

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

MAIDENHEAD DEVELOPMENT CONTROL PANEL

12 April 2017

Item: 3

Application No.:	17/00322/FULL
Location:	49 Switchback Road North, Maidenhead, SL6 7QX
Proposal:	3 No. detached dwellings with associated access and parking following demolition of existing dwelling
Applicant:	Mr R Taylor
Agent:	Miss Susanna Salata
Parish/Ward:	Furze Platt Ward
If you have a question about this report, please contact: Alex Jelley on 01628796046 or at alex.jelley@rbwm.gov.uk	

1. SUMMARY

- 1.1 The proposal would constitute a form of development that accords with the prevailing character of the surrounding area, does not detrimentally impact upon the amenity of the occupiers of adjoining properties, forms a suitable relationship with the highway and has an acceptable impact on landscape character of the surrounding area. As such, and subject to the conditions attached, the proposals are considered to be in accordance with the NPPF and relevant policies within the Local Plan.

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 application site is located within the suburbs of north Maidenhead, accessed off Switchback Road North which is a main route between the town and Cookham. To the west of the highway, the site benefits from a substantial detached, two storey, dwelling with a large rear walled garden. The wider area is characterised by dwellings of a variety of styles, though mainly quite large in scale – though on the opposite side of Switchback Road North, Hungerford Drive does include smaller properties, mainly bungalows.
- 3.2 The existing dwelling is a 1960s style design, with a mixture of brickwork and panelling finish to the walls, and concrete roof tiles. The rear garden benefits from a brick wall on two sides; with a mature hedgerow making up the third. To the front there is a 2m high brick wall – a feature along this particular stretch of Switchback Road North – and some private amenity space hidden from view behind mature hedges and shrubs.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 The proposal is for the demolition of the existing dwelling and its replacement with 3 no. detached two storey dwellings. Each dwelling would benefit from off-road parking via a single garage and two parking spaces. The massing and design of the proposed dwellings closely adheres to that of the neighbouring, No. 1 Kinghorn Park, as does the proposed material finish which seeks to implement an 'arts and craft' style approach through the use of brickwork, timber cladding and detailing around soffits and fenestration. Plot 3, which would be accessed via Kinghorn Park

would benefit from cast iron railings to the front, while plots 1 and 2 would seek to make use of the existing brick wall (albeit with replacement access points).

4.2 The applicant sought preapplication advice and the proposals represent the outcome of those discussions with RBWM Officers.

5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

National Planning Policy Framework

5.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and local planning authorities can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

5.2 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development – Local Planning Authorities should approve proposals that accord with an up-to-date Development Plan.

5.3 Section 6 of the NPPF states that in order to significantly boost the supply of housing across the country, LPAs should identify a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of up to 20% where there is a persistent under delivery of new housing.

5.4 Section 7 of the NPPF establishes that LPAs, when determining planning applications, should ensure that development:

- Will function well and add to the overall quality of the area
- Establish a strong sense of place
- Optimise the potential of the site to accommodate development
- Respond to local character
- Reflect the identity of local surroundings and materials
- Is visually attractive as a result of good architecture and appropriate landscaping.

Royal Borough Local Plan

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

	Within settlement area	Trees and Hedgerows	Highways/Parking issues
Local Plan	DG1, H10 and H11	N6, N7	T5, T7, P4

5.6 These policies can be found at https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices

Other Local Strategies or Publications

5.7 Other Strategies or publications relevant to the proposal are:

- RBWM Parking Strategy - view at: http://www.rbwm.gov.uk/web_pp_supplementary_planning.htm
- RBWM Strategic Flood Risk Assessment - view at: http://www.rbwm.gov.uk/web_pp_supplementary_planning.htm
- RBWM Highways Design Guide - view at: http://www.rbwm.gov.uk/graphics/Highway_Design_Guide.pdf

