

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

**MAIDENHEAD DEVELOPMENT CONTROL PANEL**

17 August 2022

**Item: 1**

<b>Application No.:</b>	21/03493/FULL
<b>Location:</b>	Land Between Gringer Hill And Hargrave Road Maidenhead
<b>Proposal:</b>	Development of x44 later living apartments and associated communal facilities (residents' lounge, store, guest accommodation) with car parking, vehicular and pedestrian access from Gringer Hill, maintenance and emergency pedestrian access from Hargrave Road, all associated landscaping, including removal of existing vegetation, associated drainage works and all other associated works.
<b>Applicant:</b>	Mr Broomfield
<b>Agent:</b>	Mr David Murray-Cox
<b>Parish/Ward:</b>	Maidenhead Unparished/Belmont
<b>If you have a question about this report, please contact:</b> Jeffrey Ng on or at <a href="mailto:jeffrey.ng@rbwm.gov.uk">jeffrey.ng@rbwm.gov.uk</a>	

**1. SUMMARY**

- 1.1. The application site measures approximately 0.57 hectares and is located between Gringer Hill and Hargrave Road. The site is within an identified Protected Employment Sites as a mixed-use area under Policy ED2 of the Borough Local Plan, which is known as the DTC Research site. Currently, the site comprises an unused tennis court and a grassed area, which are not open to the public and is associated with the adjacent office complex. The site currently does not have formal access and it has to be accessed through the land to the south associated with the existing office building.
- 1.2. This application is seeking to introduce 44 (C3 sheltering housing) units, including 11 one-bedroom units and 33 two-bedroom units. 1 guest suite is proposed on the third floor. The occupation of the proposed units would be restricted to those aged over 60. The proposed building block facing Hargrave Road would be 3-storey and the block facing Gringer Hill would be 4-storey.
- 1.3. The proposal also comprises new vehicular access to Gringer Hill and new pedestrian gated access to Hargrave Road. In terms of parking arrangements, the proposal is seeking to provide 32 vehicle parking spaces, which include 3 designated parking bays for the disabled. Electric vehicle charging facilities will also be provided. 4 buggy spaces and 4 cycle parking spaces will also be provided within the proposed building. The proposal also includes several communal facilities, including a resident's lounge, a club room and communal amenity spaces.
- 1.4. The Report sets out the relevant Development Plan, other relevant Policies and Guidance and other material planning considerations relevant to this planning application. No concerns are raised from technical consultees.
- 1.5. The proposed development is considered acceptable in terms of highways, waste management, tree and landscaping, ecology and biodiversity, environmental health and flood risk and sustainable drainage (subject to planning conditions). The provision of such housing will also provide specialist housing for elderly people, which is supported by the SHMA 2016 and would also contribute to the ability of RBWM to maintain its up-to-date five-year housing land supply.
- 1.6. The Report also sets out matters which have been identified to depart from the Development Plan and where appropriate have been justified by way of other material considerations.
- 1.7. Therefore, the Officer's recommendation is to approve subject to the matters set out below:

<b>It is recommended the Committee authorises the Head of Planning:</b>	
1.	<p><b>To grant planning permission subject to the following:</b></p> <p><b>Completion of a Section 106 legal Agreement to secure:</b></p> <ul style="list-style-type: none"> <li>• any Carbon Offset Contributions, the requisite Lifestyle Contribution, and a mechanism to secure compliance testing and any resulting shortfall payments, pursuant to the Position Statement on Sustainability and Energy Efficient Design – March 2021.</li> <li>• travel plan, and</li> <li>• to secure a Review of Development finances for affordable housing provision.</li> </ul> <p>☐ The conditions are listed in Section 15 of this report.</p>

**2. REASON FOR COMMITTEE DETERMINATION**

2.1. 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 is for major development.

**3. THE SITE AND ITS SURROUNDINGS**

3.1. The application site measures approximately 0.57 hectares and is located between Gringer Hill and Hargrave Road. The site is within an identified Protected Employment Site as a mixed-use area under Policy ED2 of the Borough Local Plan, which is known as the DTC Research site. Currently, the site comprises an unused tennis court and a grassed area, which are not open to the public and are associated with the adjacent office complex. The site currently does not have formal access and it has to be accessed through the land to the south associated with the existing office building.

3.2. The site immediately abuts the existing office complex to the south. Gringer Hill runs parallel to the eastern boundary of the site, which rises gently to the north. The Craufurd Arms public house is located on Gringer Hill to the south of the site. Hargrave Road, which is a cul-de-sac, runs parallel to the western boundary of the site and also rises gently to the north. To the north, the area is predominantly residential in nature. According to the RBWM Townscape Assessment, the site is within the “Industrial and Commercial Estates” Character but it is surrounded by the area 8D Belmont Road – Gringer Hill with the “Inter-war Suburbs” Character.

3.3. The site is located approximately 1 kilometre from Maidenhead Town Centre and approximately 821 metres to Furze Platt Railway Station. The nearest bus stops to the site are approximately 200 metres to the north and south of the site access.

**4. KEY CONSTRAINTS**

- Protected Employment Site as Mixed-Use Area
- Tree Preservation Order (TPO)

**5. THE PROPOSAL**

5.1. This application is seeking to introduce a development of 44 C3 sheltered housing units, including 11 one-bedroom units and 33 two-bedroom units. 1 guest suite is proposed on the third floor. The occupation of the proposed units would be restricted to those aged over 60. The proposed building block facing Hargrave Road would be 3-storey and the block facing Gringer Hill would be 4-storey.

5.2. The proposal also includes a new vehicular access to Gringer Hill and a new pedestrian gated access to Hargrave Road. In terms of parking arrangements, the proposal is seeking to provide 32 vehicle parking spaces, which include 3 designated parking bays for the disabled. Electric vehicle charging facilities will also be provided. 4 buggy spaces and 4 cycle parking spaces will also be provided within the proposed building. The proposal also incorporates a number of communal facilities, including a resident's lounge, a club room and communal amenity spaces.

## 6. RELEVANT PLANNING HISTORY

6.1. There are a number of applications relating to the DTC Research site, but they are all regarding the existing office complex. There is no relevant planning history at the application site.

