

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

**MAIDENHEAD DEVELOPMENT CONTROL PANEL**

19 December 2016

**Item: 4**

<b>Application No.:</b>	16/03011/FULL
<b>Location:</b>	17 Castle Hill Maidenhead SL6 4AD
<b>Proposal:</b>	Demolition of existing dwelling and replacement with 12no. apartments and modifications to existing gatehouse (retained as a 1-bedroom dwelling), associated parking and landscaping
<b>Applicant:</b>	Mr Murray
<b>Agent:</b>	Mr T Rumble
<b>Parish/Ward:</b>	Maidenhead Unparished/Boyn Hill Ward

**If you have a question about this report, please contact:** Antonia Liu on 01628 796697 or at [antonia.liu@rbwm.gov.uk](mailto:antonia.liu@rbwm.gov.uk)

**1. SUMMARY**

- 1.1 The redevelopment of the site for housing would boost the Borough's supply of housing and be of clear benefit.
- 1.2 17 Castle Hill and The Gatehouse are not considered to be of any particular architectural merit or historic interest and therefore unworthy of listing and so the loss of no. 17 and the partial demolition of The Gatehouse are considered to result in less than substantial harm to Castle Hill Conservation Area provided that the replacement building and alterations to The Gatehouse preserves and enhances its special character. The new building will be substantial in size but following negotiation and amendments to the form, design and detailing it will assimilate well into its surroundings. The bulk and mass will be 'broken up' through its form and the use of a stepping arrangement to the facades, architectural features and materials. Its appearance would also reflect Castle Hill Conservation Area and wider locality with a good level of detailing throughout the facades. It is therefore considered to preserve the character and appearance of the area. Neighbours have been consulted on these changes and any further comments received will be reported in the panel update.
- 1.3 The new building and Gatehouse extension has been sited and designed to ensure it will not significantly affect the living conditions of existing occupiers of neighbouring properties. While an increase in use of Folly Way which is over and above the existing situation, the number of trips is not considered to result in a materially harmful level of noise and disturbance to justify refusal.
- 1.4 There would be an increase in vehicular movements along Folly Way, which is a shared surface. Folly Way ranges from 5.94m to 6.0m wide and based upon the Borough's design standard a 4.80m path can be used as a shared surface, while National Guidelines from Department of Transport in Manual for Streets states that a 4.10m wide path is sufficient for two cars to pass. As such, it is considered that Folly Way is acceptable in respect of highway safety and flow in this respect. Parking meets the adopted, maximum parking standards of the Council.
- 1.5 The proposal is considered acceptable in relation to trees, ecology, sustainable drainage, archaeology.

**It is recommended the Panel grants planning permission with the conditions listed in Section 10 of this report.**

**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; such decisions can only be made by the

Panel.

### 3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The site, measuring 0.1 hectares, is located on the east side of Grenfell Road and south Castle Hill (A4). The site currently comprises of a detached, two-storey single family dwelling house in an arts and crafts style, dating from the 1920s. To the southwest of the site is a Gatehouse, dating c.1890, which is castle-like in appearance with arches across the main entrance. This building contains a self-contained flat. Neither buildings are listed, but both lie within the Castle Hill Conservation Area. There are also a number of listed buildings on the opposite (north) side of Castle Hill including no. 2, 4, 7 and 9 Castle Hill.

### 4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 The proposal is for the demolition of the existing house and erection of a new two-storey building with accommodation in the roof space, comprising of 12 x 2-bed residential flats. Communal amenity space for the flats would be located to the east, fronting onto Castle Hill, while a parking area providing 13 car parking and turning spaces would be located to the west of the building. The access to the site is via the existing vehicular access onto Grenfell Road via Folly Way. It is intended to reinstate the former pedestrian gateway onto Castle Hill at the south eastern corner of the site. The proposal also includes the refurbishment of the existing Gatehouse, which is currently a 1-bedroom dwelling. This includes the removal of the first floor level which extends across the access and an extension to the Gatehouse to the north-west.

