

DEVELOPMENT CONTROL PANEL

4 December 2019

Item: 8

Application No.:	19/01924/FULL
Location:	9 - 11 Imperial Road Windsor
Proposal:	Construction of x2 houses and x14 apartments, following demolition of the existing buildings
Applicant:	Mr Collett
Agent:	Not Applicable
Parish/Ward:	Windsor Unparished/Clewer East

If you have a question about this report, please contact: Charlotte Goff on 01628 685729 or at charlotte.goff@rbwm.gov.uk

1. SUMMARY

- 1.1 This application seeks full planning permission for the demolition of Nos. 9 and 11 Imperial Road and erection of 16 units, consisting of 2 x 2 bed dwellings and 14 x 2 bed flats.
- 1.2 Taking into account the planning history of the site, it is considered that the overall design, scale, siting and layout of the proposed application is acceptable. It is not considered to have a detrimental impact on the character and appearance of the surrounding area, general highway safety conditions or residential amenity.

It is recommended the Panel grants planning permission with the conditions listed in Section 13 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 on the corner of the roundabout of Imperial Road and Goslar Way. At present the frontage of the site onto the roundabout is elevated above an underpass and is screened by dense vegetation. The site is irregular in shape and comprises two residential dwellings and their gardens – 9-11 Imperial Road.
- 3.2 The surrounding area is predominantly suburban and residential in character comprising a variety of housing types. Bungalows are located to the rear of the application site within Almond Close and the streets beyond consist of largely 2 storey detached and semi-detached dwelling houses. There are a number of high rise developments on the Goslar Way roundabout that vary in height from 2-5 storeys and include blocks of flats

4. KEY CONSTRAINTS

- 4.1 The site lies within Flood Zone 1. There are no other planning constraints covering the site.

5. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 5.1 This application seeks consent for the demolition of Nos. 9 and 11 Imperial Road and erection of a building that varies in height from 1.5 to 3 storeys and would contain 2 x 2 bed dwellings and 14 x 2 bed flats. The building would have an L-shaped layout. The main part of the building would

front onto Imperial Road and would contain the proposed flats. The two dwellings would front the parking area within the site and would be close to the boundary with 4 Almond Close. The houses would have private amenity space to the rear.

- 5.2 Vehicular access to the site would be from Imperial Road. There are currently two access points servicing each of the existing dwellings. The access point to the existing property at No. 9 Imperial Road would be stopped up and the access point to 11 Imperial Road would be widened to provide access to the new development. Parking for 20 vehicles would be provided, part as undercroft parking and the remaining as surface level parking.
- 5.3 The houses would have private amenity space to the rear, extending towards the boundary with the roundabout. Communal amenity space for the flats is shown to the north west of the site. Other areas of landscaping are shown surrounding the buildings, and bin and bike stores are also shown within the site.
- 5.4 There has been an extensive planning history for this site which is summarised below:

9-11 Imperial Road and 3-4 Almond Close

Reference	Description	Decision & Date
16/03864/FULL	Demolition of 3 existing dwellings on the site and the erection of 2 x 4 bed dwellings 1 x 2 bed dwellings, 12 x 2 bed apartments and 2 x 1 bed apartments with vehicular access from Almond Close, and part demolition and enlargement of No. 3 Almond Close.	Refused 17th March 2017
17/01296/FULL	Demolition of 9-11 Imperial Road & 3-4 Almond Close. Construction of 2 houses and 16 x 2-bed apartments, along with access road and cycle/bin store	Refused 8 th July 2017 Appeal Allowed
17/03740/OUT	Outline application (access, layout and scale) for the construction of 2 x four bedroom dwellings and 16 x two bedroom apartments, access road and cycle/bin store following demolition of 9-11 Imperial Road and 3-4 Almond Close.	Permitted 2 nd July 2018

9-11 Imperial Road

Reference	Description	Decision
18/00753/OUT	Outline application (access, layout and scale) for the construction of 2 x two bedroom dwellings, 10 x two bedroom apartments and 1 x one bedroom apartment following the demolition of 9-11 Imperial Road.	Appeal against non-determination submitted 4 th August 2018 Panel Resolved would have approved 12 th September 2018
18/02637/OUT	Outline application for access, layout, and scale to be considered at this stage with all other matters reserved for the construction of 2 x two bedroom dwellings, 14 apartments, associated parking and new vehicular access following the demolition of 9-11 Imperial Road.	Permitted 20 th November 2018

- 5.5 The main differences between this current application and the previous approvals on the site have been summarised in comparison drawings A11, A12 and A13. These show that the overall

scale and massing of the development has decreased significantly from application 17/01296/FULL. The scheme being considered under this application is of a similar scale and layout to application 18/02637/OUT.

