

DEVELOPMENT CONTROL PANEL

6 April 2022

Item: 3

Application No.:	21/03765/FULL
Location:	Site of Former Pine Lodge Hatch Lane Windsor
Proposal:	New pedestrian and vehicular entrance gates with piers.
Applicant:	Beechcroft Developments Ltd
Agent:	Mrs Sarah Smith
Parish/Ward:	Windsor Unparished/Clewer East
If you have a question about this report, please contact: Zarreen Hadadi on 01628 796042 or at Zarreen.Hadadi@rbwm.gov.uk	

1. SUMMARY

- 1.1 The proposal is for new pedestrian and vehicular entrance gates with piers. This is for the site entrance to the approved scheme for the redevelopment of the former Thames Hospice for 41 dwellings, permitted under application 20/02976/FULL.
- 1.2 The proposed gates are set back by 8 metres from Hatch Lane and would therefore not cause an obstruction to the Highway. The development is considered to be in keeping with the recently approved housing development and the street scene as a whole.

It is recommended the Committee grants planning permission with the conditions listed in Section 14 of this report.

2. REASON FOR COMMITTEE 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 Committee as the application has been called in by Cllr Karen Davies due to concerns that the proposed gates will have a significant impact on the street scene. There is also a concern that the location, directly opposite Clewer Green First School, renders a build-up of vehicles outside the gates a particular hazard to pedestrians.

3. THE SITE AND ITS SURROUNDINGS

- 3.1 The site is located at the entrance of the former Thames Hospice, Pine Lodge on Hatch Lane in Windsor. The site measures approximately 0.63ha and lies within the settlement of Windsor on the east side of Hatch Lane. A central access serves the site from Hatch Lane. The site formerly comprised a large, part single storey-part two storey building which was occupied by Thames Hospice Care. The approved housing development is now largely constructed on site.
- 3.2 Hatch Lane bounds the site to the west with Clewer Green First School on the opposite side of the road, while a footpath leading from Hatch Lane to Longbourn bounds the site to the north. To the north of the footpath are existing detached residential properties fronting on to Hatch Lane. To the north-east is the Longbourn housing development while to the south-east is playing fields belonging to Windsor Girls School.

4. KEY CONSTRAINTS

- 4.1 No key constraints to note on the specific entrance to the site marked by the red line boundary on the site plan.

5. THE PROPOSAL

- 5.1 The proposal is for a new pedestrian and vehicular entrance gates with piers. This is to accommodate the entrance to the approved scheme for the redevelopment of the former Thames Hospice under 20/02976/FULL. This is to provide a retirement housing development of 41 dwellings comprising three x 2-storey terraced houses, two x 2-storey semi-detached houses, one x 2 storey apartment building, two 2.5-storey apartment blocks and one 3-storey apartment block with associated parking, landscaping and refuse store following demolition of the existing building.
- 5.2 The cover letter states that the proposed development is required to provide secure parking for all residents within this development. The gates are set back from Hatch Road by 8 metres. The proposed development includes 2 masonry piers set 5m apart with black powder coated steel vehicular gates sited between. These gates include an automated audio link to each apartment and house within the gates and includes a fob receiver for occupiers.
- 5.3 There are 2 pedestrian accesses, one located to the north of the proposed main vehicular access and one to the south of this with a fixed panel to match the main vehicular gate with 2 piers either side. The height of these piers varies between 1.9 and 2.2 metres due to the difference in ground levels. The proposed masonry piers are 440mm square brick piers capped with Bath Stone GRC Pier Cap and would have facing brickwork to match plots 1-3 and plots 4-5 of the approved scheme.
- 5.4 An additional street elevation has been submitted. A landscaping plan has not been submitted but a landscaping scheme for the whole site is required to be submitted as part of condition 6 of planning permission 20/02976/FULL.

