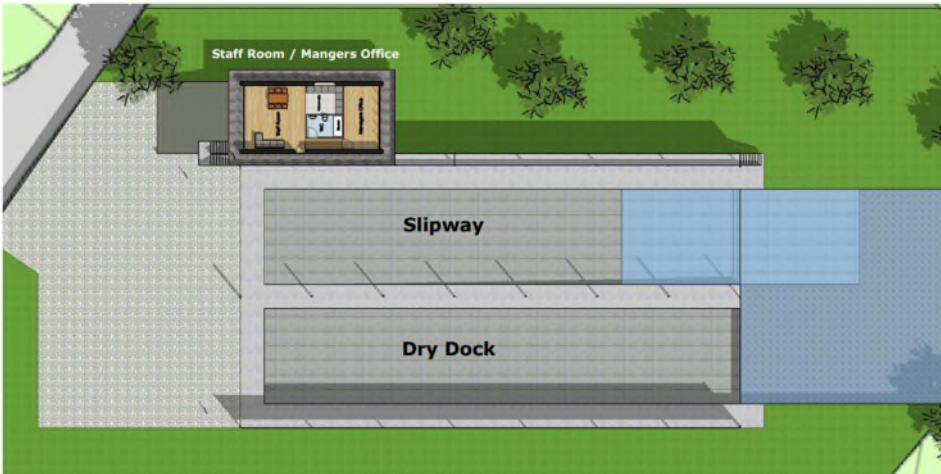
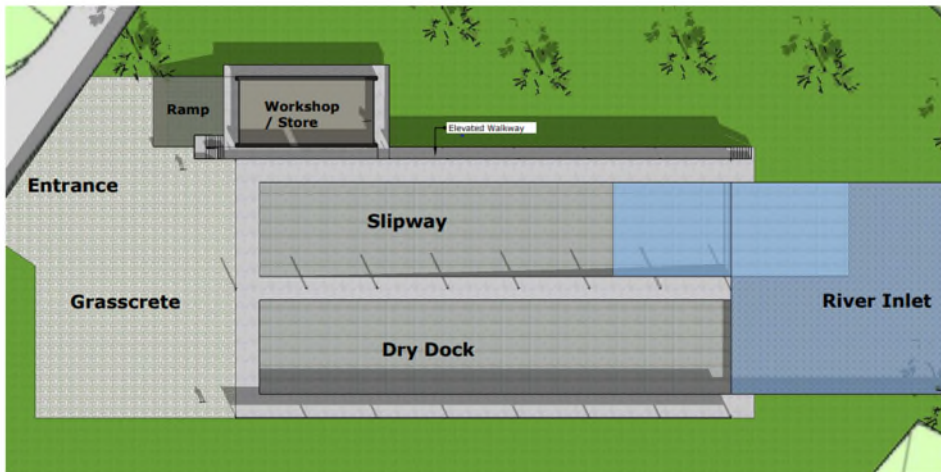
Site Location Plan – OS extract

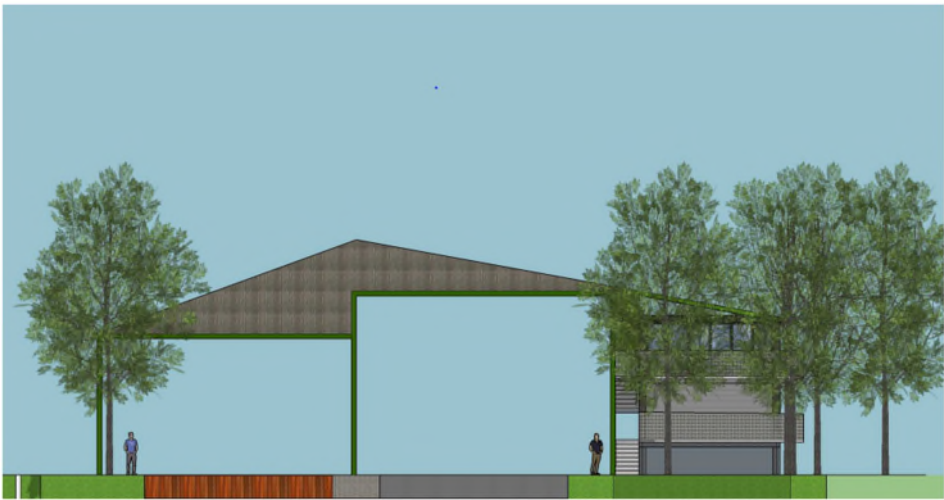
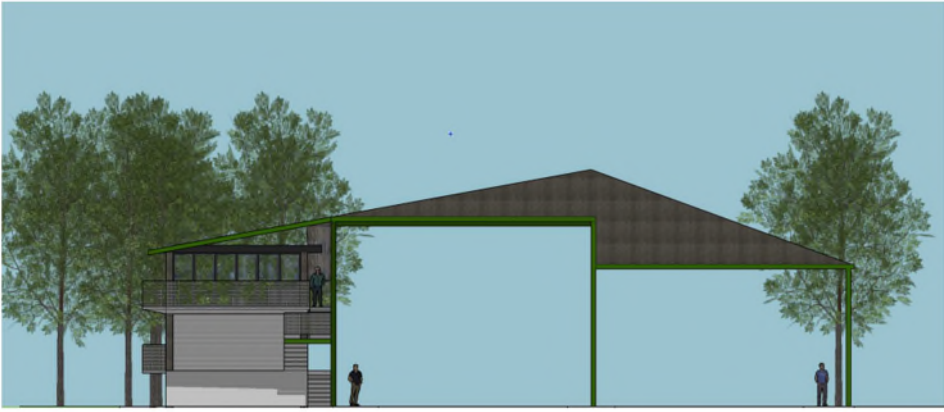


