# ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
## PLANNING COMMITTEE

### MAIDENHEAD DEVELOPMENT CONTROL PANEL

27 September 2017 **Item:** 2

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| **Application No.:** | 17/01227/FULL |
| **Location:** | Land West of Crown Lane Including Part Hines Meadow Car Park And La Roche And The Colonade High Street Maidenhead |
| **Proposal:** | Demolition of part of Hines Meadow car park. |
| **Applicant:** | Shanly Homes Limited |
| **Agent:** | Mr Kevin Scott |
| **Parish/Ward:** | Maidenhead Unparished/Oldfield Ward |

**If you have a question about this report, please contact:** Christine Ellera on 01628 795963 or at chrissie.ellera@rbwm.gov.uk

### 1. SUMMARY

1.1 There is an extensive planning permission to this site which establishes the principle for the loss of this part of the car park. The applicants have sought this separate application for the demolition, independent from any planning permission for redevelopment in order to assist in commencing the preparatory works to facilitate in the redevelopment.

1.2 Officers have reviewed the application and subject to a resolution and consultation feedback on the highway matters (which will be reported in the Panel update) consider that the proposed works are acceptable in planning terms and comply with the National Planning Policy Framework (2012), The Borough Local Plan (2003) and the Maidenhead Area Action Plan (2011).

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

### 2. REASON FOR PANEL DETERMINATION

- The Head of Planning considers it appropriate that the Panel determines the application.

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

3.1 As a whole this area forms the wider site known as ‘phase 3’ of the Chapel Arches redevelopment currently being undertaken by the applicants. The scheme is immediately adjacent to, but does not include the Chapel Arches Bridge. Phase 1 and 2 are located to the south of the bridge. This site also forms the north eastern part the High Street/ York Stream Opportunity Area as identified in the Maidenhead Town Centre Area Action Plan (2011). Running vertically through the middle of the site are the York Stream and The Green Way.

3.2 The ‘phase 3’ site contains a number of commercial premises including shops, beauticians and takeaways within the building known as The Colonnade which faces out onto High Street and forms part of the designated Conservation Area. These buildings are adjacent to a number of statutory listed buildings including The Bear Hotel (Public House).

3.3 This particular application relates to a wing of the Hines Meadow Public Car Park, to the north (rear) of The Colonnade. This wing projects out from the main fabric of the public multi-storey carpark and provides 2 levels of parking (ground and first floor). This building is not within the Conservation Area.

3.4 The site is within flood zone 2 and the majority of this part of the multi-storey carpark is within flood zone 3.

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

4.1 This is a new full planning application for the demolition of this wing of Hines Meadow Carpark and to make good on any walls within the existing car park. This is independent of any associated planning application.

4.3 There is extensive planning history to this site, of direct relevance to this application:

| Ref. | Description | Decision and Date |
|---|---|---|
| 12/02762/OUT | Outline application with landscaping reserved for redevelopment following demolition of part of Hines Meadow car park, La Roche and The Colonnade to include 162 apartments, 363m2 of Class B1 office space, 1045sqm of retail space (Class A1) and 987sqm of restaurant/cafe space (Class A3), creation of basement car parking, a new footbridge over York Stream and the replacement of the existing vehicle bridge to the existing car park, new pedestrian links, landscaping and alterations to the waterway to create a new public realm. | Permitted: 21.05.2014 |
| 15/03582/REM | Reserved matters (Landscaping) application pursuant to outline planning permission 12/02762 - for redevelopment following demolition of part of Hines Meadow car park, La Roche and The Colonnade to include 162 apartments, 363m2 of Class B1 office space, 1045sqm of retail space (Class A1) and 987sqm of restaurant/cafe space (Class A3), creation of basement car parking, a new footbridge over York Stream and the replacement of the existing vehicle bridge to the existing car park, new pedestrian links, landscaping and alterations to the waterway to create a new public realm | Permitted: 26.07.2016 |
| 15/04219/CONDIT | Details required by condition 9 (remediation scheme for contamination), 12 (green roofs), 13 (biodiversity), 16 (Japanese knotweed), 22 (waste/recycling storage), 28 (external lighting), 36 (acoustic design), 37 (sound insulation), 38 (noise impact), 47 (cycle parking), 48 (highway works), 54 (archaeological work) and 62 (banks to York stream) of planning permission 12/02762 for an outline application with landscaping reserved for redevelopment following demolition of part of Hines Meadow car park, La Roche and The Colonnade to include 162 apartments, 363m2 of Class B1 office space, 1045sqm of retail space (Class A1) and 987sqm of restaurant/cafe space (Class A3), creation of basement car parking, a new footbridge over York Stream and the replacement of the existing vehicle bridge to the existing car park, new pedestrian links, landscaping and alterations to the waterway to create a new public realm. | Split decision issued on 10.03.2016. It was determined that insufficient information was submitted to agree the following conditions and these remain outstanding:<br><br>9 (contamination)<br>12 (green roofs)<br>13 (biodiversity)<br>22 (waste/recycling storage)<br>28 (external lighting)<br>36 (acoustic design),<br>37 (sound insulation)<br>38 (noise impact)<br>48 (highway works) |