6. RELEVANT PLANNING HISTORY

Reference	Description	Decision
19/03351/FULL	Redevelopment of the former Thames Hospice to provide a retirement housing development of x45 dwellings comprising x3 two-storey terraced houses, x4 two-storey semi-detached houses, x2 2.5- storey apartment blocks and x1 three-storey apartment block with associated parking, car port, landscaping, refuse stores and cycle stores, following demolition of the existing building.	Refused 04.09.2020 Dismissed at appeal 27.01.2021
20/02976/FULL	Redevelopment of the former Thames Hospice to provide a retirement	Permitted at Panel 13.05.2021

	housing development of 41 dwellings comprising three x 2-storey terraced houses, two x 2-storey semi-detached houses, one x 2 storey apartment building, two 2.5-storey apartment blocks and one 3-storey apartment block with associated parking, landscaping and refuse store following demolition of the existing building.	
21/03696/VAR	Variation (under Section 73) of conditions 9 (tree protection) and 20 (approved plans) to increase the number of on-site parking spaces by two and to substitute those plans approved under 20/02976/FULL for the redevelopment of the former Thames Hospice to provide a retirement housing development of 41 dwellings comprising three x 2-storey terraced houses, two x 2-storey semi-detached houses, one x 2 storey apartment building, two 2.5-storey apartment blocks and one 3-storey apartment block with associated parking, landscaping and refuse store following demolition of the existing building.	Pending

7 DEVELOPMENT PLAN

7.1 The main relevant policies are:

Adopted Borough Local Plan

Issue	Policy	Compliance	
Sustainability and Placemaking	QP1	Yes	
Character and Design of New Development	QP3	Yes	
Sustainable Transport	IF2	Yes	

Adopted Windsor Neighbourhood Plan

Issue	Policy	Compliance	
Character and Appearance	DES.01	Yes	
Amenity	RES 01	Yes	
Sustainable Transport	CW 01 PAR.01	Yes	

8. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2021)

Section 4- Decision-making

Section 9- Promoting Sustainable Transport

Section 12- Achieving well-designed places

Supplementary Planning Documents

- Borough Wide Design Guide

Other Local Strategies or Publications

Other Strategies or publications material to the proposal are:

- RBWM Townscape Assessment
- RBWM Landscape Assessment
- RBWM Parking Strategy
- Interim Sustainability Position Statement
- Corporate Strategy
- Environment and Climate Strategy

9. CONSULTATIONS CARRIED OUT

9.1 Comments from interested parties

5 occupiers were notified directly of the application. No letters were received supporting the application.

1 letter was received objecting to the application, summarised as:

Comment		Where in the report this is considered
1.	Concern over increased congestion and impact on Highway safety, particularly in vicinity to school.	Section 10.3
2.	Overbearing impact on street scene character compared to Copper Horse Court gate.	Section 10.2

9.2 Consultees

Consultee	Comment	Where in the report this is considered
Highways	The Project Centre offers no objection to the above application.	Section 10.3

9.3 Others (e.g. Parish and Amenity Groups)

Group	Comment	Where in the report this is considered
The Windsor and Eton Society	Vehicles waiting for automatic gates to open will cause additional congestion opposite school.	Section 10.3
	Gates add to more urban character along the outer suburb area to become a gated community.	Section 10.2
Windsor Neighbourhood Plan Delivery Group	The entrance gates have not previously formed part of applications at earlier stages including the approved scheme. The gate proposal incorporates a formalising feature which is at odds with the design of the new houses adjacent to it. No reference to WNP in cover letter.	Section 10.2

10. EXPLANATION OF RECOMMENDATION

The key issues for consideration are:

- i. Principle of Development
- ii. Design and Character
- iii. Parking and Highways Impacts
- iv. Impact on amenity of neighbouring buildings

10.1 Principle of Development

- 10.1.1 As stated in the covering letter, the proposed development is required to provide secure parking for all residents within this development. The associated permitted application for retirement housing development of 41 dwellings, ref: 20/02976/FULL included a number of conditions relating to highways and landscaping in accordance with approved plans. It is noted that the landscaping scheme (condition 6) has not yet been submitted to be approved. This earlier permission did not include gates to serve the development, the current application is therefore submitted as a later addition.