6. DEVELOPMENT PLAN

Adopted Royal Borough Local Plan (2003)

6.1 The main Development Plan policies applying to the site are:

Issue	Adopted Local Plan Policy
Design in keeping with character and appearance of area	DG1, H10, H11
Highways	P4 and T5
Trees	N6
Flooding	F1
Affordable Housing	H3

These policies can be found at

https://www3.rbwm.gov.uk/downloads/download/154/local_plan_documents_and_appendices

7. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2019)

Section 2 – Achieving sustainable development

Section 4 - Decision-making

Section 5 – Delivering a sufficient supply of homes

Section 9 - Promoting Sustainable Transport

Section 11 – Making effective use of land

Section 12- Achieving well-designed places

Section 14- Meeting the challenge of climate change, flooding and coastal change

Borough Local Plan: Submission Version

Issue	Local Plan Policy
Design in keeping with character and appearance of area	SP2, SP3
Sustainable Transport	IF2
Housing mix and type	HO2
Affordable housing	HO3
Housing Density	HO5
Flood risk	NR1
Pollution	EP1, EP2, EP3, EP4

Borough Local Plan: Submission Version Proposed Changes (2019)

Issue	Local Plan Policy
Design in keeping with character and appearance of area	QP1, QP3
Sustainable Transport	IF2
Housing mix and type	HO2
Affordable housing	HO3
Flood risk	NR1
Pollution	EP1, EP2, EP3, EP4

- 7.1 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 Submission Document was published in June 2017. Public consultation ran from 30 June to 27 September 2017. Following this process the Council prepared a report summarising the issues raised in the representations and setting out its response to them. This report, together with all the representations received during the representation period, the plan and its supporting documents was submitted to the Secretary of State for independent examination in January 2018. The Submission Version of the Borough Local Plan does not form part of the statutory development plan for the Borough.
- 7.2 In December 2018, the examination process was paused to enable the Council to undertake additional work to address soundness issues raised by the Inspector. Following completion of that work, in October 2019 the Council approved a series of Proposed Changes to the BLPSV which are now out to public consultation until Sunday, 15 December 2019. All representations received will be reviewed by the Council to establish whether further changes are necessary before the Proposed Changes are submitted to the Inspector. In due course the Inspector will resume the Examination of the BLPSV. The BLPSV and the BLPSV together with the Proposed Changes are therefore material considerations for decision-making. However, given the above both should be given limited weight.

Other Local Strategies or Publications

- 7.3 Other Strategies or publications material to the proposal are:
- RBWM Townscape Assessment
 - RBWM Parking Strategy

More information on these documents can be found at:

https://www3.rbwm.gov.uk/info/200414/local_development_framework/494/supplementary_planning

8. CONSULTATIONS CARRIED OUT

Comments from interested parties

43 occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 24th July 2019 and the application was advertised in the Local Press on 25th July 2019

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

Comment	Where in the report this is considered
1. Insufficient parking.	9.20-9.21
2. Concern with parking congestion in surrounding roads.	9.22
3. Concern that refuse and recycling cannot access site as a result of height restrictions.	9.23

4.	Concerns with scale of building in relation to 4 Almond Close.	9.14
5.	Overlooking concerns to surrounding residents.	9.13-9.14
6.	Overshadowing to Almond Close properties.	9.13-9.14
7.	Security concerns with location of cycle store and lack of boundary fencing.	Noted. A condition is recommended to secure appropriate boundary fencing.
8.	Overdevelopment of the site and too high density.	9.3, 9.9-9.12
9.	Access is dangerous.	9.20-9.21

Consultees

Consultee	Comment	Where in the report this is considered
Environmental Protection	No objection	Noted
Lead Local Flood Authority	No objection, subject to conditions to a pre-commencement condition	Section vii
Highways	No objection to the proposed vehicular access to the site given that this exceeds the Authority's standards. Increase in vehicle movements is considered acceptable and to not lead to harm to road safety. The parking provision at 1.25 spaces per unit has been accepted in previous appeal on the site. 20 spaces would therefore be required which have been provided.	Section vi
Ecology	No objection, subject to conditions to secure biodiversity enhancements, Methodology for the demolition of the buildings and controls on site clearance to protect nesting birds.	Section ix
Trees	Limited opportunities for landscaping.	Section viii

9. EXPLANATION OF RECOMMENDATION

9.1 The key issues for consideration are:

- i Principle of development;
- ii Housing Mix and Tenure;
- iii Impact on the character of the area;
- iv Impact on the amenity of neighbouring residents;
- v Amenity of future occupiers;
- vi Highways Issue;

- vii Flood risk & Surface Water Drainage;
- viii Trees and Landscaping.
- ix Ecology

OFFICER ASSESSMENT

Principle of Development

- 9.2 The site is located within the built-up area of Windsor and the site is already in residential use. The provision of additional residential units would comply with saved policy H6 of the Local Plan, which is supported by the NPPF and aims to significantly boost the supply of housing. The principle of the development proposed is therefore acceptable. The density of the proposed development is comparable to approved schemes on the site and is considered to make an efficient use of the site.