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|---|---|---|
| | | 62 (banks to York stream) |
| 15/04274/VAR | Outline application with landscaping reserved for redevelopment following demolition of part of Hines Meadow car park, La Roche and The Colonnade to include 162 apartments, 363m2 of Class B1 office space, 1045sqm of retail space (Class A1) and 987sqm of restaurant/cafe space (Class A3), creation of basement car parking, a new footbridge over York Stream and the replacement of the existing vehicle bridge to the existing car park, new pedestrian links, landscaping and alterations to the waterway to create a new public realm as approved under planning permission 12/02762 without complying with condition 1 (approved plans) to replace two plans and 65 (completion of waterways) to vary to the following, No dwelling within Block A (as identified on plan 747-2000E) shall be occupied until the works to the York Stream shown on plans 747-2000E and 747-3000B have been completed. | Permitted: 31.08.2016 |
| 17/00680/REM | Reserved matters (Landscaping) for redevelopment following demolition of part of Hines Meadow car park, La Roche and The Colonnade to include 162 apartments, 363m2 of Class B1 office space, 1045sqm of retail space (Class A1) and 987sqm of restaurant/cafe space (Class A3), creation of basement car parking, a new footbridge over York Stream and the replacement of the existing vehicle bridge to the existing car park, new pedestrian links, landscaping and alterations to the waterway to create a new public realm as approved under planning permission 12/02762/OUT and varied by 15/04274/VAR [varied as follows: without complying with condition 1 (approved plans) to replace two plans and 65 (completion of waterways) to vary to the following, No dwelling within Block A (as identified on plan 747-2000E) shall be occupied until the works to the York Stream shown on plans 747-2000E and 747-3000B have been completed]. | Permitted: 07.06.2017 |
| 17/01726/FULL | Demolition of the Colonnade and redevelopment of land to the north of Chapel Arches to provide a mixed use scheme comprising 182 apartments, 605qm commercial space, 1030sqm retail and restaurant use (classes A1 and A3), the creation of basement car parking; the erection of a new footbridge over the York Stream and the replacement of the existing vehicular bridge to the existing car park: the creation of new pedestrian links, landscaping and alterations to waterways to create new public | Valid on the 25.05.2017 and currently pending consideration |

| | | |
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| | realm. | |
| 17/02124/FULL | Demolition of The Colonnade | Valid on the 11.07.2017 and currently pending consideration |

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

5.1 National Planning Policy Framework (NPPF) (2012) acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development.

5.2 This is emphasised in paragraph 14 which states that Local Planning Authorities (LPAs) should approve development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted.

**Royal Borough Local Plan**

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

- N6 Trees and development
- CA2 Guidelines on Development affecting Conservation Areas
- LB2 Proposals affecting Listed Buildings or their settings
- NAP4 Pollution of groundwater and surface water
- R14 Rights of Way and Countryside Recreation
- E1 Location of Development
- T5 New Developments and Highway Design
- T8 Pedestrian environment
- P4 Parking within Development
- MTC5 Townscape and redevelopment
- MTC7 Major Development sites
- MTC11 Traffic management and highway improvements
- MTC12 Pedestrianisation
- MTC13 Pedestrian routes
- IMP1 Associated infrastructure, facilities, amenities

**Maidenhead Town Centre Area Action Plan (AAP) (2011)**

5.4 The above document forms part of the adopted Development Plan and provides a mechanism for rejuvenating the Maidenhead Town Centre. The document focuses on; Place Making, Economy, People and Movement. The AAP also identifies six sites for specific development.

5.5 Policies of relevance include:

- Policy MTC 1 Streets & Spaces
- Policy MTC 2 Greening
- Policy MTC 3 Waterways
- Policy MTC 4 Quality Design
- Policy MTC 5 Gateways
- Policy MTC 14 Accessibility
- Policy MTC 15 Transport Infrastructure
- Policy OA5 High Street/ York Stream Opportunity Area

- Policy IMP2 Infrastructure & Planning Obligations

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

**Borough Local Plan: Submission Version**

5.6 The NPPF sets out that decision-makers may give weight to relevant policies in emerging plans according to their stage of preparation. The Borough Local Plan Proposed Submission Document was published in June 2017. Public consultation runs from June to September 2017 with the intention to submit the Plan to the Planning Inspectorate in October 2017. In this context, the Borough Local Plan: Submission Version is a material consideration, but limited weight is afforded to this document at this time.

This document can be found at:
http://rbwm.moderngov.co.uk/documents/s14392/Appendix%20A%20-%20Borough%20Local%20Plan%20Submission%20Version.pdf

**Supplementary planning documents**

5.7 Supplementary planning documents adopted by the Council relevant to the proposal are:

- The Interpretation of Policy F1 (Area Liable to Flooding) Supplementary Planning Guidance (SPG) 2004

More information on these documents can be found at:
https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

**Other Local Strategies or Publications**

5.8 Other Strategies or publications relevant to the proposal are:

- RBWM Townscape Assessment – view at:
- RBWM Parking Strategy – view at:

More information on these documents can be found at:
https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

**Positive and Proactive Engagement**

5.9 In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of 186-187 of the NPPF by making available pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

5.10 The wider Chapel Arches redevelopment has been subject to extensive discussion between the applicants and the Council (as a whole) and benefits from an extant planning permission.

5.11 During the course of the application the Case Officer and the applicants have been in discussions and have accepted additional information to overcome the concerns expressed by the respective consultees.

## 6 EXPLANATION OF RECOMMENDATION

6.1 The key issues for consideration are:

- Principle of the demolition and loss of parking

- Impact on the character and appearance of the area and wider setting of the adjacent Heritage Assets
- Highway considerations and Parking Provision
- Environmental Considerations
- Impact on Neighbouring Amenity
- Other considerations

**Principle of the demolition of part of the car park**

*Rational for demolition independent of a full planning application*

6.2 With reference to the above planning history, the demolition of this car park has, in principle, been agreed as part of the wider redevelopment of this site. This was initially granted under application 12/02762/OUT. It has been established under case law that demolition of existing buildings constitutes as 'commencement' of a planning permission. This application and subsequent reserved matters and S73 applications are subject to a number of pre-commencement conditions many of which relate to construction as opposed to demolition and are still outstanding. This means that the existing 'phase 3' extant planning permissions on this site cannot yet commence.