## 7. DEVELOPMENT PLAN

7.1. The main relevant policies are:

### Adopted Borough Local Plan 2013-2033

Issue	Policy
Spatial Strategy for the Borough	SP1
Climate Change	SP2
Sustainability and Placemaking	QP1
Character and Design of New Development	QP3
Building Height and Tall Buildings	QP3a
Housing Development Sites	HO1
Housing Mix and Type	HO2
Affordable Housing	HO3
Protected Employment Sites	ED2
Managing Flood Risk and Waterways	NR1
Nature Conservation and Biodiversity	NR2
Trees, Woodlands, and Hedgerows	NR3
Environmental Protection	EP1
Noise	EP4
Contaminated Land and Water	EP5
Infrastructure and Developer Contributions	IF1
Sustainable Transport	IF2
Utilities	IF7

## 8. MATERIAL PLANNING CONSIDERATIONS

### National Planning Policy Framework Sections (NPPF) (2021)

Section 2 – Achieving sustainable development  
 Section 4- Decision-making  
 Section 5 – Delivering a sufficient supply of homes  
 Section 6 – Building a strong, competitive economy  
 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

Section 15 – Conserving and enhancing the natural environment

### Supplementary Planning Documents

- Borough Wide Design Guide
- Sustainable Design and Construction SPD
- Planning Obligation and Developer Contributions SPD

### Other Local Strategies or Publications

- Berkshire Strategic Housing Market Assessment (SHMA) 2016
- Townscape Assessment
- Landscape Assessment
- Parking Strategy
- Affordable Housing Planning Guidance
- Interim Sustainability Position Statement
- Corporate Strategy
- Environment and Climate Strategy
- RBWM Waste Management Planning Advice Note
- DLUHC Technical housing standards – nationally described space standard 2015

## 9. CONSULTATIONS CARRIED OUT

### Comments from interested parties

- 9.1. 24 occupiers were notified directly of the application.
- 9.2. The planning officer posted a notice advertising the application at the site on 21.02.2022 and the application was advertised in the Local Press on 09.12.2021.
- 9.3. 14 letters were received objecting to the application, summarised as:

Comment		Where in the report this is considered
1.	The application should have more family housing instead of 1- and 2-bedroom flats.	Paragraph 10.13
2	The application is not in keeping with the local character of the area.	Paragraph 10.24
3	The application constitutes an overdevelopment of the site.	Paragraphs 10.27 and 10.28
4	Concerns over the height of the proposed building block	Paragraphs 10.27 and 10.28
5	Concerns over the proximity to properties along Hargrave Road.	Paragraph 10.31
6	Concerns over inadequate amenity space for future residents.	Paragraph 10.32
7	Concerns over the loss of light from the proposed tall buildings.	Paragraph 10.40
8	Concerns over privacy and overlooking from the balconies of the proposed buildings.	Paragraph 10.41
9	This application will worsen the existing highways and parking issues along Hargrave Road and Gringer Hill.	Paragraph 10.51
10	Concerns related to highway safety	Paragraph 10.53
11	There are inadequate parking spaces including visitor parking in this application.	Paragraph 10.58

12	Concerns over the impacts on the trees along Hargrave Road are subject to a Tree Preservation Order (TPO). Trees should be well protected during construction works.	Paragraph 10.70
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9.4. 3 letters were received neither supporting nor objecting to the application. The comments have already been summarised in the table above.

### Consultees

Consultees	Comments	Where in the report this is considered
RBWM Highways	No objection subject to conditions related to access, cycle parking, car parking and a construction management plan.  Highways Authority is also satisfied with the additional information provided related to SWEPT Path Analysis.	Paragraphs 10.43 to 10.65
RBWM Ecology	No objection subject to conditions related to Construction Environmental Management Plan, Biodiversity Enhancement and External Lighting Scheme.	Paragraphs 10.73 to 10.78
RBWM Environmental Protection	No objection subject to conditions related to land contamination and construction management plan.	Paragraphs 10.84 to 10.87
RBWM Lead Local Flood Authority	No objection subject to a condition requesting a surface water drainage scheme to be provided.	Paragraphs 10.88 and 10.89
Natural England	No objection.	Noted.
Thames Water	No objection subject to informative related to waste and wastewater.	Noted.
Royal Berkshire Fire and Rescue Service	No comments to make.	Noted

### Others (e.g., Parish and Amenity Groups)

Groups	Comments	Where in the report this is considered
Maidenhead Civic Society	Support the scheme in general  ☐ Concerns about visibility splays regarding egress from the site onto Gringer Hill have been resolved. ☐ Welcomes the design, setting and standard of accommodation offered by this scheme. ☐ The scheme would meet the increasing demand for senior living apartments, though there is a concern over the increasing number of flats in Maidenhead.	Noted. Highways matters are considered further in the report below.

## 10. EXPLANATION OF RECOMMENDATION

10.1. The key issues for consideration are:

- i) Principle of Development
- ii) Affordable Housing

- iii) Housing Provision and Quality
- iv) Design and Character
- v) Impact on amenity of neighbouring buildings
- vi) Highways and Parking
- vii) Waste Management
- viii) Trees and Landscaping
- ix) Ecology and Biodiversity
- x) Environmental Health
- xi) Flood Risk and Sustainable Drainage
- xii) Climate Change and Sustainability
- xiii) Other Material Considerations

**i) Principle of Development**

- 10.2. The application site is within an identified Protected Employment Site as a mixed-use area under Policy ED2 of the Borough Local Plan, which is known as the DTC Research site. Paragraph 3 of Policy ED2 sets out that an element of residential development may be acceptable in mixed-use areas subject to the overall quantum of employment floorspace within the mixed-use area as a whole not being reduced. The application site comprises an unused tennis court and a grassed area, which are not open to the public and are ancillary to the adjacent office building.
- 10.3. Policy ED2 sets out that an element of residential development may be acceptable in mixed-use areas, but it does not specifically set out the type of residential development. This application is seeking to introduce 44 sheltered housing units and the occupation of the proposed units will be restricted to those aged 60 or over. Given that there is no reduction in the overall quantum of employment floorspace at the DTC Research site as a whole, it is not considered that this application is contrary to Policy ED2 in principle. There are also no other policies restricting the site to be developed for a certain type of residential development. Consequently, the principle of residential development at this site is acceptable.

**ii) Affordable Housing**

- 10.4. Policy HO3 of the Borough Local Plan sets out that all developments for 10 dwellings gross, or more than 1,000 square metres of residential floorspace are required to provide on-site affordable housing as follows:
- On greenfield sites providing up to 500 dwellings gross – 40% of the total number of units proposed on the site.
  - On all other sites, (including those over 500 dwellings) – 30% of the total number of units.
- 10.5. Policy HO3 was based on a viability study in 2017 to specifically test affordable housing policy and it demonstrates that development in the Borough is viable and the policies do not impose disproportionate burdens on developers.
- 10.6. This application is seeking to create 44 C3 sheltering housing units which would trigger the affordable housing requirement within the development plan. This application is accompanied by a viability assessment, which has been conducted by Bailey Venning Associates, on behalf of the applicant, that seeks to demonstrate that the proposal cannot remain viable whilst providing any on-site affordable housing or by providing a contribution towards affordable housing. The report also states that on-site affordable housing cannot be provided due to the operational and management requirements of the development. It summarises that there is no surplus funding available for any affordable housing contributions.
- 10.7. The Council's Independent Viability Assessors have reviewed the applicant's viability assessment and have concluded that the land value of the proposed scheme is below the calculation of the Benchmark Land Value and therefore there is no surplus funding available to provide an affordable housing contribution. The applicant has agreed to a late-stage viability review mechanism as recommended, and it will be secured by a Section 106 Legal Agreement.