5.8 More information on these documents can be found at:

6. EXPLANATION OF RECOMMENDATION

6.1 The key issues for consideration are:

- i Design and Character
- ii Residential Amenity
- iii Highways
- iv Trees

Design and Character

- 6.2 The existing dwelling benefits from a large garden; a feature of the dwellings to the north. Kinghorn Park, to the south and rear includes a mix of plot sizes, though most are larger even than the application site. The dwelling immediately to the west, however, has a smaller plot – and is more akin to those proposed here. The dwellings to the east and further to the south are mixed in terms of type, design and scale – and the proposed dwellings are considered to fit within the character of that wider area. This is particularly true when considering the properties on Switchback Road North to the east, which include bungalows, detached two storey properties, and semi-detached properties.
- 6.3 The proposed density would be in accordance with the prevailing character of Switchback Road North as a whole, where the plot sizes tend to be much smaller to the South of the site, and the resultant built form more dense in nature.
- 6.4 The proposed design of the dwellings, allowing for the amended plans submitted with regards to Plot 3, pays close attention to adjoining properties to the south and north. The arts and craft style, with decorative brickwork, use of tiles and timber cladding and fine detail around fenestration and chimneys, would play a positive role with the street scene.
- 6.5 The applicant has followed advice given at preapp stage in relation to previously proposed garage elements to the front of Plots 1 and 2, and it is considered that the arrangements are now suitable with respect to their design, scale, positioning within the plot and impact on the character of the area. Switchback Road North is Sylvan in character – now the proposals involve only one access and a good landscaping scheme this character can be retained. As such the proposals are in accordance with Policy DG1 of the Local Plan with respect to design and character.

Residential Amenity

- 6.6 The proposed scheme would deliver sufficient amenity space for the three dwellings to ensure that future occupiers of them were able to enjoy a reasonable degree of garden space, as well as off road parking, bin storage and landscaping. Plot 1 would have a garden space of roughly 132sqm, plot 2 would be circa 120 sqm and plot 3 180sqm. All three are considered to represent a decent standard of private outdoor space.
- 6.7 By virtue of their positioning, design and mass, the three dwellings would not result in a detrimental impact on the amenity of existing or future occupiers of adjoining properties through a loss of privacy, loss of light or overbearance.
- 6.8 As a result, it is considered that the proposals are acceptable in terms of residential amenity.

Highways

- 6.9 Switchback Road North forms part of the B4447, which provides a link between the A4 and the A308, as well as acting as an arterial route between Cookham and Maidenhead. Kinghorn Park is an adopted residential highway that forms a cul-de-sac. Both roads are subject to a 30mph speed restriction and benefit from footways and street lighting.
- 6.10 The proposals would involve a single point of access off Switchback Road North to serve plots 1 and 2 (an alteration from preapp stage when individual accesses were proposed for each plot). The distance between the proposed access and the junction is above the minimum standard permissible. Alterations to the existing wall on Switchback Road North would enable pedestrian visibility splays of 2.0m x 2.0m to be provided (Condition 10), while vehicular visibility splays of at least 2.4m x 43m can be delivered in both directions (Condition 11).
- 6.11 The Design and Access Statement refers to the fact that the access will ‘align more or less with the crossover’. This is not acceptable and as such a condition is proposed to ensure that a suitable form of access is provided whereby access and crossover align appropriately. (See condition 7).
- 6.12 The proposed access for Plot 3 is off Kinghorn Park, and while pedestrian visibility splays are demonstrated, no information is contained with regards to vehicular splays. A condition will therefore be required. (See condition 11)
- 6.13 Parking provision across the site is suitable – with 3 spaces per dwelling. However the garage door for Plot 3 opens inwards, and this is not acceptable. Detail of how the applicant intends to overcome this concern can be secured via condition (Condition13).
- 6.14 The level of amenity space provided within each plot (Paragraph 6.6, above) ensures that sufficient space is available for both cycle storage and refuse storage. A bin collection point can be provided close to the access for Plots 1 and 2, which will ensure that maximum carry distances are not exceeded (Condition 12).
- 6.15 Concerns relating to highway issues raised by neighbours are noted, but there are no reportable injury accidents at the junction of Switchback Road North and Kinghorn Park or the existing access to the site in the last 10 years.
- 6.16 Subject to the conditions referred to above, the proposal is considered to comply with Policies DG1, T5, T7 and P4 of the Local Plan with respect to highways matters..