4.2

Reference	Proposal	Decision
13/02836/CAC	Consent to demolish a boundary wall within a conservation area	Approved - 18.11.2013
13/02784/FULL	Rebuilding of existing first floor structure over gate entry and ground floor and first floor side extensions	Approved – 18.11.2013
13/00701/FULL	Four dormer windows to loft conversation	Approved - 15.04.2013
11/01242/FULL	First Floor side and single storey side extension the Gatehouse	Approved – 01.07.2011
10/00542/FULL	Four dormer windows to loft conversation	Approved – 10.05.2010
00/35116/FULL	Single storey rear extension, installation of two no. dormer windows to side elevation, two storey bay window to front elevation and erection of a front porch	Approved – 03.04.2000
99/34207/FULL	Single storey and two storey rear extension, and two storey front bay window	Approved – 24.08.1999

### 5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1 The main strategic planning considerations applying to the site and the associated policies are:

National Planning Policy Framework Sections 6, 7, 11 and 12

Royal Borough Local Plan

Within settlement area	Highways and Parking	Trees
DG1, CA2, LB2, ARCH3, ARCH4, H10, H11, Plan NAP4	P4, T5, T7	N6

These policies can be found at  
[https://www3.rbwm.gov.uk/downloads/download/154/local\\_plan\\_documents\\_and\\_appendices](https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices)

### Other Local Strategies or Publications

- 5.2 Other Strategies or publications relevant to the proposal are:
- RBWM Parking Strategy which can be found at:  
[https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/494/supplementary\\_planning](https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning)
  - Conservation Area Map which can be found at:  
[https://www3.rbwm.gov.uk/info/200207/conservation\\_and\\_regeneration](https://www3.rbwm.gov.uk/info/200207/conservation_and_regeneration)

## **6. EXPLANATION OF RECOMMENDATION**

6.1 The key issues for consideration are:

- i Principle of Development
- ii Design and Appearance
- iii Amenity for Neighbouring Properties
- iv Highway and Parking Issues
- v Other Material Considerations

### **Principle of Development**

6.2 The aim to significantly boost the supply of housing represents a key element of national planning policy, as set out at NPPF paragraph 47, and in this context the net gain of housing within an urban area would be a clear benefit of the scheme and therefore acceptable in principle, subject to other considerations.

### **Design and Appearance**

6.3 The NPPF requires development to be of good design and take the opportunity for improving the character and quality of an area and the way it functions. Development should optimise the potential of the site to accommodate development and respond to the local character and history of local surroundings and should be visually attractive. Local Plan policy H10 and H11 require new residential schemes to display high standards of design and landscaping in order to create attractive safe and diverse residential areas and where possible to enhance the existing environment. Permission will not be granted for schemes which introduce a scale or density of new development which would be incompatible with or cause damage to the character and amenity of the area. Furthermore, as the site is located in Castle Hill Conservation Area policy CA2 is relevant and requires the retention of any buildings that contribute to the distinctive character of the conservation area; new development to enhance or preserve the character of appearance of the area; and new buildings and extensions to be of a high design which is sympathetic in terms of siting, proportions, scale, form, height, materials and detailing to adjacent buildings and the area in general.

### **The Demolition of 17 Castle Hill and Part Demolition of The Gatehouse**

6.4 Located within Castle Hill Conservation Area, 17 Castle Hill and The Gatehouse are designated Heritage Assets. To accord with paragraph 128 of the NPPF an assessment on the impact to the heritage asset to establish the level of harm is required. In this case, while no. 17 Castle Hill and The Gatehouse are attractive buildings it is not considered to be of any particular architectural or historic interest and therefore unworthy of listing. As such, the total loss of no. 17 and the partial demolition of The Gatehouse are considered to result in less than substantial harm to Castle Hill Conservation Area provided that the replacement building and alterations to The Gatehouse preserves and enhances its special character.