6.3 The applicants wish to undertake the demolition and preparatory works to assist and facilitate in proceeding with works on the 'Chapel Arches' redevelopment (as contractually required by them when the Council gave over the land to them).

*Principle for the loss of car parking*

6.4 The principle of the loss of this wing of Hines Meadow car park has been identified in the AAP (2011) which sets out the principle for the loss of this part of the car park (para 7.82). It is further established through the above planning history of this site. The extant planning permission on this site does not offer any alterative or replacement public car parking provision. It is not considered that there has been any material change in planning policy since this decision which would affect the conclusions previously reached. Nor have conditions on site significantly changed that they would amount to affect the decision previously reached.

6.5 Accordingly the principle of the loss of this car park has already been agreed and there is no material change in circumstances which would justify or warrant the revisiting this decision.

**Impact on the character and appearance of the area and wider setting of the adjacent Heritage Assets**

6.6 The application site is well set back from the High Street, with only discreet views offered from the main public road. It is visible from a number of pedestrian walkways and footpaths. However as a whole, this part of the car park is not in an overly prominent position within the Town Centre and is dwarfed by the main scale of the car park and surrounding flatted development to the north.

6.7 In purchasing this part of the car park (from the Council) the applicant is also under a contractual obligation to undertake work to complete the redevelopment of this site. Whilst this sits outside of the remit of planning it is worth noting that there is a legal obligation for the applicants to get on and undertake these works to redevelop this and the wider site.

6.8 Nonetheless and as this contractual obligation sits outside of the remit of planning, the grant of demolition (not attached to a full planning application) could leave the site open and unoccupied. However as existing the site is a car park and of no visual merit. Given its location, largely enclosed by built form and set back from the streetscene by other buildings, it is not considered that the demolition of the car park would significantly harm the character and appearance of the area nor the streetscene in generally.

6.9 The site is adjacent to but not within the Conservation Area and in proximity to a number of listed buildings. The boundaries for the Conservation Area are tightly drawn and terminated to the rear of 'The Colonnade' which is located to the immediate south of this application. However views of this car park from the Conservation Area are limited and in any event the omission of the car park from any limited views will only enhance the setting of the Conservation Area. The Council's Historic Buildings Officer had reviewed the proposal and offered no objection to this application.

**Impact on flooding**

6.10 The site of the proposed demolition lies within flood zone 2 and 3, the latter of which is defined by the National Planning Policy Framework (NPPF) and the associated National Planning Policy Guidance (NPPG) as having a 'high probability' of flooding from rivers.

6.11 The Environment Agency (EA) has been consulted on this application and has raised objection to this application due to the absence of a Flood Risk Assessment (FRA). They consider that a site-specific FRA must be carried out in such locations in order to assess the flood risk to and from a development site. The EA consider it has not been demonstrated that there will be no increase in flood risk from the demolition works and the construction of the proposed wall and that it has not been demonstrated there will be no increase in flood risk resulting from the infilling of the York Stream.

6.12 This application relates to the part demolition of the car park currently all laid to hardstanding. Thus Officers do not consider that the proposal would increase flooding. Any walls proposed are to make good on the existing car park and are needed for clear health and safety reasons. This would not increase flooding. This application is for demolition, it does not relate to the infilling of York stream. For these reasons the proposed development is not considered to impact on flooding.

6.13 In any event the applicants have submitted a FRA which confirmed that:

*'the demolition will consist of the removal of the hard-standing elements of the car park and a licensed waste remover deployed to remove from site all the demolition debris. The ground levels at the site will then be restored to the existing pre-demolition levels and no dumping of site materials into the watercourse will take place. The structural integrity of the existing banks of the York Stream including the bank levels will be maintained and no infilling of the York Stream will be undertaken.'*

6.14 Notwithstanding the above conclusions, the EA have been re-consulted on this additional information and Members will be updated on this matter at the Maidenhead Development Panel Meeting. However unless the EA have strong advice to the contrary this is unlikely to affect the officers recommendations that this application will not impact on flooding.

**Highway considerations**

6.15 A Construction Management Statement and Demolition Method statement have been submitted in support of this application. The purpose of the reports are to ensure that the works associated with the development does not impact on the surrounding area and do not rise any issues in terms of highway safety (including pedestrian safety). The Highway Authority has raised a number of matters which they consider have not been adequately addressed in these reports and are required in order for the application to be acceptable.

6.16 This additional information has been submitted by the applicants and at the time of writing the report is currently with the Highway Authority for review. The outcome of this further consultation will be reported in the Panel Update.

6.17 The loss of parking has been addressed above in the principle considerations

**Environmental Considerations**

*Impact on adjacent trees*

6.18 In terms of the potential impact on trees, there are off site adjacent chestnut trees. The application is supported by Tree Protection details. The Council's Tree Officers' considers that the Method Statement for the proposed works should incorporate these tree protection details. Officers are satisfied that this can be secured by way of condition to ensure compliance with the tree protection details. This is contained in recommended condition 3.