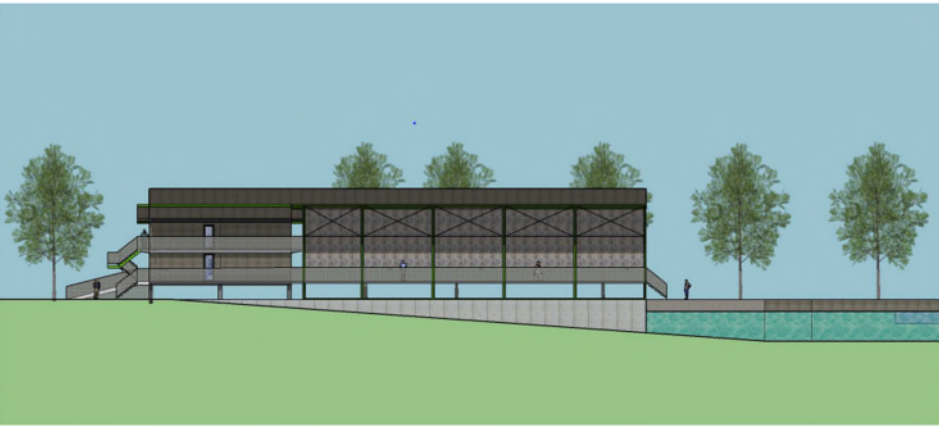
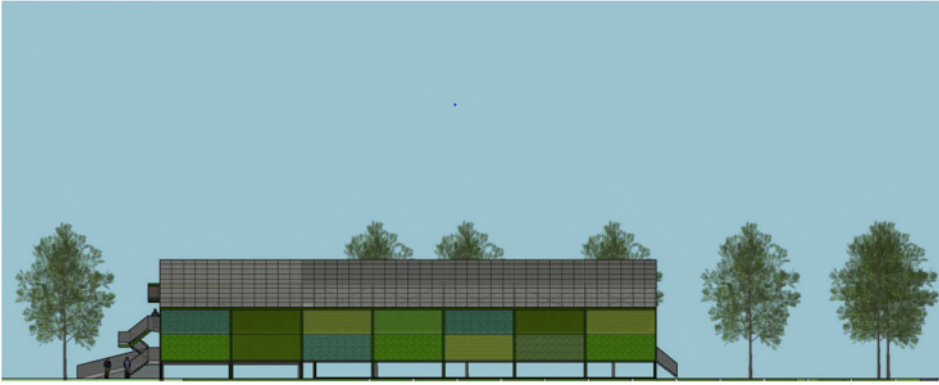
APPENDIX B – BLOCK PLAN