10.2 Design and Character

Policies

- 10.2.1 The site falls within an area identified as a 'Victorian Village' in the Council's Townscape Assessment. Hatch Lane, which the site forms part of, is a secondary road leading off Clewer Hill Road (the principle street) and the pattern of development largely conforms to the 'Victorian Village' characteristics. A 'Victorian Village' is mainly characterised by principal streets with larger 2 to 3 storey buildings on irregular plots and no front gardens, and secondary side roads which also consist of irregular plots but are typically narrower with smaller 2-storey houses with front gardens. Backland development has occurred along most streets, resulting in shortened plots and higher densities.
- 10.2.2 National Planning Policy Framework Section 12 (Achieving well-designed places) advises that all development should seek to achieve a high quality of design that improves the character and quality of an area. Newly adopted Borough Local Plan Policy QP3 states that new development will be expected to contribute towards achieving sustainable high-quality design in the Borough. This includes (h):

Incorporating interesting frontages and design details to provide visual interest, particularly at pedestrian level. The proposal includes 2 pedestrian access gates with a vehicular gate in between.

- 10.2.3 Principle 9.1 of the Borough Wide Design Guide outlines the criteria for boundary treatments which are expected to be high quality, reflect the positive character of the surrounding context and draw upon local design references, including historical references. Treatments to the public realm will be expected to be visually interesting and very high quality. Long lengths of unrelieved hard boundary treatments will be resisted. Boundary treatments should be safe and not obscure visibility for vehicles emerging from properties.

Boundary treatment

- 10.2.4 The surrounding area includes a variety of boundary treatments. This includes steel vehicular entrance gates, fences, hedges and brick walls and pillars of differing heights. A similar designed gate is located on Copper Horse Court which does not appear overly obtrusive on the street scene as it is set in from the boundary frontage and allows space in front, similar to the proposed development.
- 10.2.6 The proposed development includes 2 masonry piers set 5m apart with black powder coated steel vehicular gates sited between. There are 2 pedestrian accesses, one located to the north of the proposed main vehicular access and one to the south of this with a fixed panel to match the main vehicular gate with 2 piers either side. The height of these piers varies between 1.9 and 2.2 metres due to the difference in ground levels. The proposed masonry piers are 440mm square brick piers capped with Bath Stone GRC Pier Cap and would have facing brickwork to match plots 1-3 and plots 4-5 of the approved scheme.
- 10.2.5 It must be noted that the scale of the proposed gate would be more apparent when viewed from Hatch Lane than other boundary treatments. However, as the gates are set back from Hatch Lane by 8 metres, they would not appear prominent within the street scene. The proposal must be viewed in the context of the permitted housing development for plots 1-3 and 4-5 of the approved scheme. The proposed street elevation illustrates that there would be soft landscaping along the wider site frontage. In comparison with the approved new dwellinghouses either side of the access, the proposed gates would appear well proportioned, set back from the street scene and subservient in form and scale.
- 10.2.7 A landscaping plan has not been submitted but a landscaping scheme for the whole site is required to be submitted as part of condition 6 of planning permission 20/02976/FULL. This stated that the development shall not be occupied until the hard and soft landscaping scheme has been implemented.
- 10.2.8 When considered in the context of Hatch Lane, the proposed boundary treatment is considered to have an acceptable impact on the street scene.

10.3 Parking and Highways Impacts

- 10.3.1 Borough Local Plan Policy IF2 3(f) states that developments should optimise traffic flows and circulation to minimise negative environmental impacts of travel including congestion, air pollution and noise.
- 10.3.2 The proposed gates are positioned 8 metres from the edge of the adjoining carriageway. Pursuant to the Borough's Highway Design Guide gated accesses should be positioned at least 5.00m from the edge of the carriageway to allow vehicles to be

driven off the public highway before the gates are opened. In this regard the design accords with the Borough's design standard. It is noted that when opened, the distance between the gates is approximately 4.70 metres, which accords with the minimum width requirement for two-way vehicular flows as recommended in Manual for Streets. It is expected that many vehicular movements through the entrance are likely to be single one-way movements.