*Sustainable Urban Drainage*

6.19 The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications which was introduced from 6 April 2015 (Paragraph 103 of National Planning Policy Framework and Ministerial Statement on SuDS). As per the guidance issued by the Department of Communities and Local Government (DCLG), all 'major' planning applications being determined from 6 April 2015, must consider sustainable drainage systems. Developers are advised to assess the suitability of sustainable drainage systems in accordance with paragraphs 051, 079 and 080 of the revised NPPF Planning Practice Guidance (PPG) for Flood Risk and Coastal Change. Sustainable drainage systems should be designed in line with national Non-Statutory Technical Standards for SuDS.

6.20 In accordance with The Floods and Water Management Act 2010 the Royal Borough in its role as Lead Local Flood Authority, is a statutory consultee for all major applications. As set out in the flooding section this proposals is simply for demolition and making good on the land and will not raises any issues in terms of flooding or drainage. This is supported by the consultation response from the Lead Local Flood Authority who raises no objection to this application.

*Pollution considerations: including noise and dust*

6.21 A Method Statement has been submitted which sets out how the demolition will take place and how this will look to prevent and mitigate against pollution including noise and dust. In line with the consultation response from the Environmental Protection Team, this is considered acceptable and conditions to secure compliance with this statement are therefore recommended.

*Archaeological matters*

6.22 Berkshire Archaeology Officer was consulted on this application and has confirmed that as established under the previous applications for the wider sites redevelopment, any archaeological potential outside of the footprint of the car park. Therefore there are no archaeological implications from this current application

**Impact on Neighbouring Amenity**

6.23 Any potential impact on neighbouring amenity relating to this application is in terms of noise and disturbance associated with the demolition process. Such matters are controlled under the environmental pollution acts which are dealt with under Environmental Protection Act(s) and sit outside of the remit of the Local Planning Authority.

**Other Considerations**

6.24 It is considered that the above has considered all relevant matters.

6.25 The planning history sets out two other pending applications on this site, notably applications 17/01726/FULL for the redevelopment of the wider site and applications 17/02124/FULL for the demolition of the colonnade. There are a few matters outstanding on these applications which still need to be resolved. This application can and is being considered independently to assist the developers in proceeding with works on site.

6.26 With reference to the below consultation a number of consultations have been undertaken which are required for a development of this nature. As this site forms part of the wider Chapel Arches redevelopment site, for consistency all previous consultees and neighbours were notified of this application.

6.27 In response, a number of consultees have not responded to this application. It is considered that those that are necessary in order to consider this application have provided a response and have been addressed above.

6.28 The Maidenhead Waterways have made a number of comments regrading York Stream and the need for a coordinated approach in its restoration. They have recommended that there should be a condition requiring an agreement by the waterway project team to the final method statement to ensure this is not overlooked. Whilst this recommendation is noted, it for the LPA to approve any conditions attached to a planning decision issued (in consultation with any other parties as required). Whilst the issue about ensuring a coordinated approach is noted, this sits outside of the remit of planning. Moreover this application is for the demolition of the car park and does not involve York Stream. Accordingly such a condition is neither reasonable nor necessary.

## 7 CONSULTATIONS CARRIED OUT

### Comments from interested parties

7.1 Some 276 neighbours and interested parties (from previous applications on this site) were notified directly of the application. A planning officer also posted a notice advertising the application at the site on 03.05.2017 and the application was published in the press on the 4 May 2017.

7.2 Further to this no representations have been received form local residents in connection with this application.

### Consultees

| Consultee | Comment | Where in the report this is considered |
|---|---|---|
| Historic Buildings Officers | No objections. | Para 7.9 |
| Tree Officer | This method statement will need to include the protective fencing to be installed and mention in the 'method statement for demolition works' that the works will be carried out in such as way as to avoid contact with and/or damage to the trees. | Para 7.18 and 7.19 |
| Environmental Protection | No objections subject to the demolition being completed inline with the method statement. | Para 7.22 |
| Environment Agency | Raise objections due to the absence of a Flood Risk Assessment and potential impact on flooding from the proposal. | Para 7.10-7.14 |
| Lead Local Flood Authority | No objection regarding the application | Para 7.20 and 7.21 |
| Berkshire Archaeology | The site has no archaeological potential and raises no objections | Para 7.23 |
| Highway Authority | Additional information required to consider this application | Para 7.15 and 7.16 |
| Buckinghamshire County Council Highway | No highway objections to the proposals and in this instance no conditions to include on any planning consent that you may grant. | Acknowledged |

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| Authority | | |
| Maidenhead Waterways | Flow down York Stream is currently diverted into Moor Cut to enable the RBWM contracted waterway works to be undertaken, but we need to return the flow as soon as feasible to the newly completed sections before they deteriorate.<br><br>A workaround might be needed, whatever approach is adopted it needs to be firmly agreed between the two separate project teams to avoid conflict.<br><br>We recommend that agreement by the waterway project team to the final method statement becomes a planning condition, to ensure this is not overlooked. | Para 7.29 |
| Highways England | Do not offer any objections to this proposal as development is some distance from the M4 motorway. | Acknowledge. This matter does not require any further clarification |
| RBWM Ecologist | No comments received | Para 7.28 |
| Natural England | No comments received | Para 7.28 |
| Bracknell, South Bucks, Wokingham, Runnymede, Wycombe and Surrey Heath Borough/ District Council were consulted on this application | No comments received | Para 7.28 |

## 8. APPENDICES TO THIS REPORT

- Appendix A - Site location plan
- Appendix B - Plans and elevation drawings to make good on wall in existing car park

## 9. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED REASONS

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).