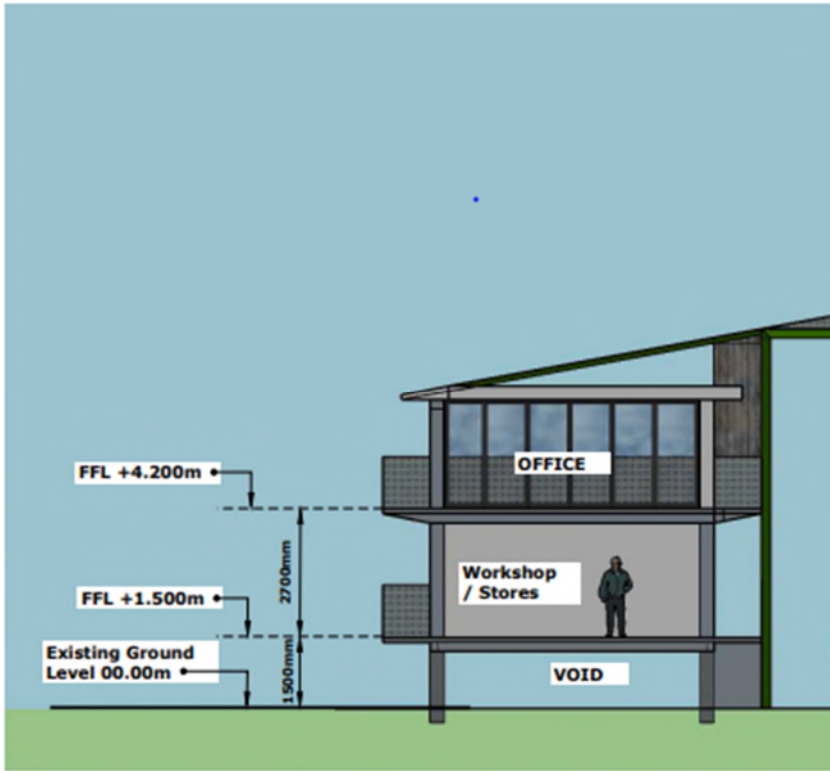
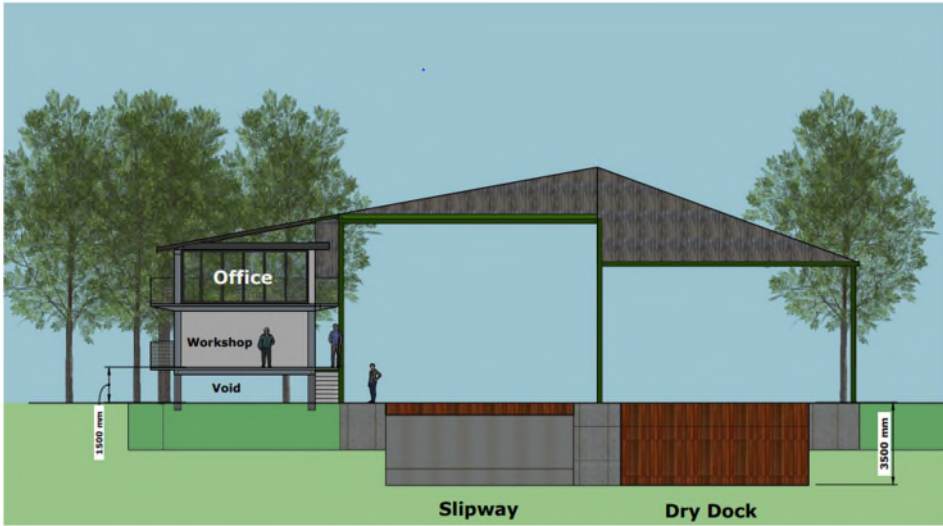


APPENDIX C – CONCEPT DESIGN - FLOOR PLANS AND ELEVATIONS

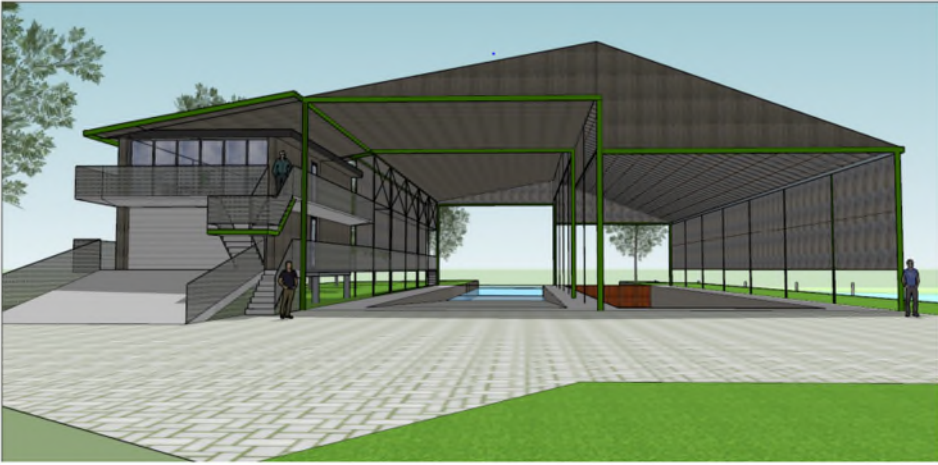












27 July 2022 - 26 August 2022

Windsor and Ascot

The appeals listed below have been received by the Council and will be considered by the Planning Inspectorate. Should you wish to make additional/new comments in connection with an appeal you can do so on the Planning Inspectorate website at <https://acp.planninginspectorate.gov.uk/> please use the PIns reference number. If you do not have access to the Internet please write to the relevant address, shown below.

Enforcement appeals: The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN

Other appeals: The Planning Inspectorate Temple Quay House, 2 The Square Bristol BS1 6PN

Ward:

Parish: Sunninghill And Ascot Parish

Appeal Ref.: 22/60054/REF **Planning Ref.:** 22/00010/FULL **PIns Ref.:** APP/T0355/D/22/3303247

Date Received: 28 July 2022 **Comments Due:** N/A

Type: Refusal **Appeal Type:** Written Representation

Description: New front porch, part two storey, part single storey side/rear extension, 1no. front dormer, rear Juliet balcony and alterations to fenestration.

Location: 85 Upper Village Road Ascot SL5 7AJ

Appellant: Mr J Hayhurst **c/o Agent:** Mr Jonny Hayhurst 85 Upper Village Road ASCOT SL5 7AJ

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