## Pattern of Development and Density

- 6.5 The buildings in the area predominately comprise a mixture of detached houses, mews and terrace houses, and multi-storey residential blocks. In general these multi-storey blocks are modern, but sit within the pre-existing curtilage of their predecessors. In this context the redevelopment of the site for a block of flats is not considered to be unduly out of keeping. It is also considered that the proposed footprint of the new building is proportionate to the plot. There is no objection to the 'c' shape which is considered to be an efficient use of space and would also help break-up visual mass and bulk. In respect of bulk and mass there would be sufficient space around the building so as not to appear overly cramped within the site. The communal amenity space is located to the north-east edge of the site fronting Castle Hill and the proposal seeks to retain the existing boundary treatment that partly comprises of trees and mature vegetation, which is welcome given the existing green edge along this road. As such, the proposed pattern of development and density sufficiently preserves the character of Castle Hill Conservation Area and wider locality.

## Building Design

- 6.6 As originally proposed there were concerns over the building's height, wall dormers, narrow width gables, and tall windows. This resulted in a vertical emphasis, resulting in a building that appeared disproportionately tall, which would have been at odds with the prevailing horizontal emphasis that characterises buildings within the locality. Following negotiation a revised scheme was submitted that reduced the overall height by 0.6m and the eaves were lowered by approximately 1m. The dormers were also re-sited so that they sit within the roof slope, widened and with shorter windows. These alterations results in more balanced proportions and harmonious appearance. The proposal still incorporates a crown roof. While there are examples within the wider locality, it is considered that crown roofs are not particularly characteristic of the area, but given its 'c' shape and the pitch the crown roof and its bulk is not considered to be overly prominent in this case.
- 6.7 There is a more defined style on the north side of Castle Hill with the older houses within the Conservation Area being in a Classical style. The character to the south is more difficult to categorise but appears to be in the style of Victorian architecture. As originally submitted the general style of the proposed building appears to be in the style of arts and crafts which is considered to be appropriate with the Victorian character of this part of Castle Hill Conservation Area. The revised plans included detailing such as horizontal banding, which reinforces the more horizontal emphasis to the building when compared to the submitted drawing. A stronger, more imposing porch to reflect those within the Castle Hill Conservation Area and wider area has also been included. Given that architectural detailing is fundamental to achieving a high quality arts and crafts building that would preserve/enhance the character of the conservation area and wider locality, it is recommended that such detailing and details of all external materials be secured by conditions 2 and 4.
- 6.8 In relation to the Gatehouse, it is considered that the scale and design of the first floor extension is not disproportionate or out keeping with the host. The ad-hoc placement, size and style of windows are also considered to be acceptable given the existing ad-hoc appearance which forms part of its character. Details of materials and architectural detailing would be secured by conditions 2 and 4.

## Streetscene and Setting

- 6.9 While the scale of the new build is substantially larger than the existing dwelling, it is not considered to be unduly obtrusive or intrusive from Castle Hill or Folly Way. The building is set back from the public highway, and the 'c' shape, stepped façade and architectural detailing including gables and bay windows is considered to sufficiently break up visual bulk and mass. It is also noted that the site is not particularly prominent within the Castle Hill streetscene, which is a main thoroughfare, given the changes in ground level between the site and public highway and existing screening from the brick wall and mature vegetation along the Castle Hill boundary. As it traverses the area from east to west, Castle Hill roadway lies in a cutting, and as a result front gardens and houses stand at a considerable height above the road. The boundary wall and

vegetation along Castle Hill, which provides substantial screening from Castle Hill, is also considered to be a key feature of Castle Hill Conservation Area and proposed to be retained.

- 6.10 The proposal is considered proportionate to the plot and the space around the building is considered to provide an adequate setting for the proposed building. The proposal incorporates a lawn area and proposes to retain the existing wall and mature vegetation along the north-east and southern boundary. This is considered to provide an acceptable interface with Castle Hill, makes a positive contribution to Castle Hill Conservation Area, and would not harm the setting of the Listed Buildings opposite. Details of landscaping and its maintenance can be secured by condition 7.
- 6.11 Overall, the proposal is considered to meet the aims and objectives of the NPPF and Local Plan policies DG1, CA2, H10 and H1, and in reaching this conclusion the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of the Castle Hill Conservation Area, as required under Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

### **Neighbouring Amenity**

- 6.12 Core Principle 4 of the NPPF seeks to secure a good standard of amenity for existing and future occupants, while Local Plan policy H11 states that new development will not be permitted if it causes damage to the amenity of the area.