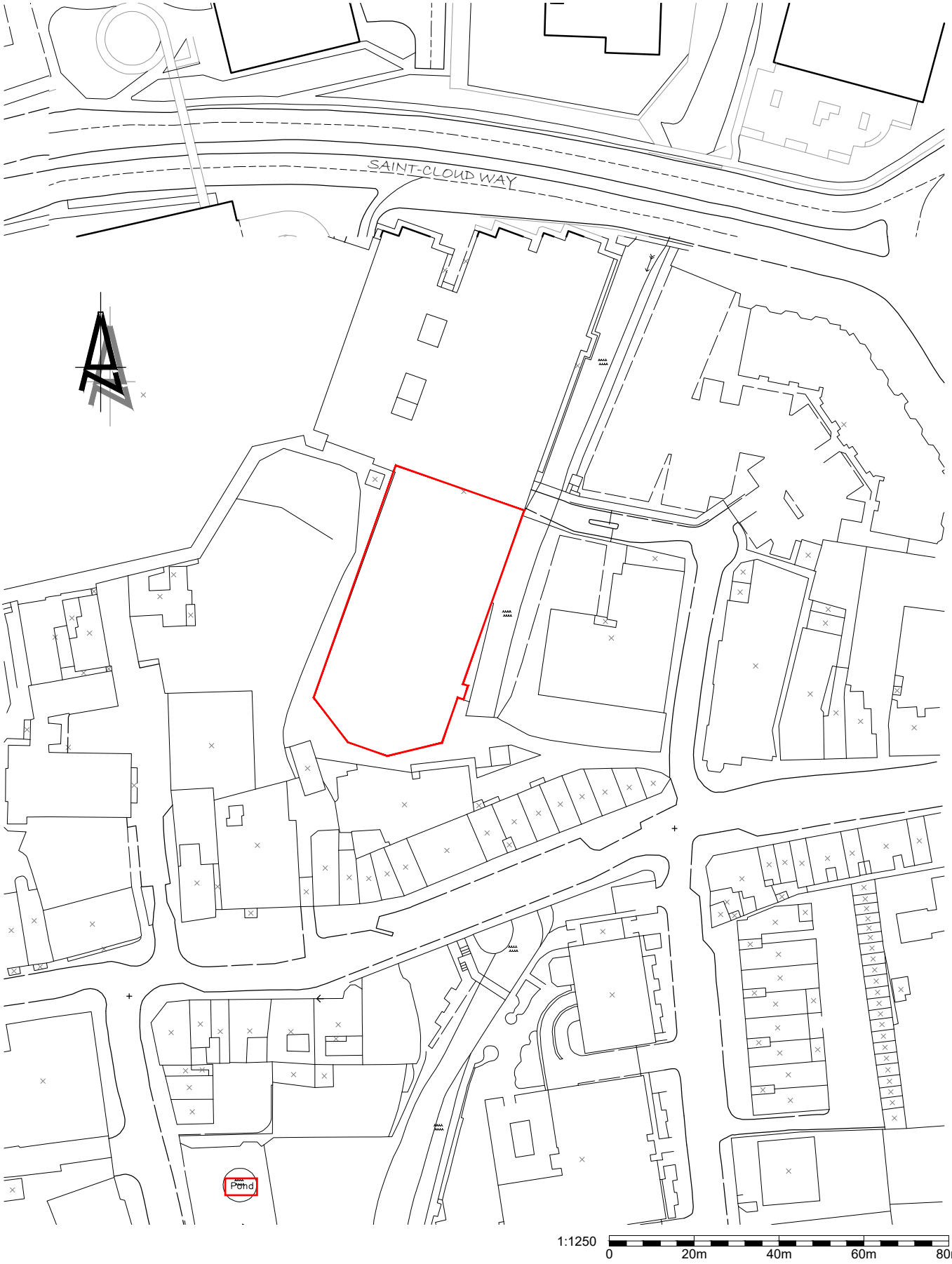
2 The materials to be used in the walls required to 'make good' on the existing car park must be of a similar appearance to those used in the construction of the exterior of the existing car park unless first otherwise agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan DG1

3 Notwithstanding the approved Method Statement(s) or any indication given otherwise, works taken on this site should be done in strict accordance with the approved tree protection details as set out in condition 4, or such other details as agreed by the Local Planning Authority. Such tree protection should be in place prior to the demolition takes place and should be in situ for the duration of the works. Reasons: To ensure suitable tree protection for any off site tree as required by policy N6 of the Borough Local Plan (2003)

4 Notwithstanding the approved plans or any indication given otherwise, the demolition works should be undertaken in accordance with the details as set out in the following documents,

unless otherwise agreed in writing by the Local Planning Authority:Delivery route plan provided by Greenford Civil Engineering Contractors Amended Tree Protection Plan prepared by ACD Environmental numbered SH21148-03 received by the Local Planning Authority on 07/09/2017Flood Risk Assessment - Technical Note (job number 7-036) prepared by Odyssey dated July 2017 Site Waste Management Plan prepared by Shanly Homes dated March 2017 Method Statement for Demolition works (and its associated appendices) MK13 prepared by Euro Plan Group and dated 18/02/2016Construction method statement prepared by Shanly Homes dated March 2017. Demolition of Sainsbury's 2 Storey Car Park order of works prepared by Shanly Homes dated 19.01.16 rev AReason: To ensure the scheme is carried out in an acceptable manner which will not impact on highway safety, will not affect off site trees and does not raise any issues in terms of flooding, noise, dust or pollution as required by the National Planning Policy Framework (2012) and its associated guidance, The Borough Local Plan (2003) and the Maidenhead Area Action Plan (2011)

5 The development hereby permitted shall be carried out in accordance with the approved plans listed below:Location Plan DWG. NO. 971.PLN.DL01 dated 17.03.2017Proposed wall/ crash barrier: Drawing number 0971.SH.29.110 rev P2 dated October 2016 Proposed wall numbered 971_DWP3 dated 17.01.2017Revised demolition Plan numbered 971_DF_D101
Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.