**iii)**

#### iv) Housing Provision and Quality

##### Housing Need

- 10.8. Policy HO2 sets out that the provision of new homes should contribute to meeting the needs of current and projected households by having regard to several principles, including the provision of an appropriate mix of dwelling types and sizes as set out in the Berkshire Strategic Housing Market Assessment (SHMA) 2016 unless there is evidence showing an alternative housing mix would be more appropriate. Policy HO2 also sets out that the provision of purpose-built and specialist accommodation with care for older people will be supported in settlement locations, subject to compliance with other policy requirements.
- 10.9. According to the submitted Planning Statement, the applicant considers that evidence showing the need for this specific type of housing is not required as the Borough Local Plan has already indicated that the Borough has an ageing population, and it is not reasonable or necessary to provide such evidence if the application is for a C3 general housing scheme.
- 10.10. According to the SHMA 2016, the Borough has an ageing population with significant projected growth in over 65-year-olds. Based on the projected need for older persons' accommodation over the 2013-2036 period, the Council requires an additional 2,155 market units (i.e., 1,866 units after deducting the projected supply of 289 units), which is equivalent to approximately 82 units per year. It is considered that the application can positively contribute to meeting the housing need for older persons' accommodation, in particular market units.

##### Housing Mix

- 10.11. The SHMA 2016 sets out that the future need for specialist retirement housing is typically defined as a form of congregate housing (i.e., designed exclusively for older people and which offers some form of communal space, community alarm service and access to support and care if required). This type of housing will usually have smaller units to attract 'early retired' older people looking to 'downsize' or wanting to live in specialist retirement housing.
- 10.12. Concerns have been raised in the representations received over the housing mix of this application and that it should have more family housing instead of one and two-bedroomed flats. The SHMA 2016 analysis, however, sets out that the provision of this type of specialist housing for older people is usually "*smaller (one and two bedroomed) housing aimed to attract 'early retired' older people*". Furthermore, it also "*attracts older people looking to "downsize" to free up family accommodation for younger households.*" Therefore, it is considered that the proposed housing mix of one and two bedroomed units in this application is justified.

##### Age Restriction

- 10.13. This application is seeking to introduce 44 sheltered housing units, comprising 11 one-bedroom units and 33 two-bedroom units. The occupation of the proposed units would be restricted to those aged over 60. It will help meet an identified need within the Borough and therefore is supported in principle. Regarding older peoples' housing, the NPPF defines older people as "*people over or approaching retirement age, including active elderly to the very frail, and whose housing needs can encompass accessible, adaptable general needs housing through to the range of retirement and specialised housing for those with support or care needs.*"
- 10.14. A condition is recommended to ensure that the housing is used solely as described for the purpose of providing accommodation for person or persons who, to acquire purchase or lease, will have a minimum age of 60, living as part of a single household.

## Accessible and Adaptable Housing

- 10.15. According to Paragraph 010 (Reference ID: 63-010-20190626) of the Planning Practice Guidance (PPG), sheltered housing is one of the specialist forms of housing for older people and it consists of purpose-built flats or bungalows with limited communal facilities such as a lounge, laundry room and guest room. It does not generally provide care services but provides some support to enable residents to live independently. This can include 24-hour on-site assistance (alarm) and a warden or house manager.
- 10.16. Policy HO2 of the Borough Local Plan sets out that for proposals of 20 or more dwellings, 30% of the dwellings should be delivered as accessible and adaptable dwellings by Building Regulations M4(2), and 5% of the dwellings should meet the wheelchair accessible standard in Building Regulations M4(3), unless evidence can be provided to demonstrate that such provision would be impracticable or render the scheme unviable.
- 10.17. According to the submitted Design and Access Statement, all proposed units are designed to Building Regulations M4(2) which is above the requirement as set out in Policy HO2.
- 10.18. The submitted Design and Access Statement and further information set out that up to 8 units are capable of being adapted to meet the M4(3) wheelchair-accessible standard which is about 18% of the total units. It is considered that the HO2 requirement is for general housing development and this application is to provide specialist sheltered housing for a certain group of older people (aged over 60). A pragmatic approach should be taken when assessing this application.
- 10.19. This application is seeking to provide specialist housing for older people. Providing accessible and adaptable housing up to Building Regulations is particularly important to accommodate the needs of future occupants. It is considered that the provision is above the requirement as set out in Policy HO2 (i.e., 3 units) and this type of sheltered housing requires some flexibility in terms of wheelchair-accessibility for future occupants. However, it is considered that further details should be provided to demonstrate how the proposed units can be converted to meet the wheelchair-accessible standard in Building Regulation M4(3). Further details would also be required regarding measures and plans which will be in place to ensure the relevant adaptations can be implemented in a timely fashion in line with the needs of prospective or existing occupants. Such details can be secured by a planning condition.

### **v) Design and Character**

- 10.20. The appearance of the development is a material planning consideration. Section 12 of the NPPF and Policy QP3 of the Borough Local Plan set out that all development should seek to achieve a high-quality design that improves the character and quality of an area. Paragraph 133 of the NPPF sets out that in assessing applications, local planning authorities should have regard to the recommendations made by design review panels.
- 10.21. This application is accompanied by a design and access statement, which was conducted by Snug Architects, on behalf of the applicant. The statement sets out that the pre-application proposal was reviewed by the Design Southeast Design Review Panel.

### Character

- 10.22. According to the RBWM Townscape Assessment, the site is with the "Industrial and Commercial Estates" Character but it is surrounded by the area 8D Belmont Road – Gringer Hill with the "Inter-war Suburbs" Character, which shows the use of bay windows and gabled front elevations.
- 10.23. The application site forms part of the DTC Research site, and it is immediately adjacent to an existing office building to the south of the site. However, the site is within a predominantly residential area with a topography that rises steadily from south to north. The site is bounded by Gringer Hill to the east and Hargrave Road to the west. Gringer Hill comprises a mixture of 2 and 3-storey detached houses incorporating hipped roofs with gables fronting the street, while Hargrave Road comprises terraced brick housing with lower-pitched roofs.



10.24. Concerns have been raised in the representations received regarding the proposed development not being in-keeping with the local character of the area. It is considered that the proposed building is attempting to respond to both identities of Gringer Hill and Hargrave Road. Based on the submitted plans, the proposal is seeking to integrate the specific features of area 8D Belmont Road – Gringer Hill into the proposed development, such as the use of bay windows and gabled front elevations fronting Gringer Hill. It is also considered that the proposal is seeking to respond to the feedback from the design review panel regarding the transitory character between Gringer Hill and Hargrave Road (i.e., Gringer Hill's character should drive the proposal's identity and reducing the height and massing of the building to the west will be adequate for the proposal to respond to Hargrave Road's character). It is not considered that the proposed development would harm the character of the area.

#### Scale and Massing

10.25. Policy QP3a of the Borough Local Plan sets out that a building of more than 1.5 times the context height of the surrounding area or a minimum of 4 storeys in a 2-storey area, will be considered a tall building. Policy QP3a continues to set out that tall buildings will only be considered appropriate in areas with high public transport accessibility, a mix of uses and an existing or emerging urban character that can successfully assimilate the scale, height, and level of activities of the proposed development.