#### Castle Hill Terrace

- 6.13 The road separates the site from properties on the northern side of Castle Hill at Castle Hill Terrace with a separation distance of approximately 22m. At this distance the proposal would not significantly harm the outlook from these houses or lead to an unacceptable loss of daylight/sunlight or privacy.

#### 19 Castle Hill

- 6.14 There is a separation distance of approximately 15m between the nearest proposed elevation, and 19 Castle Hill. Due to the 'c' shape the nearest elevation is also the narrowest and angles away from the shared boundary, the house at no. 19 and their main garden area. As such it is not considered to significantly harm the outlook for this neighbouring property or result in undue loss of daylight/sunlight or loss of privacy.

#### 118A Grenfell Road

- 6.15 The proposal is not considered to result in undue loss of amenity to this property in terms of loss of light, visual intrusion or loss of privacy given the separation distance of approximately 11m from the nearest proposed elevation to the shared boundary and the pitched roof, double garage and link extension at no. 118A to the front of the property and along the shared boundary.

#### Lavender and Jasmine Cottage, Folly Way

- 6.16 Lavender and Jasmine Cottage is separated from the site by Folly Way, which measures approximately 3.5m in width, while the proposed building is offset from the shared boundary with Folly Way by approximately 6.5m at its closest point, but due to the shape and orientation of the building the mass and bulk would recede from this closest point to a distance of approximately 11m. Therefore, while there would be an increase in presence of built development when seen from Lavender and Jasmine Cottage it is not considered that the proposal would result in undue visual intrusion or loss of daylight/sunlight to these neighbouring properties. In terms of privacy, there are new windows which would face Lavender and Jasmine Cottage but given that these windows would face the front of Lavender and Jasmine Cottage, the 6.5 to 11m separation distance from the shared boundary and Folly Way, it is not considered to result in an undue loss of privacy.

#### Castle Mews

- 6.17 The existing first floor to The Gatehouse sits over the entrance way to the site and extends approximately 3.5m along the shared boundary with no. 8 Castle Mews. It is proposed to remove the existing first floor over the entrance and extend approximately 5.8m further along the boundary with no. 8 Castle Mews at first floor level. The proposed extension would enclose an approximate 2.3m gap that currently exists between the end of the existing first floor at the Gatehouse and the front elevation of no. 8 Castle Mews but this is not considered to be unduly harmful to neighbouring amenity in terms of visual intrusion or loss of light as the additional mass subtend a 45 degree angle taken from the mid-point of the nearest window. The extension also stops short of the first floor side window to the flank elevation at no. 8 and would not extend across it. No rear windows are proposed that would look directly into this neighbouring site.
- 6.18 Local residents have raised concerns over the increase in noise and disturbance to the properties forming Castle Mews as their rear windows and gardens back onto Folly Way. The rear garden from the rear of the houses to the rear boundary measures approximately 6.7m in depth. The proposal would result in an increase in use of Folly Way with a potential to generate between 48 and 96 vehicular trips per day. While this is an increase over the existing situation, the number of trips is not considered to result in a materially harmful level of noise and disturbance to justify refusal.

## **Highway and Parking Issues**

### Access

- 6.19 Local Plan policy T5 states that all development proposals shall comply with adopted highway design standards. Concerns were raised by local residents over the creation of a 'crossroad' on Grenfell Road as Folly way is opposite Boyn Hill Avenue. The visibility at the access for vehicles and pedestrian with Folly Way and Grenfell Road are as existing and are acceptable. Furthermore, National Guidelines from Department of Transport in Manual for Streets consider that 'crossroads' minimise diversion from desire line for pedestrians when crossing the street and they make it easier to create permeable and legible street networks.
- 6.20 Concerns have also been raised by local residents over the intensification of use of Folly Way and the potential for conflict between vehicles and pedestrians, and vehicles travelling in the opposite direction. A typical development of this size has the potential to generate between 48 and 96 vehicular trips per day. Folly Way ranges from 5.94m to 6.0m wide and is a shared surface (a path without a defined footway but shared by both pedestrian and motorist). Based upon the Borough's design standard a 4.80m path can be used as a shared surface, while National Guidelines from Department of Transport in Manual for Streets states that a 4.10m wide path is sufficient for two cars to pass, whilst a 4.80m width is sufficient for a large vehicle and a car to pass. As such, it is considered that Folly Way is acceptable in respect of highway safety and flow in this respect.