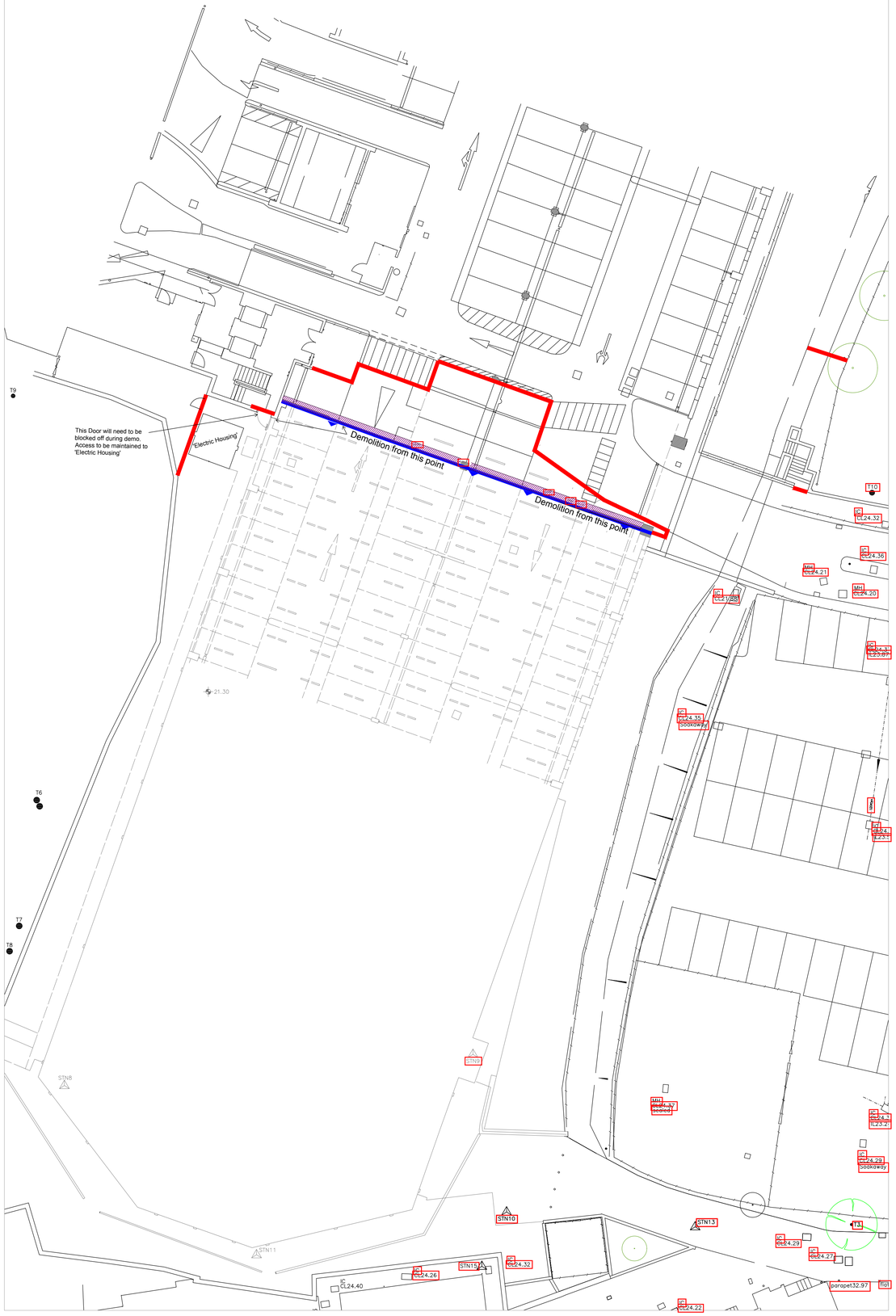



SHANLY HOMES

| | |
|---|---|
| Drawing Title | Location Plan - section of multistorey to be demolished |
| Scale | 1:1250 |
| Date | 17.03.2017 |