10.26. A calculation has been provided in the design and access statement and it sets out that the context height along Gringer Hill is approximately 2.3-storey, while the context height along Hargrave Road is 2-storey. The proposed building block facing Hargrave Road would be 3-storey and the block facing Gringer Hill would be 4-storey. Though the statement sets out that the proposed building is not a tall building, it is considered that the proposed 4-storey block fronting Gringer Hill will be more than 1.5 times the context height along Gringer Hill (2.3-storey) and therefore it meets the definition of a tall building as set out in Policy QP3a.

10.27. Concerns have also been raised during the public consultation over the height of the proposed building block and that the proposal constitutes an overdevelopment of the site. Policy QP3a set out that proposal for tall buildings will only be considered appropriate in certain areas and must be of the highest quality of design. The site is considered to be an appropriate location to accommodate a tall building as the site is within walking distance of the railway station and local bus stops and will introduce an element of residential development to the mixed-use area. The proposed building is considered to be proportionate in terms of height and it is not considered that the proposed development would have an adverse impact to the local townscape character and distinctiveness of the area

10.28. The proposed development also had relatively positive feedback from the design review panel regarding its height, massing, and scale of the proposed development on a site of this size. The proposed development comprises a "U" shaped building and would cover approximately 30% of the plot. Given the size of the application site, it is considered that the proposed building is acceptable in terms of scale and massing.

#### Layout

10.29. The proposed "U" shaped building comprises a south-facing courtyard. To the eastern boundary of the site, the proposal is set back from Gringer Hill to be in line with the existing building line. The main access and parking area and the building's primary frontage are from Gringer Hill. To the north of the site, the existing green space will be retained as a communal amenity space for future occupants. It will also act as a green buffer between the proposed building and the existing properties to the north.

10.30. The separation distance between the proposed block and existing properties to the north is between 13 metres and 17 metres. The Council's Borough Wide Design Guide sets out that the rule of thumb from the flank wall to the rear of dwellings is 15 metres. Though the separation distance is slightly below 15 metres, it is considered that the existing trees along the northern boundary will be retained, and they would provide screening to the existing properties. To maintain an adequate separation distance between the proposed building and the existing

properties to the north, the proposed building is relatively close to the southern boundary of the site. The majority of the proposed building does maintain a minimum of 2 metres from the boundary of the site, apart from the section of the proposed building towards Gringer Hill. Given that the existing office complex is set back by approximately 3.6 metres from the boundary, it is considered that the footprint of the building and its juxtaposition with the office building is acceptable in this case.

- 10.31. Concerns have been raised in representations received regarding the proximity to properties along Hargrave Road. The proposed building would be set back between 28 metres and 32 metres from the properties to the west along Hargrave Road. According to the Council's Borough Wide Design Guide, the rule of thumb for residential development above 2 storeys in such cases is at least 15 metres. Therefore, it is considered to be acceptable in this case.
- 10.32. Concerns have also been raised in representations over the inadequacy of the proposed amenity space for future occupants. The Council's Borough Wide Design Guide sets out that flatted developments will be expected to provide high-quality private outdoor amenity space for each unit. It is considered that all proposed ground floor flats have access to their own private amenity spaces and balconies are provided for all flats above. Communal outdoor space is also provided for future occupants. It is considered that there is adequate private and communal amenity space proposed for future occupants.

#### Internal Layout

- 10.33. All proposed units are considered to meet the minimum requirement of gross internal floor areas as set out in the nationally described space standard. 30 out of 44 units (i.e., approximately 68%) would benefit from being dual aspect, which is in line with the design review panel's comments that an increased proportion of units were required to be the dual aspect to raise the quality of the internal layouts and reduce overheating. Projecting bay windows are proposed for 4 units on the ground floor and the first floor which only have a single external wall and none of the single aspect units would have only a northerly aspect.
- 10.34. This application is accompanied by a daylight and sunlight report, which has been conducted by eb7, on behalf of the applicant. The Average Daylight Factor (ADF) test is used in this case. The assessment shows that 97% of the habitable rooms (i.e., 120 out of 124 rooms) would meet or go beyond the British Standard guidance criteria on daylight (a minimum of 1.5% ADF target). 4 habitable rooms fall below the target level as they are located beneath external balconies. The assessment summarises that the proposal is acceptable as the use of outdoor amenity space will offset the reduced level of daylight. It is considered that the majority of habitable rooms can meet the guidance criteria on daylight and the number that marginally fall below the standard is limited.
- 10.35. In terms of sunlight, the Annual Probable Sunlight Hours (APSH) test is used in this case. The British Standard guidance sets out that new buildings should achieve at least 25% of annual sunlight hours, with 5% during the winter period. The assessment sets out that 67% of the main living rooms (31 out of 46) achieve the recommended levels. 15 living rooms are below the recommended level as they have north-facing windows and the majority are located beneath external balconies. However, the levels of sunlight provided are consistent with the guidance in general. It is considered that the assessment is only for living rooms and other habitable rooms such as bedrooms and kitchens would still receive a certain level of sunlight. Therefore, it is considered that the proposed development would be acceptable in this regard.
- 10.36. The proposal also includes several communal facilities, including a guest suite on the third floor, a club room and an owner's lounge on the ground floor. It is considered that those proposed communal facilities would provide some internal communal amenity spaces for future occupants and visitors. Windows have been added and the entrance will be a draught lobby design. These features will allow natural light and views for future occupants.

## Summary

- 10.37. Policy QP3 of the Borough Local Plan sets out that all development should seek to achieve a high-quality design that improves the character and quality of an area. The application site is with the “Industrial and Commercial Estates” Character but it is surrounded by the area 8D Belmont Road – Gringer Hill with the “Inter-war Suburbs” Character. Given that there are two distinct characters between Hargrave Road and Gringer Hill, the proposal has attempted to respond to this transitory character. It is considered that the proposal has positively responded to the character of the surrounding area and integrated specific features of the area into its design, such as the use of bay windows and a gabled front elevation.
- 10.38. Positive feedback was received from the design review panel regarding the height, scale, and massing of the proposed building. In order to maintain an adequate separation distance to the properties to the north, the proposed building is relatively close to the southern boundary. However, it is considered that a reasonable separation distance is maintained between the proposed building block and the existing office complex. The proposed building also maintains an adequate separation distance from the existing properties along Hargrave Road and Gringer Hill. The majority of the habitable rooms can meet the guidance criteria in terms of daylight and sunlight. The proposal also seeks to respond to some of the comments raised by the panel regarding the internal layout, including the dual aspect units and the communal facilities. As such, the proposal is considered to be acceptable in terms of design and character