### Parking and Servicing

- 6.21 Local plan policy requires development to meet adopted parking standards, while policy T7 seeks to ensure that development makes appropriate provision for cyclists. The development comprises of 12 x 2-bed flats and retains the existing 1-bed unit at the Gatehouse. With reference to car parking spaces, the proposal meets the adopted parking standards of the Council with 13 spaces. The Borough's current Parking Strategy 2004 is a maximum standard with no allowance given for visitor/delivery parking space. In terms of cycle parking, two cycle storage facilities are proposed at the site. Further details to show that adequate cycle parking can be accommodated within the two proposed stores and approval of such details can be secured by condition 11.
- 6.22 Waste and recycling stores are also proposed at the site. To ensure the stores can accommodate the adequate number and sizes of bins further details can be secured and approved by condition 12. Currently the refuse collection for 17 Castle Hill and the residential properties in Castle Mews are undertaken by refuse vehicles reversing along Folly Way from Grenfell Road. This development proposes no change to the current refuse servicing, and given that this is the existing arrangement it is not considered to warrant refusal on this basis. In relation to delivery

vehicles, the size of vehicles associated with online deliveries range between 5.0 and 6.4m and turning of these vehicles can be accommodated within the proposed turning area within the site.

#### Impact on Local Highway Infrastructure

- 6.23 Given the number of trips that the development is likely to generate the development would not have a severe impact on the local highway infrastructure. It complies with paragraph 32 of the NPPF.

#### **Other Material Considerations**

##### Archaeology

- 6.24 Paragraph 132 of the NPPF states that in determining planning applications, Local Planning Authorities should take into account the significance of a designated heritage asset and great weight should be given to the asset's conservation. Local plan policy ARCH3 states that planning permission would not be granted for proposals likely to adversely affect archaeological sites and areas of high potential unless adequate evaluation enabling the full implication are understood, while ARCH4 states that where elevation of a site demonstrates the presence of archaeological remains which do not merit permanent in situ preservation, provision should be made for an appropriate level of archaeological investigation excavation, recording and off-site preservation / publication.
- 6.25 The application site lies within an area of archaeological potential as evidenced by Berkshire Archaeology's Historic Environment Record (HER). The remains of Castle Hill Roman Villa is recorded as lying less than 150m to the west of no. 17 Castle Hill, however the precise details of the location and extent of the villa are unclear. Archaeological evidence for a Roman building has however certainly been found since at 161 Grenfell Road. In addition, to the east of No. 17 Castle Hill, the HER notes prehistoric remains were discovered when the railway cutting for the branch line from Maidenhead to Marlow was constructed. The proposals provide for new development outside of the footprint of the existing dwelling and this has the potential to impact on important buried remains. In view of the archaeological potential of this site and in accordance with planning policy, it is therefore recommended that if planning permission is granted this should be subject to condition 8 to secure the implementation of a programme of archaeological works, which may comprise more than one phase of investigation, in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the Planning Authority. This condition is necessary to make the development acceptable.

##### Sustainable Drainage

- 6.26 As the proposal is for more than 10 units, and a major development, sustainable drainage systems should be provided unless demonstrated to be inappropriate. In this case, the information submitted for the design principle and sustainable drainage techniques, in particular the use of infiltration, are acceptable. Further details on the management regime have been provided including confirmation that maintenance arrangements would be managed by a private management company. Implementation and maintenance can be secured by condition 14.