DWG. NO. 971.PLN.DL01

# GROUND FLOOR




# FIRST FLOOR


Consultant



Notes

| Rev. | Description | Date |
|---|---|---|

Project

Proposed Development
at Chapel Arches
Maidenhead.
Phase 3
Crown Lane

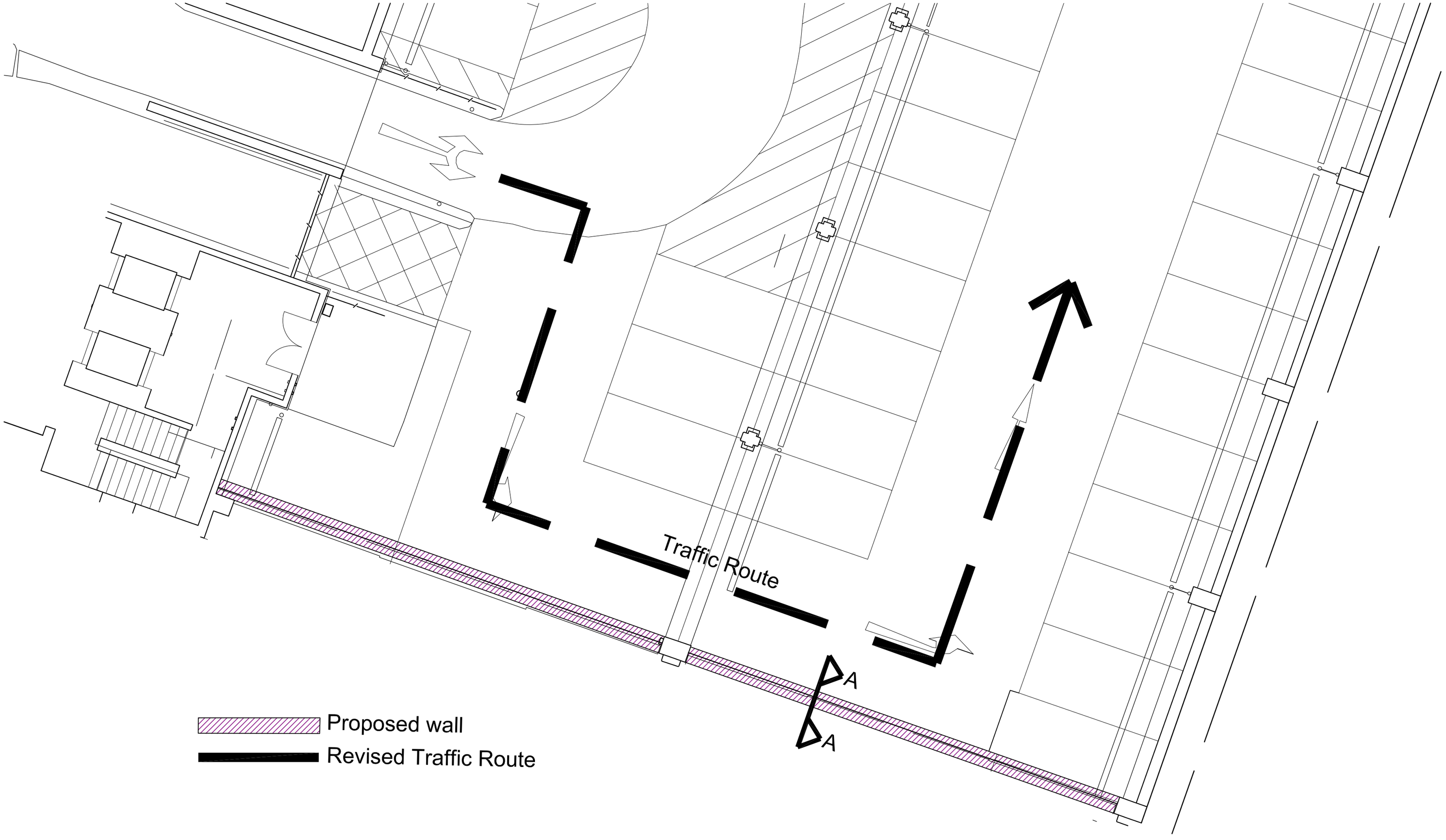
Drawing Title

Multistorey demolition
Plan

SHANLY HOMES

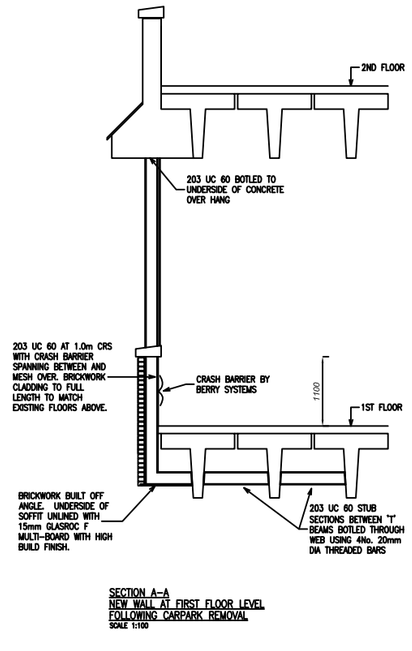
'Sorbon', Aylesbury End, Beaconsfield,
Buckinghamshire. HP9 1LW
Tel: 01494 671331
Fax: 01494 676417
DX 34507 Beaconsfield

| Drawn By: se | Date: 18.01.2016 |
|---|---|
| Scale: 1:200 | A1 |
| Drawing No. 971_DF_D101 | Revision |