Housing Mix and Tenure

- 9.3 Policy H8 supports proposals that contribute towards improving the range of housing accommodation in the Borough, including dwellings for small households. This scheme proposes 2 x 2 bed houses and 14 x 2 bed flats. This mix is considered appropriate in the context of the site, having been accepted within previous applications on the site.
- 9.4 It is noted that the previous application (18/02637/OUT) on this site sought an affordable housing contribution in line with the requirements of Paragraph 64 of the NPPF. Paragraph 64 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area. The proposal would constitute a major development as defined in the NPPF.
- 9.5 Policy H3 of the RBWM Local Plan states that "...a proportion of the total capacity of residential schemes should be development in the form of affordable housing...Suitable sites will include...schemes proposing 15 or more net additional dwellings".
- 9.6 Since the decision on application 18/02637/OUT, there have been a number of appeal decisions where Inspectors have concluded that whilst Policy H3 of the RBWM Local Plan does not reflect up to date affordable housing needs, there is no clear inconsistency between Policy H3 and the NPPF. The Local Plan policy is therefore not considered to be out of date and any application for housing should be assessed against Policy H3. Given such, as this scheme proposes 14 net additional dwellings, affordable housing would not be required for this development.

iii) Impact on the character of the area

- 9.7 The NPPF (2019) and Councils adopted policies DG1, H10 and H11 of the RBWM Local Plan, seek to promote standards of design which endorse a high quality, varied and stimulating townscape and environment. The design guidelines set out in the Policy advise that when assessing new development proposals, regard will be had to ensuring harm is not caused to the character of the surrounding area, through development which is cramped, or which results in the loss of important features that contribute to that character. Policy H10 further advises that "new residential development schemes will be required to display high standards of design" and Policy H11 adds that "in established residential areas, planning permission will not be granted for schemes which introduce a scale or density of development which would be incompatible with or cause damage to the character and amenity of the area".
- 9.8 The surrounding residential development to the south and east has a suburban character and appearance, primarily composed of detached houses of various heights and styles. The buildings

facing Goslar Way roundabout are larger, rising to a maximum five storeys, including blocks of flats.

- 9.9 The layout of the proposed development is similar to the appeal scheme (17/01296/FULL), albeit on a reduced site, and is a very similar scale to the scheme approved under application 18/02637/OUT. The buildings are in largely the same location and are of a similar form. The appeal scheme, which also included the development of 3 and 4 Almond Close, was for a higher building fronting Imperial Road. The car parking has been reconfigured to take account of the additional spaces, but the layout of the parking court is consistent with the approved schemes on the site.
- 9.10 The Inspector determining the appeal concluded that those proposals would reflect the existing pattern of development around Goslar Way roundabout and noted that a successful transition with the surrounding residential area would be achieved whereby no harm would arise to views of the site from surrounding roads. Given that the main difference between that scheme and this scheme is that the scale of development has been reduced, it would be unreasonable to reach a different conclusion.
- 9.11 Considering the detailed design of the development, the apartment building would have a more traditional appearance than the appeal scheme. The large amount of glazing and strong vertical orientation that the appeal building had, have been replaced in this scheme with smaller window openings, brick and render facades, and hipped roofs, incorporating small dormers. These features are similar in detailing, character and appearance to the surrounding development, including the detached houses on Imperial Road. The semi detached dwellings proposed to the north west of the site, maintain a traditional design approach and are considered to provide an appropriate transition in scale to No 4. Almond Close.
- 9.12 Overall, the design, scale and layout of the development proposed is consider to reflect the existing pattern of development around the Goslar Way roundabout, and a successful transition with the surrounding residential development and existing landscape features would be achieved, with no harm arising to views of the site from any surrounding roads. The development is considered to comply with policies DG1, H10 and H11 of the RBWMLocal Plan.

Impact on the Amenity of Surrounding Occupiers

- 9.13 As identified by the Inspector determining the recent appeal, the site's surroundings are already subject to a degree of mutual overlooking between residential properties and the bulk of the development would be sufficiently set back from neighbouring properties whereby any loss of privacy, over and above the current arrangement, would not amount to material harm to the living conditions of neighbouring occupiers
- 9.14 Considering the proposed developments impact on the occupiers of Almond Close, the relationship would be similar to approved scheme 18/02637/OUT. The scale of the proposed development reduces significantly close to this boundary so that it is comparable with the existing buildings on neighbouring sites. Whilst there would be a change to the outlook from these properties, given the position of the buildings relative to one another it is not considered that the proposal would result in a materially harmful loss of light or sense of enclosure. The proposed development is sufficiently distant from other properties to ensure it would not lead to any loss of light, overshadowing or overbearing impact. Whilst there would be some overlooking of garden areas closest to the proposed building, this would be from a significant distance and at such an angle whereby there would be no material harm to the living conditions of the occupants of this building. Furthermore, the first floor windows in the side elevation of the closest dwelling, serve bathrooms to the dwelling and a condition is therefore recommended to ensure that these are obscurely glazed and fixed shut (except for top opening). An obscure glazing condition is not considered necessary for the side facing windows of units 6 and 10, given the distance between these and the adjacent properties and mutual overlooking.