##### Trees

- 6.27 The garden area to the eastern side of the site is predominately grassed with a mixture of trees and shrubs around its periphery. As the site lies within a conservation area the trees are protected by the provision in section 211 of the Town and Country Planning Act 1990, while Local Plan policy N6 states the where practicable plans for new development should retain suitable trees and include proposed landscaping and appropriate tree planning. Where the amenity value of trees outweighs the justification for development, planning permission may be refused. An Arboricultural Report has been submitted which contains a Tree Survey and Arboricultural Impact Assessment which shows 3 trees to be removed within the site (trees no. 17, 27 and 30) and 8 trees along the eastern boundary to allow for the restoration of the pedestrian access to Castle Hill (trees no. 1 to 6, 18 and 19). These trees have been categorised

as grade 'c', which are classified as trees of low quality with limited merit, low landscape benefits and no cultural value. As such, their loss is considered acceptable. Removal of the trees within the site will have no material effect upon the public views, and it is proposed that the trees along the eastern boundary are replaced. Replacement trees can be secured by condition 6. The proposed building utilises the existing footprint and therefore been designed to impact on existing trees. The means of tree protection can be secured by condition 5. It is therefore that there is an acceptable impact on trees.

### Ecology

- 6.28 An ecology walk-over survey was undertaken at the site in April 2016 to determine the existence and location of any ecological valuable areas and any evidence of protected species. The site, dominated by buildings and amenity grassland is considered overall to be of low ecological value and no evidence of badgers, bats or amphibians were recorded.

### Housing Land Supply

- 6.29 Paragraphs 7 and 14 of the National Planning Policy Framework (NPPF) set out that there will be a presumption in favour of Sustainable Development. Paragraph 49 of the NPPF states that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites.
- 6.30 It is acknowledged that this scheme would make a contribution to the Borough's housing stock and it is the view of the Local Planning Authority that the socio-economic benefits of the additional dwelling(s) would also weigh in favour of the development.

## **7. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 7.1 The application proposes a new residential development and therefore would be liable for a Community Infrastructure Levy (CIL) contribution in line with the Council's Charging Schedule. The required CIL payment for the proposed development would be £100 per square metre.

## **8. CONSULTATIONS CARRIED OUT**

### **Comments from interested parties**

19 occupiers were notified directly of the application. The planning officer posted a statutory notice advertising the application at the site on 23 November 2016 and the application was advertised in the Maidenhead & Windsor Advertiser on 27 October 2016.

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

Comment		Where in the report this is considered
1.	Inadequate access for the intensification of use due to the increase in number of vehicles and insufficient width leading to an increase in chance for conflict between opposite travelling vehicles, and between vehicles and pedestrians as Folly Way is also a footpath and rear gates of Castle Mews back onto Folly Way	Para. 6.19 - 6.20
2.	Insufficient parking, no turning area for dustbin lorry, no provision for delivery vehicle parking	Para. 6.21 - 6.22



3.	Impact on local infrastructure	RBWM have adopted its Community Infrastructure Levy (CIL) and the application is CIL liable. CIL is a levy that local authorities can charge on new development in their area. The money raised can be used to fund a wide range of infrastructure such as transport schemes, schools and open space. See paragraph 7.1
4.	Loss of an attractive property, the arch to the Gatehouse is in keeping with the character of the area and should be kept	Para. 6.4
5.	The proposal would result in a substantial building that will harm the character and appearance of the conservation area. A flatted development and proposed density is out of keeping with the area	Para. 6.5 - 6.11
6.	Loss of privacy due to increase in number of windows and number of windows at an elevated height that overlook neighbouring properties. Loss of privacy due to loss of screening from existing trees / vegetation.	Para. 6.12 – 6.17
7.	Loss of light and visual intrusion to neighbouring properties due to siting, height and bulk of proposal.	Para. 6.12 – 6.17
8.	Noise and disturbances to rear gardens and bedrooms at Castle Mews properties due to intensification of use and vehicles entering and leaving the development. Concerns over the type of future residents leading to more increase in movements late at night / early morning.	Para. 6.18
9.	Noise, disturbance from construction / construction vehicles.	Can be controlled by a Construction Management Plan, and Environmental Protection. Recommended that informatives in relation to dust and smoke controls, and hours of construction
10.	Loss of trees and vegetation	6.27
11.	Lack of affordable housing.	Local Plan policy H3 requires Affordable Housing provision for sites of 0.5HA or for schemes proposing 15 or more net additional dwellings. The site measures approximate 0.15HA and the scheme is for 12 apartments and the retention of an existing residential unit at the Gatehouse following the demotion of no.17. As such, policy H3 is not applicable.
12.	Land ownership/ right of way / private covenant issues	Dealt with under separate legislation and therefore not a material planning consideration
13.	Impact on property prices	Not a material planning consideration