Proposed wall

Revised Traffic Route




SECTION A–A
NEW WALL AT FIRST FLOOR LEVEL FOLLOWING CARPARK REMOVAL
SCALE 1:100



Notes

| Rev. | Description | Date |
|---|---|---|
| | | |
| | | |
| | | |

Project

CHAPEL ARCHES PHASE III
Proposed development at
Crown Lane
Maidenhead
Berks

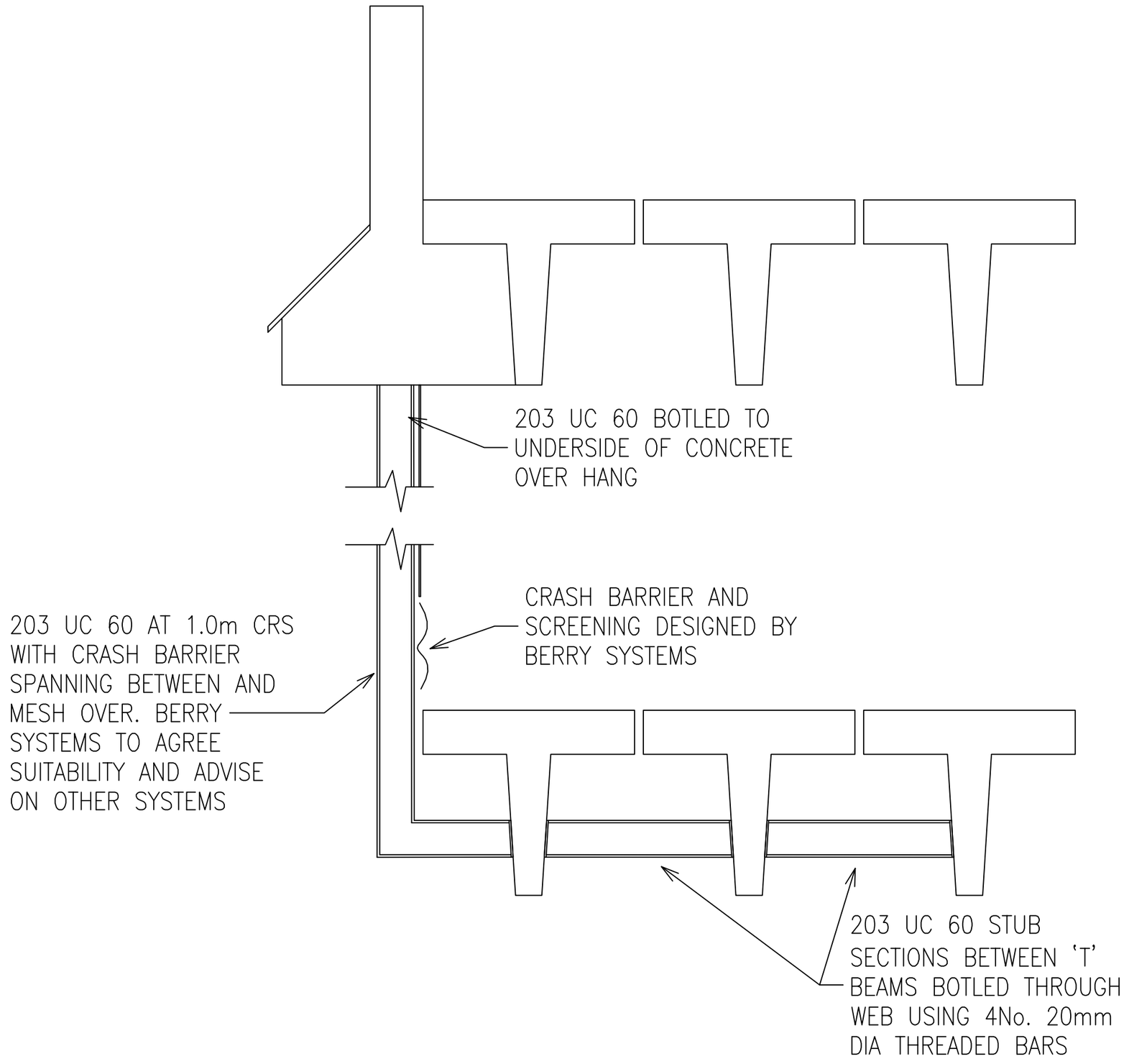
Drawing Title

Development Works plan
Proposed First floor

h:\ADT Library\Shanly Templates\Shanly Homes Identity.jpg

'Sorbon', Aylesbury End, Beaconsfield,
Buckinghamshire. HP9 1LW
Tel: 01494 671331
Fax: 01494 676417
DX 34507 Beaconsfield

| Drawn By: SE | Date: 17.01.2017 |
|---|---|
| Scale: 1:100 | A2 |
| Drawing No. 971_DWP3 | Revision |




SECTION AT FIRST FLOOR ADJACENT CARPARK REMOVAL

SCALE 1:50

## GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS, SPECIALISTS AND OPUS ENGINEERING CONSULTANTS LTD DRAWINGS, BILLS OF QUANTITIES AND SPECIFICATIONS.
3. FOR THE PURPOSES OF CONSTRUCTION THIS DRAWING MUST NOT BE SCALED AND ONLY WRITTEN OR CALCULATED DIMENSIONS USED.
4. THIS DRAWINGS SHALL BE USED IN CONJUNCTION WITH ALL SITE INSTRUCTIONS.
5. REPORT ANY DISCREPANCIES TO THE SUPERVISING OFFICER BEFORE CONSTRUCTION.

| Rev | Description | Drn | Chk | Date |
|---|---|---|---|---|
| P2 | DETAILS ADDED | NPK | NPK | 18.01.17 |
| P1 | ISSUED FOR INFORMATION | NPK | NPK | 22.08.16 |

REVISIONS

| | | | |
|---|---|---|---|
| Preliminary Issue | | Submitted for S104 | |
| Planning Issue | | Issued for Tender | |
| Submitted for S38 | | Issued for Construction | |
| Submitted for S278 | | As Built | |

DRAWING STATUS

C:\Users\Nick\Desktop\opus\OPUS.JPG

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SHANLY HOMES

JOB TITLE

CHAPEL ARCHES PHASE 3
CROWN LANE, MAIDENHEAD

DRAWING TITLE

HINES MEADOW CAR PARK
PROPOSED WALL AT FIRST FLOOR LEVEL

| DATE | DRAWN | CHECKED |
|---|---|---|
| OCTOBER 2016 | NPK | NPK |

| DRAWING No. | REV | SCALE |
|---|---|---|
| 0971.SH.29.110 | P2 | 1:200,1:50 @ A1 |