### **vi) Impact on Neighbouring Amenity**

- 10.39. Policy QP3 of the Borough Local Plan sets out that new development should have no 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.
- 10.40. Concerns have been raised in representations received over potential overshadowing from the proposed tall buildings. The Vertical Sky Component (VSC) and the No-Sky Line (NSL) tests are used within the submitted sunlight and daylight report. The assessment has considered 12 neighbouring residential properties along Hargrave Road and Gringer Hill with windows overlooking the proposed development. Section 8.2 of the assessment sets out that the result of the VSC and NSC assessments have shown that all 12 neighbouring habitable windows and rooms would retain high levels of daylight with the proposal in place and results are generally better than the targets outlined in the British Standard guidance. Main living rooms of neighbouring properties which are relevant to conduct an APSH assessment for sunlight, will retain high levels of sunlight and the results exceed the guidance standard. Therefore, it is not considered that the proposal would have any material impact in this regard on neighbouring properties and is in accord with Policy QP3 in this regard.
- 10.41. Concerns have also been raised over the impact on privacy and overlooking from the proposed balconies. The separation distance between the proposed block and existing properties to the north is between 13 metres and 17 metres. The Council’s Borough Wide Design Guide sets out that the rule of thumb from flank wall to the rear of an existing dwelling is 15 metres. Though the separation distance is slightly below 15 metres, it is considered that the existing trees along the northern boundary will be retained, and they would provide screening to the existing properties. The separation distance between the proposed block and the properties along Hargrave Road is between 28 metres and 32 metres, which is well beyond the required distance of 15 metres (front to front across the street) set out in the Design Guide. The separation distance between the proposed block and the properties along Gringer Hill is approximately 40 metres and again it is well beyond the required distance of 15 metres set out in the Design Guide.
- 10.42. Therefore, it is not considered that the proposals would have a detrimental impact on neighbouring amenity.

## vii) Highways and Parking

10.43. Paragraph 112 of the NPPF sets out that development proposals should give priority first to pedestrian and cycle movements and second – so far as possible – to facilitating high-quality public transport. Policy IF2 of the Borough Local Plan sets out that new development should provide safe, convenient, and sustainable modes of transport.

### Sustainable Modes of Transport

10.44. The application site is approximately 1 kilometre from Maidenhead Town Centre. The existing footpath network also provides access to Maidenhead Town Centre and nearby local services and facilities.

10.45. The site is also within walking/cycling distance of Furze Platt Station, which provides regular train services between Marlow and Maidenhead. Maidenhead Railway Station is approximately 1.3 kilometres from the site, and it provides direct train services to London, Reading and Oxford. The nearest bus stops to the site are approximately 200 metres to the north and south of the site access. There are good bus routes to the surrounding towns of Maidenhead, Windsor, High Wycombe, Slough, and Reading.

10.46. This application is accompanied by a travel plan framework, conducted by Bellamy Roberts, on behalf of the applicant. The framework sets out several measures to encourage sustainable modes of transport, including

- travel plan notice board,
- car-sharing opportunities,
- onsite cycle and buggy parking,
- local recruitment strategy,
- cycle to work scheme,
- provision of public transport information, and
- travel welcome pack.

10.47. A travel plan coordinator will also be appointed, as part of the travel plan framework, to encourage future residents to utilise sustainable modes of transport. The coordinator will be responsible to ensure the site achieves the travel plan targets and objectives. The coordinator will be funded by the applicant in this application. It is considered that the travel plan can be secured in a Section 106 Legal Agreement.

10.48. Overall, it is considered that the application site is within a sustainable and accessible location, and this allows future occupants an opportunity to use sustainable modes of transport.

### Vehicle Movements

10.49. Policy IF2 of the Borough Local Plan sets out that new development shall be located to minimise the distance people travel and the number of vehicle trips generated. This application is accompanied by a transport statement, which summarises the vehicle movements of the proposed development as follows:

	<b>Vehicle movements</b>
AM Peak (0800-0900)	7 vehicles per hour – 2 way
Actual Peak (1000-1100)	14 vehicles per hour – 2 way
PM Peak (1700-1800)	6 vehicles per hour – 2 way
Daily	109 vehicles – 2 way

10.50. The transport statement also sets out that a travel plan framework has been provided to support this application and it aims to encourage residents to use sustainable modes of transport, such as public transport, cycling or walking.

10.51. Concerns have been raised in representations that the application that will worsen the existing highways and parking issues along Hargrave Road and Gringer Hill. However, it is considered that the level of traffic likely to be generated by the proposed development would not have a material impact on the existing highway networks. As is noted in this report below, the proposed on-site car parking provision is considered to be acceptable.

Services and Access

10.52. The proposed development is for 44 sheltering housing units and associated communal facilities to the site. A new access is proposed to allow the scheme to be accessed from Gringer Hill. The proposed access will provide a bellmouth with visibility splays of 2.4 x 43 metres. Further details related to the SWEPT Path Analysis have been provided in this application and it shows that the new access can achieve two-way manoeuvres across the site entrance.

10.53. Concerns have been raised in representations over highway safety. The Highways Authority has been consulted and no objection relating to highway safety has been raised. The proposed access and visibility splays shall be provided prior to the occupation of the development to ensure highway safety. It is considered that this can be secured by condition.

10.54. Servicing of the development will take place from the new access to Gringer Hill with the bins being stored to the north of the parking area. It is considered that the development would provide sufficient space for a 10.98 metres refuse collection vehicle and a 7.7 metres fire tender to enter, turn and leave the site in a forward gear.

10.55. The proposal also comprises pedestrian access onto Hargrave Road. Concerns have been raised in representations that the access onto Hargrave Road would result in additional parking pressures on the Road. However, it is notes that the access is to be used for maintenance and emergency use only and will be gated with a coded access provision.

Parking

10.56. Policy IF2 of the Borough Local Plan sets out that new developments should provide vehicle and cycle parking in accordance with the parking standards in the 2004 Parking Strategy (prior to the adoption of the Parking SPD). Consideration will be given to the accessibility of the site and any potential impacts associated with overspill parking in the local area.

10.57. According to the Parking Strategy, the site does not fall within an area of good accessibility as it just falls outside the 800 metres threshold (i.e., 821 metres) and the nearest train station, which is Furze Platt Station, only provides an hourly train service. Therefore, the parking standards (area of poor accessibility) should be adopted in this case and 44 parking spaces should be provided (i.e., 1 space per unit). The following table summarises the maximum parking standard for C3 Active elderly with warden control (sheltered housing) set out in the 2004 Parking Strategy:

<b>Use Class</b>	<b>Maximum Parking Standard (Areas of Poor Accessibility)</b>	<b>Maximum Parking Standard (Areas of Good Accessibility)</b>
C3 Active elderly with warden control (sheltered housing)	1 space per unit	0.5 space per unit

10.58. Concerns have been raised in representations regarding whether the proposed development would exacerbate the existing overparking issue along Hargrave Road and Gringer Hill and whether there are adequate parking spaces including visitor parking in this application. It is considered that the parking standard set out in the 2004 Parking Strategy does not have a specific parking standard for visitor parking.