Amenity of Future Occupiers

- 9.15 Section 12 of the NPPF (2019) strives to achieve well designed places that offer a high standard of amenity for existing and future users
- 9.16 The floor plans submitted with the application detail that the proposed dwellings will be of reasonable size and layout. The scheme also offers the potential for private and communal amenity space to be provided.
- 9.17 In the context of previous applications on the site, there was some concern in respect of the flats on the north and west elevation, and potential for noise disturbance from the road, as several of the bedroom windows are located on elevations facing the roads. Within this scheme, some of the bedrooms are located on the road fronting elevations, however the application has been accompanied by a 'Noise Impact Assessment', which confirms that provided the scheme includes thermal double glazing and trickle vents, there would be no harmful internal and external noise disturbance. A condition will ensure these recommendations are implemented.
- 9.18 In conclusion when considering the proposed development's impact on the amenity of future occupiers and their quality of life, the development proposals are in accordance with the NPPF.

Highways

- 9.19 Imperial Road is classified as the B3173. The site currently benefits from having a vehicular access off Imperial Road. The plans submitted show that the existing northern access from Imperial Road will be stopped up and the southern one retained and widened.
- 9.20 The application is accompanied by a visibility plan (JG01) which shows that the existing access will be able to achieve clear visibility splays of 2 2.4m x 43m to the left by 2.4m x 51.5m to the right towards the roundabout.
- 9.21 The increase in vehicle movements that will be generated from the site has the potential to have an effect on traffic and road safety along Imperial Road. As part of this new application a stage 1 and 2 Road Safety Audit was carried out during the previous Outline application (18/02637). The report concluded that the only problem identified was the visibility splays, which have now been shown to exceed the Local Authority's current standards. A condition will be included to ensure the access is constructed and maintained to this standard.

Parking Provision/requirement

- 9.22 The submitted plans show 20 car parking spaces, which is the same number approved as part of application 18/02637/OUT for the same number and mix of units. Previous appeal decisions have established a precedent for 1.25 parking spaces per unit. The level of parking provision would accord with this and is considered acceptable. A designated turning facility is also shown and it has been demonstrated that this could be used by large delivery vehicles.

Cycle & Refuse Provision

- 9.23 Cycle and refuse storage provision are shown within the proposed layout. With regards to the refuse storage, this has altered in location from application 18/02637/OUT and has been designed and located in accordance with the RBWM 'Waste Management Advice Note'. Conditions will ensure the appropriate detail is provided of the design of these elements.

Highways Conclusion

- 9.24 Being mindful of the conclusions of the recent appeal and evidence submitted in relation to this application, there are no objections to the development proposals on highways grounds subject to the use of appropriate conditions on any grant of permission.

Flood Risk and Surface water drainage

- 9.25 The site is located in Flood Zone 1. A drainage strategy has been provided. The indicative surface water drainage strategy received is considered acceptable and a condition has been recommended by the LLFA requiring the submission of full details of proposed surface water drainage system and arrangements for its maintenance.

Trees and Landscaping

- 9.26 The Inspector considering the earlier appeal raised no concern in respect of whether a quality landscaping scheme could be implemented on this site. Given that the footprint of the building has decreased from the appeal scheme, and a comprehensive hard and soft landscaping scheme provided with the application, it would be unreasonable to recommend refusal on this basis. The proposals are not considered to be in conflict Saved Local Plan policies H10 and N6.

Ecology

- 9.27 The two properties were assessed for their potential to support roosting bats, however given their construction type, no roosting opportunities were discovered. The vegetation on the site was also recorded as having the potential to support breeding birds and an informative has been recommended to remind the applicant to ensure sensitive timing of any site clearance.
- 9.28 Biodiversity enhancements have been set out in the submitted report, which include bird and bat boxes and fences with gaps to allow free movement of hedgehogs and other mammals across the site. These will be secured by planning condition.

Other Material Considerations

10. Housing Land Supply

- 10.1 Paragraphs 10 and 11 of the NPPF set out that there will be a presumption in favour of Sustainable Development. The latter paragraph states that:

For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- 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.*

- 10.2 Footnote 7 of the NPPF (2019) clarifies that:

'out-of-date policies include, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer..).'

- 10.3 The BLPSV is not yet adopted planning policy and the Council's adopted Local Plan is more than five years old. Therefore, for the purposes of decision making, currently the starting point for calculating the 5 year housing land supply (5hr hls) is the 'standard method' as set out in the NPPF (2019).
- 10.4 At the time of writing, the Council is not able to demonstrate a 5 year housing land supply.

10.5 The LPA therefore accepts, for the purpose of this application and in the context of paragraph 11 of the NPPF (2019), including footnote 7, the so-called 'tilted balance' is engaged. The LPA further acknowledge that there are no 'restrictive' policies relevant to the consideration of this planning application which would engage section d(i) of paragraph 11 of the NPPF (2019). The assessment of this and the wider balancing exercise is set out below in the conclusion.

11. PLANNING BALANCE AND CONCLUSION

11.1 Paragraph 11 of the Framework explains how the presumption in favour of sustainable development applies. As set out in paragraph 10.5 it is considered that in this instance the tilted balance should be applied

11.2 The proposal would provide 16 residential units, which would amount to a net gain of 14, where there is an existing under supply. The new housing would be located close to Windsor town centre and within reasonable walking distance of shops, services and transport connections. The new housing would also provide jobs and economic activity principally through the construction process. It is therefore considered that the economic and social dimensions of sustainable development would be acceptable. The scheme would also be acceptable in terms of its effect on the character and appearance of the area, and there is no evidence to suggest that any environmental interests would be materially harmed as a result of the development.