- 10.3.3 It is acknowledged that the site is located in close proximity to Clewer Green First School and the impact on pedestrians must be considered. Highway Safety and Parking Provision has already been considered acceptable under 20/02976/FULL subject to certain conditions including visibility splays. The current proposal is only to consider the impact the gates would have in addition to this. The Highways Officer is satisfied that the proposal is unlikely to result in severe harm to the safe and free flow of pedestrian and vehicular traffic along Hatch Lane. The proposal is therefore considered to comply with Policy IF2.

10.4 Impact on amenity of neighbouring buildings

- 10.4.1 Policy QP3(m) states that proposals should not have an unacceptable effect on the amenities enjoyed by the occupants of adjoining properties in terms of privacy, light, disturbance, vibration, pollution, dust, smell and access to sunlight and daylight. The nature of the proposal would be considered acceptable to neighbouring occupiers.

11. PLANNING BALANCE

- 11.1 The proposal includes vehicular and pedestrian entrance access gates which are set back from the street scene and considered to be in keeping with the recently approved housing development and the street scene as a whole. The report outlines that the development complies with the relevant planning policies and thus, in accordance with paragraph 11c) of the NPPF, which states that Local Planning Authorities should approve development proposals that accord with an up-to-date development plan without delay, permission should be granted.

12 CONCLUSION

The proposal complies with the development plan including BLP Policies QP1, QP3 and IF2. Planning permission is recommended to be granted.

13. APPENDICES TO THIS REPORT

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

14. 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.

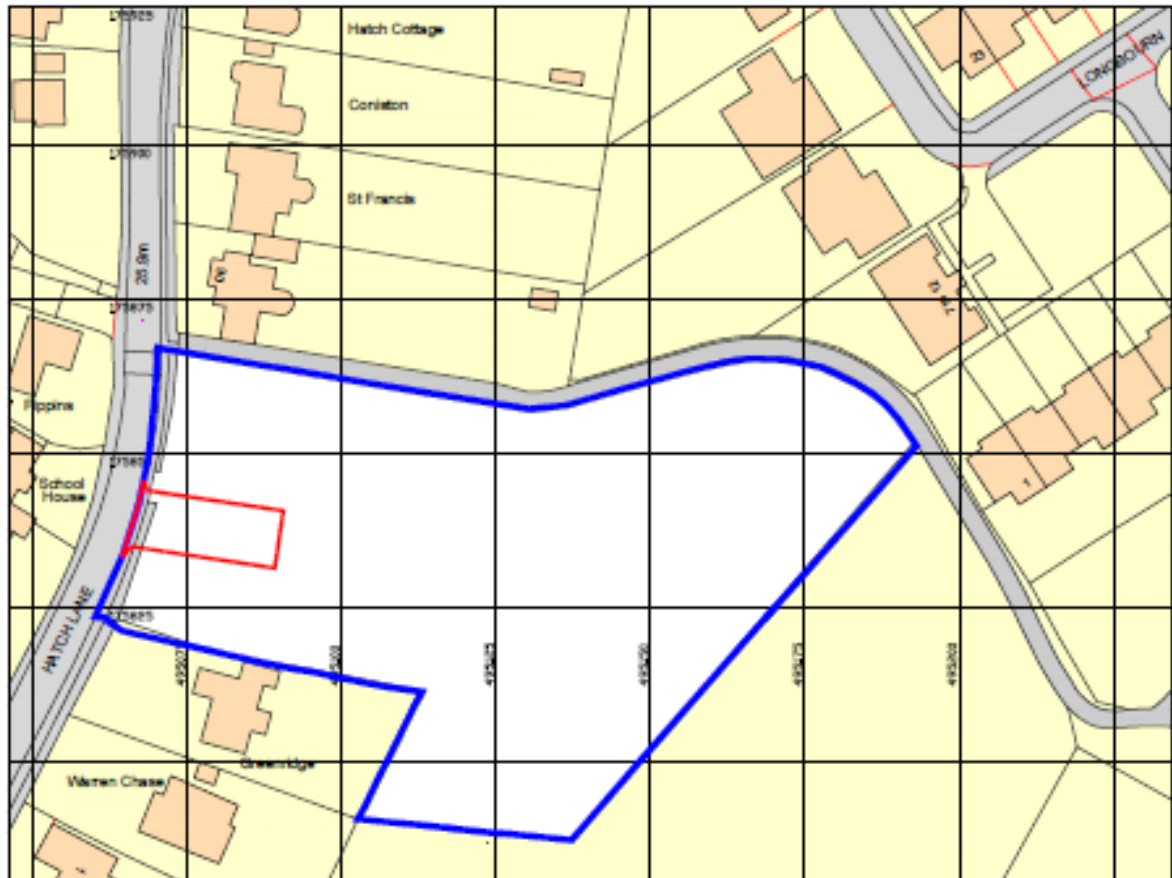
Reason: In the interests of the visual amenities of the area. Relevant Policies - Local Plan DG1.