- 10.59. The proposed development is seeking to introduce 32 parking spaces, which would have 20% active and 80% passive electric vehicle charging points. 3 spaces will be designated as accessible parking bays and 8 parking spaces will be located in the undercroft of the proposed building. The proposal also comprises an internal area to allow 4 buggy spaces and 4 cycle spaces. Additional information has been provided by the applicant that independent research sets out that an average car parking demand for sheltered accommodation is less than 0.5 spaces per unit.
- 10.60. The proposed parking arrangement represents 73% of the maximum parking standard (areas of poor accessibility). However, the proposed parking arrangement would be over the requirement of the maximum parking standard if applying the standard for areas of good accessibility. It is considered that a pragmatic approach should be adopted when assessing the parking levels for this site given the overall sustainability of the location. The Highways Authority has raised no objection to the proposed parking arrangement and given the sustainable location of the application site, the car parking provision is considered to be acceptable in this case.
- 10.61. The Council's Interim Sustainability Position Statement sets out that at least 20% of parking spaces should be provided with active electric vehicle charging facilities and 80% of parking spaces should be provided with passive provision. This application is accompanied by a planning stage sustainability statement. The statement sets out that electric vehicle charging facilities will be allowed for all parking spaces with 20% active and 80% passive outlets. Given that 32 parking spaces will be provided, 6.4 (round up to 7) active electric vehicle charging facilities are required. Based on the submitted site layout, 7 electric vehicle charging facilities will be provided.
- 10.62. The 2004 Parking Strategy does not have a specific requirement for residential parking standards for cycles and buggies. Paragraph 9.7.3 of the Strategy sets out that with certain forms of residential development, cycle parking provision may be required. In a block of flats, a proportion of secure cycle parking will be required and will be calculated on a case-specific basis. A proportion of secure motorcycle parking may also be required in the case of larger residential developments.
- 10.63. The site is located within a sustainable location with convenient cycle access to a variety of destinations. The proposed development is providing 4 cycle parking spaces and 4 buggy spaces. Given the sustainable location of the application site and the specific characteristics of future occupants, it is considered that more cycle and buggy parking spaces should be provided to meet the specific need of future residents and to encourage future occupants to cycle as a sustainable mode of transport. Such details can be secured by a planning condition.

### Summary

- 10.64. Paragraph 111 of the NPPF sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.65. The application site is within a sustainable and accessible location. It is also within reasonable walking/cycling distance to local services, facilities, local bus stops and railway stations. The submitted travel plan sets out several measures to encourage future residents to use sustainable modes of transport. The overall parking arrangement is considered to be acceptable. The proposed access arrangement is also considered to be acceptable. Though further details related to cycle parking, and electric charging vehicle facilities are required, it is considered that such details can be secured by planning conditions.

### **viii) Waste Management**

- 10.66. The Council has published a Waste Management Planning Advice Note. It sets out that all new developments of one or more dwellings shall be designed to accommodate refuse and recycling bins and containers in a way that readily facilitates the collections without the storage facilities causing harm to visual amenity or the amenity of residents (both neighbouring residents and future occupiers of the development). The Advice Note also sets out a requirement for waste

storage. The allocation of capacity per property for a communal flat is 95L per bedroom + 30L per dwelling and this would then be split into recycling (55%), refuse (40%) and food (5%).

- 10.67. The submitted Design and Access Statement sets out that the proposed bin store will be sized to accommodate 5 x 1100L recycling bins, 3 x 1100L and 1 x 240L refuse bins and 2 x 240L food waste bins.

	<b>RBWM Guidance</b>	<b>Proposed Waste Capacity</b>
Recycling (55%)	4,749L	5,500L
Refuse (40%)	3,454L	3,540L
Food (5%)	432L	480L
Total	8,635L	9,520L

- 10.68. The table above shows that the proposed waste arrangement is above the Council's requirements in this application.

**ix) Tree and Landscaping**

- 10.69. Paragraph 131 of the NPPF sets out the importance of trees which contribute to the character and quality of urban environments and also help mitigate and adapt to climate change. Policy NR3 of the Borough Local Plan also sets out that development proposals should protect and retain trees and hedgerows, provide mitigation measures if harm to trees or hedgerows is unavoidable and plant new trees and hedgerows and extend existing coverage where possible.

- 10.70. Concerns have been raised in representations over the impacts on the trees along Hargrave Road which are subject to a TPO. Some of the existing trees at the application site are also subject to a TPO including several trees along the western boundary (i.e., along Hargrave Road) and some of the trees along the northern boundary.

- 10.71. This application was accompanied by an arboricultural assessment & method statement and a tree protection plan. This statement confirms that none of the trees to be removed is subject to a TPO. The proposed works in this application would result in some disturbance to existing trees and encroachment into their root protection areas (RPAs), including the installation of external terrace areas along the western boundary, the installation of pedestrian gravel footpaths along the western and northern boundaries of the site, and the proposed parking area. However, the statement sets out that the RPAs of those existing trees will not be significantly affected if the protection measures identified in the method statement are implemented. It is considered that a construction method statement should be provided which can be secured by a planning condition.

- 10.72. The statement also identifies that new tree planting will be introduced to the site. Further details should be provided to ensure that the species and location of any new planting are appropriate and that the existing trees and hedgerows will not be adversely affected. A detailed landscaping plan can also be secured by a planning condition.

**x) Ecology and Biodiversity**

- 10.73. The application site lies within 5 kilometres of several designated sites including Chilterns Beechwoods Special Area of Conservation (SAC) and Bisham Woods Site of Special Scientific Interest (SSSI). Natural England has been consulted but they conclude that the application is not likely to result in significant impacts on statutory designated nature conservation sites and so no further assessment is required.

- 10.74. The site is also within 2 kilometres of several Local Wildlife Sites. However, it is not considered that the application will have an adverse impact on those locally designated sites given the distance of these Local Wildlife Sites to the application site and the built-up areas that intervene. The application site comprises a fenced-off tennis court and a grassed area surrounded by a mix of mature and young trees, with hedgerows on the eastern and western boundaries of the application site.

- 10.75. The application was accompanied by an ecological appraisal. It is considered that the majority of the hedgerows and trees are to be retained and those trees or hedgerows to be removed will be replaced by native species. Though the removal of deadwood and stubs on one of the trees is required, the tree is categorised as having low bat potential for a bat roost.
- 10.76. There was no evidence of any badger or hedgehog activity and the site did not have the potential to support great crested newts. Three trees show some bat roosting potential along the western and northern boundaries of the site. All of those trees are to be retained and therefore no further survey is recommended. A small area of rough grassland at the site had the potential to support reptiles. The trees and hedgerows also had the potential to support commuting and foraging bats and nesting birds. Avoidance and mitigation measures to ensure these species are not harmed during and following development have been suggested by the applicant's ecological consultant and it is considered that those measures can be secured by a planning condition.
- 10.77. The Ecological Officer also sets out that bats and other wildlife are likely to forage and commute around and across the site. Therefore, it is considered that any new external lighting to be installed as part of the development should not adversely affect the wildlife including bats and other species. It is considered that such details can be secured by a planning condition.
- 10.78. Both Paragraph 174 of the NPPF and Policy NR2 of the Borough Local Plan set out that development proposals should demonstrate a net gain in biodiversity. A Biodiversity Net Gain (BNG) calculation has been provided to support this application. The site is now providing an 8.23% net gain in habitat units and a 21.16% gain in hedgerow units. Additionally, several other enhancement measures will also be provided including the installation of bird and bat boxes and the creation of hedgehog hibernacula. It is considered that such enhancement measures can be secured by a planning condition.