11.3 As set out in paragraphs 10.1 to 10.5 for the purpose of considering this planning application the Council cannot currently demonstrate a rolling five years housing land supply against the NPPF (2019) and in this instance the so-called tilted balance is engaged. For decision making this means approving development proposals unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

11.4 However such an assessment is considered to be academic. This is because for the reasons set out above, Officers are of the view that if this application is determined in accordance with the normal test under section 38(6) of the 2004 Act, the proposal is in general conformity with the Development Plan overall and there are no material considerations of sufficient weight to justify refusal.

12. APPENDICES TO THIS REPORT

- Appendix A - Site location plan and site layout
- Appendix B – Proposed front (east) elevation
- Appendix C - Proposed side (south) elevation
- Appendix D - Proposed rear (west) elevation
- Appendix E – Proposed side (north) elevation
- Appendix F – Proposed ground and first floor plans
- Appendix G – Proposed second and third floor plans
- Appendix H – Comparison elevations
- Appendix I – Comparison street sections
- Appendix J – Comparison site plan.

13. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

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

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

2 The materials to be used on the external surfaces of the development shall be in accordance with those specified in the application unless any different materials are first agreed in writing by the

Local Planning Authority. 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 Prior to the commencement of development, a surface water drainage scheme based on the submitted drainage and flood risk assessment, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels, and relevant construction details;

-- Supporting calculations confirming pre-development and postdevelopment runoff rates and any attenuation storage volume to be provided;

- Details of the maintenance arrangements relating to the proposed surface water drainage system, confirming who will be responsible for its maintenance and the maintenance regime to be implemented.

No part of the development hereby approved shall be occupied until the surface water drainage scheme has been implemented in accordance with the details approved under the terms of this condition. The surface water drainage system shall be maintained in accordance with the approved details thereafter.

Reason: To ensure the development does not increase the risk of flooding onsite or elsewhere in the locality. Relevant policy: Paragraph 103 of the NPPF.

- 4 Works for demolition and construction shall be implemented and maintained for the duration of the works in accordance with the details contained within the following management plan documents:

'Construction Traffic Management Plan' received 31st October 2019.

Reason: In the interests of highway safety and the free flow of traffic and amenity of surrounding residential occupiers Relevant Policies - Local Plan T5.

- 5 The existing access to the site of the development shall be stopped up and abandoned immediately upon the new access being first brought into use. The footways and verge shall be reinstated before the development is first occupied in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and of the amenities of the area. Relevant Policies - Local Plan T5, DG1.

- 6 No part of the development shall be occupied until vehicle parking and turning space has been provided, surfaced and marked out in accordance with the approved drawing. The space approved shall be kept available for parking and turning in association with the development.

Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety, and to facilitate vehicles entering and leaving the highway in forward gear. Relevant Policies - Local Plan P4, DG1.

- 7 No part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided. The areas within these splays shall be kept free of all obstructions to visibility above a height of 0.6 metres from the surface of the carriageway.

Reason: In the interests of highway safety. Relevant Policies - Local Plan T5.

- 8 No part of the development shall be occupied until covered and secure cycle parking facilities have been provided in accordance with the approved drawing. 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 cycle parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1.

- 9 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.
- 10 All hard and soft landscape works shall be carried out in accordance with the details in drawings IR-XX-XX-01-DR-L-01 and IR-XX-XX-01-DR-L-00 received 18th September 2019. The works shall be carried out prior to the occupation of any part of the development, or in accordance with a programme first agreed in writing by the Local Planning Authority, and retained in accordance with the approved details.
Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity. Relevant Policies - Local Plan DG1.
- 11 Prior to the occupation of the units, all ecological measures and/or works shall be carried out and retained in accordance with the approved details contained within AAE Environmental Limited report reference 193341/ARB dated 9th September 2019.
Reason: To incorporate biodiversity in and around the development in accordance with paragraph 175 of the NPPF.
- 12 The development shall not be occupied until all walls, fencing or any other means of enclosure (including any retaining walls), have been constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the satisfactory resultant appearance and standard of amenity of the site and the surrounding area. Relevant Policy - Local Plan DG1.
- 13 The first floor windows in the eastern elevation of the dwellinghouse shall be of a permanently fixed, non-opening design, with the exception of an opening toplight that is a minimum of 1.7m above the finished internal floor level, and fitted with obscure glass and the window shall not be altered.
Reason: To prevent overlooking and loss of privacy to neighbouring occupiers. Relevant Policies - Local Plan H14.
- 14 Irrespective of the provisions of Classes B of part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows or dormer windows other than those expressly authorised by this permission shall be constructed on the eastern elevation of the dwellinghouses hereby approved, without the prior approval of the Local Planning Authority.
Reason: The prominence of the site requires strict control over the form of any additional development which may be proposed and to protect residential amenity. Relevant Policies - Local Plan H11, DG1.
- 15 No part of the development hereby approved shall be occupied until the noise mitigation measures detailed within the report by Venta Acoustics dated 10th April 2017 have been installed, and once installed shall be retained thereafter,
Reason: To ensure a suitable quality of accommodation is provided for future occupants. Relevant policy NAP1 and Section 12 of the NPPF
- 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.