Trees

- 6.17 The site benefits from a tree and shrub coverage, including several mature trees, which contribute to the character of the surrounding area. The applicant has responded to concerns from the RBWM Tree Officer, and submitted amended plans showing how the proposals can deliver a high quality landscaping scheme, including tree planting, that can mitigate the loss of trees within the existing site. Further detail can be secured via condition. (Condition 4)
- 6.18 It is also worth noting that the site is not within a Conservation Area, the trees are not subject to Tree Preservation Orders (either individually or as part of a group) and as such RBWM does not have the ability to secure the existing trees. The development, while removing some, will provide the opportunity to secure landscape enhancements and as such it is considered that concerns relating to the loss of trees in this instance do not constitute a reason for refusal of an otherwise entirely acceptable scheme. With appropriate conditions attached, the application is considered to be in accordance with Policy H10 and DG1 of the Local Plan.

Other Material Considerations

Housing Land Supply

- 6.19 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 sustainable development, and 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.
- 6.20 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 In line with the Council's Charging Schedule the proposed development would now be CIL liable. The applicant has submitted the required forms including the assumption of liability for payment on the net increase in gross internal floor space. The required CIL payment for the proposed development would be £47,900 on the basis of a net increase of 479 sq.m. No further action is required until prior to commencement of the development if the proposal is subsequently approved.

8. CONSULTATIONS CARRIED OUT

Comments from interested parties

- 8.1 6 occupiers were notified directly of the application. The planning officer posted a statutory notice advertising the application at the site on 06th February 2017.
- 8.2 14 letters were received objecting to the application, summarised as:

Concern		Where in the report this is considered
1.	Impact on Highways	6.9 – 6.14
2.	Detrimental to Character/Design	6.2 – 6.5
3.	Loss of Trees	6.15 – 6.16
4.	Plot 3 incongruous	6.2 – 6.5
5.	Density	6.2 – 6.5

8.3 Statutory consultees

Consultee	Comment	Where in the report this is considered
Highways	No objection subject to conditions	6.9 – 6.14

8.4 Other consultees

Consultee	Comment	Where in the report this is considered
Trees	Objection. Loss of trees	6.15 – 6.16

9. APPENDICES TO THIS REPORT

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

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
3. 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.
4. 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 approval to any variation. Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development. Relevant Policies - Local Plan DG1, N6.
5. No development shall take place until samples and/or a specification of all the finishing materials to be used in any hard surfacing on the application site have been submitted to and approved in writing by the Local Planning Authority and thereafter undertaken in accordance with the approved scheme. Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan DG1
6. No other part of the development shall commence until the access has been constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The access shall thereafter be retained. Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1.
7. 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.
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 a layout that has first been submitted to and approved in writing by the Local Planning Authority. 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 and turning 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 P4, DG1.

9. No part of the development hereby permitted shall be occupied until pedestrian visibility splays of 2.0m by 2.0m have been provided at the junction of the driveway and the adjacent footway. All dimensions are to be measured along the outer edge of the driveway and the back of footway from their point of intersection. The areas within these splays shall be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level. Reason: In the interests of pedestrian and highway safety. Relevant Policies - Local Plan T5
10. No part of the development shall be commenced until visibility splays of 2.4; metres by 49; metres to the left (junction of Kinghorn Park / Switchback Road North) and right 2.4 metres by 43 metres have been provided at the new access in Kinghorn Park;. All dimensions are to be measured along the edge of the driveway and the back of footway from their point of intersection. The areas within these splays shall be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level. Reason: In the interests of highway safety. Relevant Policies - Local Plan T5.
11. 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.
12. No gates shall be installed at either access. Reason: In the interests of highway safety. Relevant Policies - Local Plan T5
13. 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.