**xi) Environmental Health**

- 10.79. Policy EP1 of the Borough Local Plan sets out that new development will only be supported where it would not have an unacceptable effect on environmental quality both during the construction phase or when completed. Details of remedial or preventative measures and any supporting environmental assessments will be required and will be secured by planning conditions to ensure that the development will be acceptable.

Noise

- 10.80. Policy EP4 of the Borough Local Plan sets out that new development should consider the noise and quality of life impact on occupants of existing nearby properties and the intended new occupiers. Development proposals will need to demonstrate that they will meet the internal noise standards for noise-sensitive developments as set out in the Policy.
- 10.81. This application was accompanied by a Noise Impact Assessment. The following table shows the noise survey results and the Council's internal noise standard set out in Policy EP4:

	<b>BLP Policy EP4 Noise Level</b>	<b>Predicted Internal Noise Level with Windows open</b>
Daytime (0700 – 1100) Not exceed an average noise level (LAeq)	35 dB(A)	43 dB (A) – eastern façade 36 dB(A) – eastern facade
Night-time (2300 – 0700) Not exceed an average noise level (LAeq)	30 dB(A)	35 dB(A) – western façade 27 dB(A) – western façade



- 10.82. Section 4.2 of the assessment sets out that double glazing and standard trickle ventilators are recommended for all habitable rooms to achieve the internal noise standards. Section 4.4. continues to set out that the majority of the site would experience noise levels less than the limit. Close-board garden fencing and screening attenuation provided by the proposed development would also be expected to provide further attenuation of at least 5dB in the locations of the proposed designated amenity gardens.
- 10.83. Though the predicted noise level of the proposed development exceeds the noise level set out in Policy EP4, it is considered that none of the predicted internal noise levels exceeds the maximum noise level (L<sub>Amax</sub>) of 45dB(A) during the night-time or the average noise level (L<sub>Aeq</sub>) of 55 dB(A) during the daytime. Furthermore, it is considered that the submitted noise impact assessment sets out a number of noise attenuation measures. Further details of those measures are required to ensure that there is a satisfactory level of amenity for all future residents. However, it is considered that such details can be secured by a planning condition.

#### Contaminated Land

- 10.84. Policy EP5 of the Borough Local Plan sets out that development proposals will be supported where they can demonstrate that adequate and effective remedial measures to remove the potential harm to human health and the environment are successfully mitigated.
- 10.85. The application site falls within a source protection zone for groundwater abstraction. This application was accompanied by a Tier Geo-environmental Assessment. The report sets out that two ground investigation assessments were conducted in 2007 and 2019. In the 2019 assessment, the Phase 1 assessment identified that the site was subject to unforeseen ground conditions and ground instability due to solution features in chalk. A Phase 2 geotechnical investigation was undertaken. The report recommended further investigation should be undertaken at proposed building footprints to determine appropriate foundation solutions once final layouts have been finalised.
- 10.86. The geo-environmental assessment report sets out that remediation and mitigation works are required for the development in relation to contamination. A remediation strategy should be prepared, and a verification report should be provided on completion.
- 10.87. The Environmental Protection Officer raised no objections to this application, but it is considered that a further remediation strategy and verification report shall be provided as suggested in the submitted geo-environmental assessment report. It is considered that such details can be secured by a planning condition.

#### **xii) Flood Risk and Sustainable Drainage**

- 10.88. The application site is within the Environment Agency Flood Zone 1, and it means that there is a less than 1 in 1,000 annual probability of river and sea flooding. A Flood Risk Assessment has been provided with this application and it summarises that there is a very low risk of surface water and groundwater flooding.
- 10.89. RBWM Lead Local Flood Authority has raised no objection to the proposed development subject to a condition securing a surface water drainage scheme. However, it is considered that such details can be secured by a planning condition.

#### **xiii) Climate Change and Sustainability**

- 10.90. The Climate Change Act 2008 (CCA2008) imposes a duty to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline. Paragraph 152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate by contributing to a radical reduction in greenhouse gas emissions, minimising vulnerability and improving resistance, and supporting renewable and low carbon energy and associated infrastructure. The Royal Borough of Windsor and Maidenhead declared a climate emergency in June 2019, and the Council intends to implement a national policy to ensure net-zero carbon emissions can be achieved by no later than 2050.

- 10.91. In December 2020, the Environment and Climate Strategy was adopted to set out how the Borough will address the climate emergency. These are material considerations in determining this application. The strategy sets a trajectory which seeks a 50% reduction in emissions by 2025.
- 10.92. While a Sustainability Supplementary Planning Document will be produced, the changes to national and local climate policy are material considerations that should be considered in the handling of planning applications and achievement of the trajectory in the Environment and Climate Strategy will require a swift response. The Council has adopted an Interim Sustainability Position Statement (ISPS) to clarify the Council's approach to these matters.
- 10.93. This application is accompanied by a planning stage sustainability statement. The sustainability measures set out in the Statement accord with the requirements of the Interim Sustainability Position Statement, including approximately 65% of the energy will be provided by heat pumps (renewable energy), electric vehicle charging will be available for all parking spaces with 20% active and 80% passive provision. As a whole, the development can achieve a 50% reduction in CO2 emissions based on the information provided and a formal confirmation from the applicant.
- 10.94. Whilst this would represent a considerable reduction in the potential CO2 emitted from the site, the proposal does not achieve net zero. As such, it is reasonable for the Local Planning Authority to achieve the remainder by Building Emissions and Lifestyle contributions. These contributions have been calculated and relayed to the applicant who understands this will form part of the subsequent legal agreement with other matters to be secured within the S106. Subject to the imposition of an appropriate condition to secure the energy efficiency measures set out in the sustainability statement, it is considered that the proposal would accord with adopted Policy SP2 of the Borough Local Plan 2013-2033.

#### **xiv) Other Material Considerations**

- 10.95. Paragraphs 10 and 11 of the NPPF set out that there will be a presumption in favour of sustainable development which is consistent with the overarching objectives of the Borough Local Plan. Paragraph 120(d) of the NPPF sets out that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.
- 10.96. Policy ED2 of the Borough Local Plan sets out that the application site is defined as a mixed-use area and an element of residential development may be acceptable subject to the overall quantum of employment floorspace within the mixed-use area as a whole not being reduced. The provision of such housing will provide specialist housing for elderly people, which is supported by the SHMA 2016 and also ensure the Borough can maintain its up-to-date five-year housing land supply.

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

- 11.1. In accordance with the Council's adopted Community Infrastructure Levy (CIL) Charging Schedule, the development is CIL liable on the chargeable floor area at a rate of £122.96 per square metre (Indexation rate 2022).

#### **12. PLANNING BALANCE AND CONCLUSION**

- 12.1. The proposed development is seeking to provide 44 (C3 sheltering housing) market units, including 11 one-bedroom units and 33 two-bedroom units. The occupation of the proposed units will be restricted to those aged over 60.