14.	No objection subject to confirmation in writing by the applicant that costs connecting no.19 to the mains system will be covered by the applicant and that there will be no disruption to the egress of sewerage and waste water from no. 19 during the construction of the new development	Private matter between the applicant and occupants/owners of no. 19 Castle Hill and therefore not a material planning consideration.
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#### Other consultees

Consultee	Comment	Where in the report this is considered
Maidenhead Civic Society	To incorporate 12 apartments in the proposed block it is necessary to construct three storeys, which results in an overbearing, visually intrusive structure due to its height and bulk. Furthermore, despite the retention of the mature trees on the boundary, the new building will be visible from Castle Hill. The proposal should be reduced to 8 apartments in a two storey block. The number of parking spaces should be retained at 12 - giving 1.5 per apartment, rather than 1.0 as proposed.	6.5 to 6.11, 6.21
Conservation Officer	No objections to the loss of the existing house or part of the gatehouse. The amended scheme is considered to be a sufficient improvement, particularly the reduction in height and alterations to the dormers so that they sit within the roofslope and above the eaves. The inclusion of stronger porches are welcomed as they are considered to be a feature within the Castle Hill Conservation Area.	Para. 6.3 to 6.11
Tree Officer	No objection subject to conditions relating to tree protection, tree retention / replacement and landscaping scheme.	Para. 6.27 and conditions 5, 6 and 7
Berkshire Archaeology	No objections subject to a condition to secure the implementation of a programme of archaeological works in accordance with a written scheme of investigation as the site is located within a area of archaeological potential.	Para. 6.24 and condition 8
Environmental Protection	Situated south west to the site is unknown filled ground. Therefore in the event that unexpected soil contamination is found after development has begun, development must be halted and reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is the subject of the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.	Condition 13
Local Highway Authority	No objection subject to conditions relating to a construction management plan, provision of vehicle parking spaces in accordance with approved drawings, cycle parking and refused bin storage.	Para. 6.19 - 6.23 and conditions 9, 10, 11 and 12
Lead Local	Further information on the maintenance of the	Para. 6.26 and condition

## 9. APPENDICES TO THIS REPORT

- ☐ Appendix A – Site location plan
- ☐ Appendix B – Proposed site layout
- ☐ Appendix C – Proposed floor plans and elevations

## 10. 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 No development shall take place until samples of the materials to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.  
Reason: In the interests of the visual amenities of the area. Relevant Policy DG1, CA2, H10
- 3 No development shall commence until details of all finished slab levels in relation to ground level (against OD Newlyn) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.  
Reason: In the interest of the visual amenities of the area. Relevant Policy Local Plan DG1.
- 4 No development shall take place until full architectural detailed drawings at a scale of not less than 1:20 (elevations, plans and sections) of windows (including surrounds), doors, down pipes, gutters, vents, soffits, eaves, cornices, ridge details to roofs, chimneys, porches, balustrades, bands of materials, decorative timber cladding and any other decorative features have been submitted to, and approved in writing by, the Local Planning Authority. The development(s) shall be carried out and maintained thereafter in accordance with the approved details.  
Reason: In the interests of the visual amenities of the area. Relevant Policies - Royal Borough of Windsor and Maidenhead Local Plan DG1, CA2
- 5 Prior to any equipment, machinery or materials being brought onto the site, details of the measures to protect, during construction, the trees shown to be retained on the approved plan, shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full prior to any equipment, machinery or materials being brought onto 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. These measures shall include fencing in accordance with British Standard 5837. 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 prior written approval 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 DG1, N6.
- 6 No tree or hedgerow shown to be retained in the approved plans shall be cut down, uprooted or destroyed, nor shall any retained tree be lopped or topped other than in accordance with the approved plans and particulars or without the prior written approval of the Local Planning Authority, until five years from the date of occupation of the building for its permitted use. 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 same size and species unless the Local Planning Authority give its prior written consent to any variation.  
Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan DG1, N6.
- 7 No development shall take place until full details of both hard and soft landscape works, have