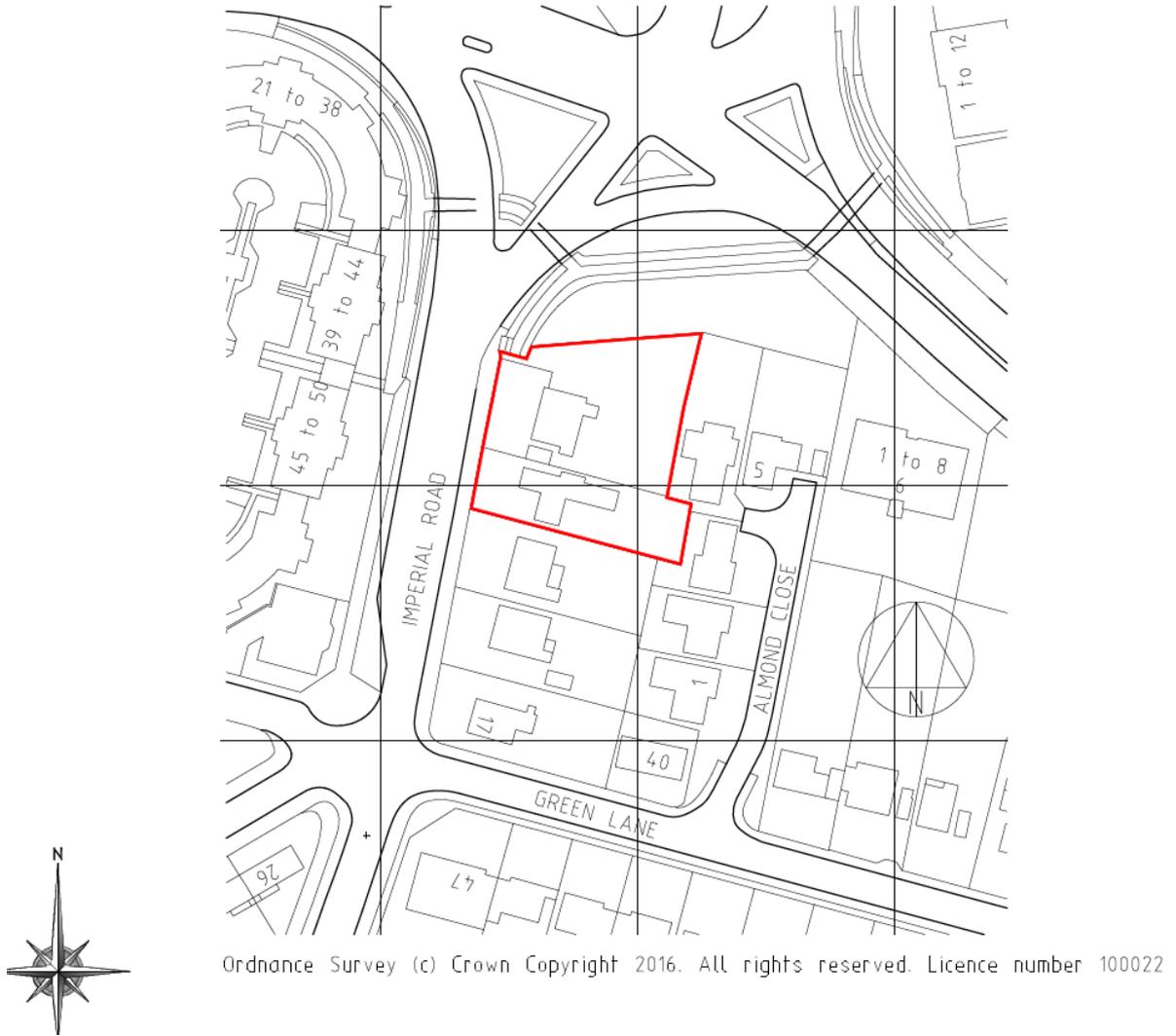
Informatives

- 1 The applicant should ensure that the areas of hanging tiles on the two main buildings are removed by hand under the supervision of a licensed bat ecologist. The Ecology report provides the methodology in which this should be undertaken.
- 2 The vegetation on site was recorded as having the potential to support breeding birds. Breeding birds, their eggs and active nests are protected by the Wildlife and Countryside Act 1981, as amended. Please refer to the Ecology report to ensure sensitive timing of site clearance and protective measures concerning nesting birds during the breeding bird season.
- 3 The Streetcare Services Manager at Tinkers Lane Depot Tinkers Lane Windsor SL4 4LR tel: 01628 796801 should be contacted for the approval of the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be

made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.