- 3 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.

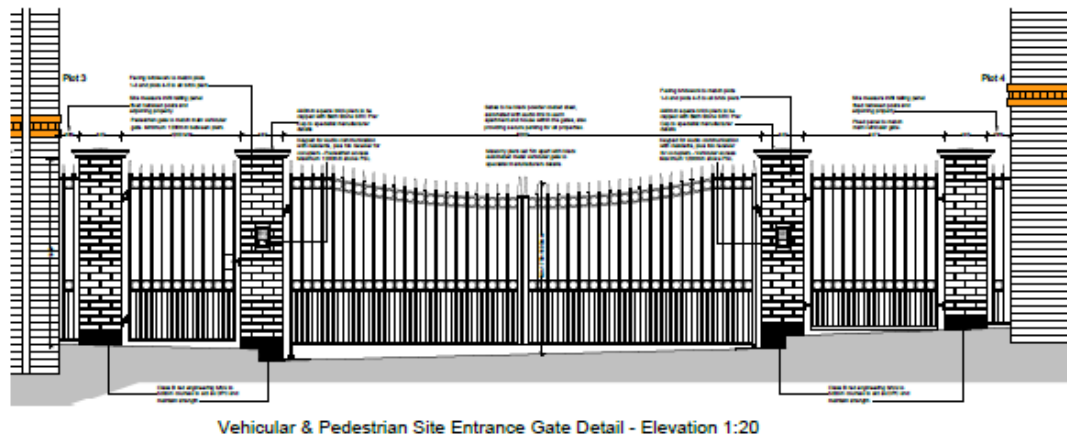
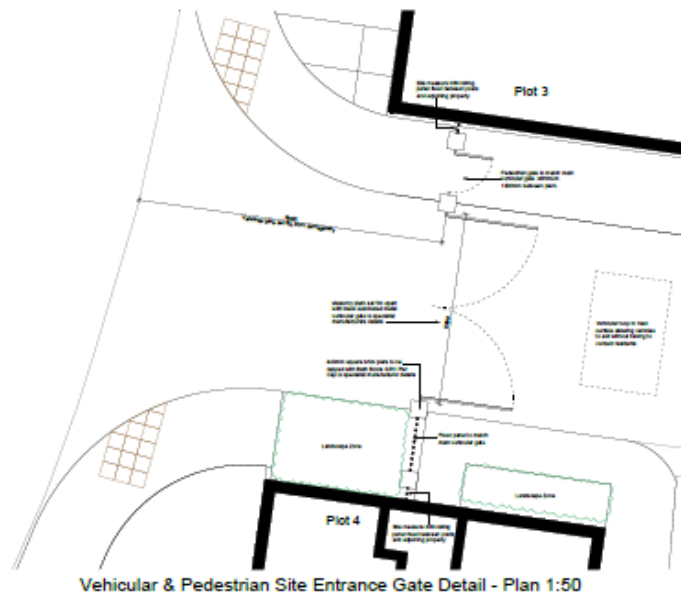
Appendix A

Site Location Plan



Appendix B

Plan and elevations



Street Scene