been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained 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 prior 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 DG1.

- 8 No development, other than demolition to ground level (i.e. excluding the grubbing out of foundations) shall take place within the application area until the applicant has secured the implementation of a programme of archaeological works, which may comprise more than one phase of investigation, in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the Planning Authority

Reason: To ensure the continued preservation in situ or by record of any finds made in this area of archaeological interest. Relevant Policies - Local Plan ARCH2, ARCH4.

- 9 Prior to the commencement of any works of demolition or construction a 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 T5.

- 10 No part of the development shall be occupied until vehicle parking space has been provided in accordance with the approved drawing. The space approved shall be retained for parking 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. Relevant Policies - Local Plan P4, DG1.

- 11 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.

Reason: To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1

- 12 No part of the development shall be occupied until a refuse bin storage area and recycling facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall be kept available for use in association with the development at all times.

Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan T5, DG1.

- 13 In the event that unexpected soil contamination is found after development has begun, development must be halted. The contamination must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is the subject of the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. Relevant Policy Local Plan NAP4.

- 14 The approved surface water drainage system contained in the Drainage Assessment by C & A Consulting Engineers Ltd dated 2 June 2016 and email from Woolf Bond Planning dated 14 November 2016 shall be implemented in accordance with the approved detailed design prior to the use of the building commencing, and maintained thereafter.  
Reason: To ensure that the principles of sustainable drainage are incorporated into the proposed development and that the risk of flooding is not increased.
- 15 No further window(s) shall be inserted at first floor level or above in the south elevation(s) of the building without the prior written approval of the Local Planning Authority.  
Reason: To prevent overlooking and loss of privacy to neighbouring occupiers. Relevant Policies - Local Plan H11.
- 16 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.

### **Informatives**

- 1 The attention of the applicant is drawn to the Berkshire Act 1986, Part II, Clause 9, which enables the Highway Authority to recover the costs of repairing damage to the footway or grass verge arising during building operations.
- 2 The applicant should be aware the permitted hours of construction working in the Authority are as follows: Monday-Friday 08.00-18.00, Saturday 08.00-13.00, No working on Sundays or Bank or Public Holidays
- 3 The applicant and contractor should take all practicable steps to minimise dust deposition, which is a major cause of nuisance to residents living near to construction and demolition sites. The applicant and their contractor should ensure that all loose materials are covered up or damped down by a suitable water device, to ensure that all cutting/breaking is appropriately damped down, to ensure that the haul route is paved or tarmac before works commence, is regularly swept and damped down, and to ensure the site is appropriately screened to prevent dust nuisance to neighbouring properties. The applicant is advised to follow guidance with respect to dust control: London working group on Air Pollution Planning and the Environment (APPLE): London Code of Practice, Part 1: The Control of Dust from Construction; and the Building Research Establishment: Control of dust from construction and demolition activities.
- 4 The Royal Borough receives a large number of complaints relating to construction burning activities. The applicant should be aware that any burning that gives rise to a smoke nuisance is actionable under the Environmental Protection Act 1990. Further that any burning that gives rise to dark smoke is considered an offence under the Clean Air Act 1993. It is the Environmental Protection Team policy that there should be no fires on construction or demolition sites. All construction and demolition waste should be taken off site for disposal. The only exceptions relate to knotweed and in some cases infected timber where burning may be considered the best practicable environmental option. In these rare cases we would expect the contractor to inform the Environmental Protection Team before burning on 01628 683538 and follow good practice.