- 4 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.
- 5 The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which enables the Highway Authority to recover expenses due to extraordinary traffic.
- 6 In order to protect the stability of the highway it is advised that no excavation is carried out within 15 metres of a public highway without the written approval of the Highway Authority. The Highway Manager should be contacted at the Town Hall, St Ives Road, Maidenhead, SL6 1RF tel: 01628 796595.
- 7 Any incidental works affecting the adjoining highway shall be approved by, and a licence obtained from the The Streetcare Services Manager at Tinkers Lane Depot Tinkers Lane Windsor SL4 4LR tel: 01628 796801 at least 4 weeks before any development is due to commence.
- 8 No builders materials, plant or vehicles related to the implementation of the development should be parked/stored on the public highway so as to cause an obstruction at any time.

Appendix A – Site Location Plan and Site Layout





LEWIS ARCHITECTURE
2 Tittle Lane
Windsor
Staffordshire
TW19 5NG

CLIENT
GFW Ltd
Chapman House
Longspur
Windsor
SL4 3TW

PROJECT
2 x two bedroom dwellings, 12 x two bedroom dwellings, 2 x two bedroom apartments, associated parking & new vehicular access following the demolition of p-11 Imperial Road

ISSUE
06.07.19
DRAWN BY
DL

DESCRIPTION
Proposed Site Plan



A3

Appendix B - Proposed front (east) elevation



LEWIS ARCHITECTURE
 11 The Arcade
 Weybridge
 TW19 5JG

CLIENT
 L&L Ltd
 8 Merdon House
 Longbourn
 Windsor
 SL4 3TW

PROJECT
 4 new bedroom dwellings, 10 x two
 bedroom apartments & 2 x one
 bedroom apartments, associated
 parking & new vehicular access
 following the demolition of F-11
 Imperial Road

ISSUE
 08.07.19
 DRAWING
 DL

DESCRIPTION
 Proposed Front Elevation
 facing Imperial Road



A5

Appendix C – Proposed side (south elevation)



	<p>LEWIS DESIGNS 2 The Lane Stoney Stratford TW19 8NQ TM19 8NQ</p>	<p>CLIENT CFFW Ltd 51 The Lane London Windsor SL4 3TW</p>	<p>PROJECT 2 x two bedroom dwellings, 12 x two bedroom dwellings, 4 x one bedroom apartments, associated parking & new vehicular access following the demolition of 9-11 Imperial Road</p>	<p>ISSUE 06.07.19 DRAWN BY DL</p>	<p>DESCRIPTION Proposed Side Elevation facing carpark and 13 Imperial Road</p>	<p>0 2 4 10 Scale 1:100 @ A3</p>	<p>A6</p>
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Appendix D - Proposed rear (west) elevation



	<p>LOCALITY 2 Tine Lane Wraybury Staines TW16 5HQ</p>	<p>CLIENT CFMW Ltd 8 Meynon House Longbourn Windsor SL4 3TW</p>	<p>PROJECT 2 x two bedroom dwellings, 12 x two bedroom apartments & 2 x one bedroom apartments, associated parking & new vehicular access following the demolition of 1-11 Imperial Road</p>	<p>ISSUE 08.07.19</p> <p>DRAWN BY DL</p>	<p>DESCRIPTION Rear Elevation facing Almond Close</p>	<p>0 2 4 10</p> <p>Scale 1:100 @ A3</p>	<p>A7</p>
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Appendix E – Proposed side (north) elevation



	<p>LEWIS DESIGNS 2 The Lane Wraybury Wokingham TW19 8ND</p>	<p>CLIENT CFFW Ltd 8 Weydon House Weydon Wincoburton S14 3TW</p>	<p>PROJECT 2 x two bedroom dwellings, 12 x two bedroom apartments & 2 x one bedroom apartment. New parking & new vehicular access following the demolition of 6-11 Imperial Road</p>	<p>ISSUE 08.07.19 DATE DL</p>	<p>DESCRIPTION Proposed Side Elevation facing Golar Way</p>	<p>0 2 4 10 Scale 1:100 @ A3</p>	<p>A8</p>
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Appendix G – Proposed second and third floor plans



LEWIS DESIGN
2 Tiffin Lane
Stropesbury
Stoke Newington
TW17 5ND

CLIENT
CFMW Ltd
6 Weynton House
Weynton
Windsor
SL4 3TW

PROJECT
2 x two bedroom dwellings, 12 x two bedroom apartments & 2 x one bedroom apartment including parking & new vehicular access following the demolition of 6-11 Imperial Road

ISSUE
06.07.19
DRAWN BY
DL

DESCRIPTION
Proposed Second and Third Floor Plans

Appendix H – Comparison elevations



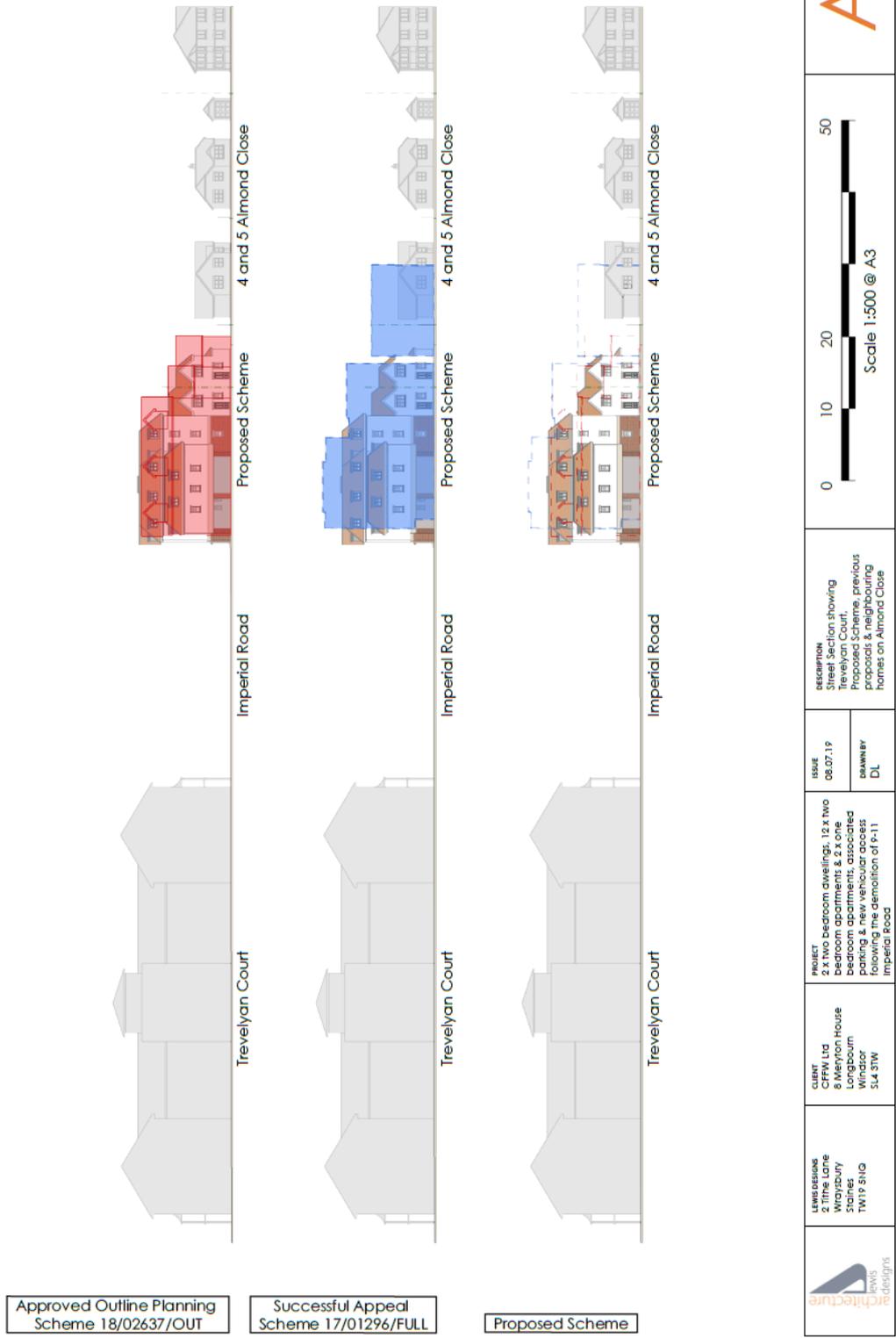
Approved Outline Planning Scheme 18/02637/OUT

Successful Appeal Scheme 17/01296/FULL

Proposed Scheme

	<p>LEWIS DESIGNS 2 Lime Lane City Staines TW19 5NG TW19 5NG</p>	<p>CLIENT SFRM, Ltd 6 Park Road Longbourn Windsor SL4 3TW</p>	<p>PROJECT 2 x two bedroom dwellings, 12 x two bedroom apartments, associated parking & new vehicular access following the demolition of 9-11 Imperial Road</p>	<p>ISSUE 08.07.19</p> <p>DRAWN BY DL</p>	<p>DESCRIPTION Streetscene showing Proposed Scheme, previous proposals and neighbouring homes on Imperial Road</p>	<p>0 5 10 15 20</p> <p>Scale 1:200 @ A3</p>	<p>A111</p>
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Appendix I – Comparison street sections



Approved Outline Planning Scheme 18/02637/OUT

Successful Appeal Scheme 17/01296/FULL

Proposed Scheme

Appendix J – Comparison site plan



	Successful Appeal Scheme 17/01296/FULL
	Approved Outline Planning Scheme 18/02637/OUT
	Proposed Scheme



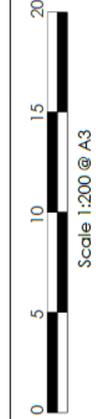
LEWIS ARCHITECTURE
2, The Lane
Stoke Newington
London
SE14 5JW

CLIENT
CFFW Ltd
Windsor
Windsor
SL4 3TW

PROJECT
2 x two bedroom dwellings, 12 x two bedroom apartments, associated parking & new vehicular access following the demolition of 9-11 Imperial Road

ISSUE
08.07.19
DRAWN BY
DL

DESCRIPTION
Site Plan Proposed Scheme and previous proposals



A13