- 12.2. The 2016 SHMA identifies that there is a need for this type of housing and this application can deliver an additional 44 sheltering housing units to address the need. This weighs in favour of this scheme. A viability review of the scheme has concluded that it cannot provide affordable housing. It is recommended that a further review is secured through a legal agreement to ensure that any contribution is made if this position changes.
- 12.3. The pre-application proposal was reviewed by an independent design review panel and positive feedback was received in general regarding the height, scale, and massing of the building. The current proposal has been revised to respond to the panel's feedback.
- 12.4. A Travel Plan is provided to support this application and it sets out several measures to promote sustainable modes of transport to future occupants. The Travel Plan will be secured by a legal agreement. This benefit can attract significant weight in favour of the application.
- 12.5. Ecological enhancement measures will be sought as part of this proposed development and the proposal can also achieve a net gain in biodiversity. This ecological benefit can attract significant weight in favour of the application.
- 12.6. Sustainability measures will be implemented as part of this proposed development. Though the proposal cannot achieve net-zero carbon, a carbon offset contribution will be secured by a legal agreement. This benefit can attract significant weight in favour of the application.
- 12.7. The proposal is considered acceptable in terms of highways and parking, waste management, tree and landscaping, ecology and biodiversity, flood risk and drainage, environmental health, and sustainability (subject to planning conditions). There are impacts on residential amenity in terms of daylight and single-aspect windows, but it is considered that the impacts are limited, and the overall scheme is considered to be acceptable in general.
- 12.8. For reasons set out above, the proposal is considered to be acceptable. Therefore, the Officer's recommendation is to approve subject to the resolution of the matters set out under Section 1 of this Report.

### **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 residential units within the buildings hereby approved shall be used solely for the designated purpose of providing self-contained independent living units of accommodation for the person or persons who, to acquire purchase or lease of any of the approved residential units, will have a minimum age of not less than 60 years old (or a spouse or partner living as part of a single household with such person or persons). The buildings shall not be used or occupied for any other purpose, including an equivalent provision in Class C3 of the Schedule of the Town and Country Planning (Use Classes) Order 1987 or any subsequent or equivalent provision, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). No permitted changes of use shall occur unless the express permission of the Local Planning Authority has been obtained.  
Reason: In the interest of proper planning and to ensure a satisfactory living environment for occupiers
- 3 Prior to the occupation of the development hereby permitted, a scheme showing how 8 units shall be designed so that they are capable of being adapted to meet the wheelchair-accessible standard in Building Regulation M4(3) shall be submitted and approved by the Local Planning Authority, the scheme should include: Technical drawings of each unit showing how the units can be converted to meet the wheelchair-accessible standard in Building Regulation

M4(3);o Details of measures and plans which will be in place to ensure the relevant adaptations can be implemented in a timely fashion in line with the needs of prospective or existing occupiers. The units which are capable of being adapted to meet the wheelchair-accessible standard in Building Regulation M4(3) shall be maintained in accordance with the approved details thereafter.

Reason: The scheme is to provide specialist housing for older people, and it is necessary to ensure that the proposed units are capable of being adapted to accommodate the need of future occupants who are wheelchair users. Relevant Policy - Policy HO2 of the Borough Local Plan 2013-2033.

4 Prior to the occupation of the development hereby permitted, visibility splays shall be provided in accordance with the approved Drawing Ref. 5635/001 (Rev. C) Access Visibility dated 01 November 2021. 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 and the free flow of traffic. Relevant Policies - Policies QP3 and IF2 of the Borough Local Plan 2013-2033.

5 Prior to the occupation of the development hereby permitted, the access shall be constructed in accordance with the approved drawings. The access shall thereafter be retained.

Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Policies QP3 and IF2 of the Borough Local Plan 2013-2033.

6 Prior to the occupation of the development hereby permitted, vehicle parking spaces shall be provided in accordance with the approved Drawing Ref. 1877-UBU-XX-00-DR-L-0100 (Rev. P03) General Arrangement Plan received on 23 June 2022. The space approved shall be retained for parking in association with the development.

Reason: To ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be detrimental to the free flow of traffic and to highway safety. Relevant Policies - Policies QP3 and IF2 of the Borough Local Plan 2013-2033.

7 Prior to the occupation of the development hereby permitted, details of the covered and secure cycle parking facilities shall be submitted to and approved by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.

Reason: To ensure that the development is provided with adequate cycle parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Borough Local Plan QP3 and IF2.

8 Prior to the occupation of the development hereby permitted, the electric vehicle charging facilities shall be provided in accordance with the approved Drawing Ref. 1877-UBU-XX-00-DR-L-0100 (Rev. P03) General Arrangement Plan. The electric vehicle charging points shall be maintained in accordance with the approved details thereafter.

Reason: To ensure that the development is provided with adequate electric vehicle charging facilities. Relevant Policies - Policy QP2 of the Borough Local Plan 2013-2033.

9 Prior to the occupation of the development hereby permitted, the refuse bin storage area and recycling facilities shall be provided in accordance with the approved drawings. 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 - Policies IF2 and QP3 of the Borough Local Plan 2013-2033.

10 Prior to any equipment, machinery or materials being brought onto the site, details of the measures to protect, during construction, the trees are shown to be retained on the approved plan which is set out in the approved Arboricultural appraisal and method statement for land at Gringer Hill and Hargrave Road, Maidenhead (Ref: 211118-AA2-CA) dated 12 November 2021, shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented in full prior to any equipment, machinery or materials being brought onto the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. These measures shall include fencing in accordance with British Standard 5837. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made.

Reason: To protect trees that contribute to the visual amenities of the site and surrounding area. Relevant Policies - Policies QP3 and NR3 of the Borough Local Plan 2013-2033.

- 11 Prior to the commencement of the development above slab level hereby permitted, a landscaping plan showing details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted, or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity.  
Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - Policies QP3 and NR3 of the Borough Local Plan 2013-2033.
- 12 Prior to the commencement of the development hereby permitted, a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following. a) Risk assessment of potentially damaging construction activities. b) Identification of "biodiversity protection zones". c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on the retained habitats and protected and priority species during construction (may be provided as a set of method statements). d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on-site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details unless otherwise agreed in writing by the local planning authority.  
Reason: To minimise impacts on biodiversity in accordance with Paragraphs 170 and 175 of the National Planning Policy Framework.
- 13 Prior to the commencement of the development above slab level, details of the external lighting scheme and how this will not adversely impact wildlife shall be submitted to and approved in writing by the Local Planning Authority. The report (if external lighting is proposed) shall include the following figures and appendices: A layout plan with beam orientation o A schedule of equipment o Measures to avoid glare o An Isolux contour map showing light spillage to 1 lux both vertically and horizontally, areas identified as being of importance for commuting and foraging bats, and positions of bird and bat boxes. The approved lighting plan shall thereafter be implemented as agreed.  
Reason: To limit the impact of light pollution from artificial light on nature conservation in accordance with Paragraph 180 of the National Planning Policy Framework.
- 14 Prior to the occupation of the development hereby permitted, details of biodiversity enhancements, to include but not be limited to the creation of hedgerows, wildflower grasslands, native species grasslands, scrub, green walls and vegetative gardens, the installation of bird and bat boxes, creation of loggeries and provision of gaps in any boundary fencing for wildlife to travel across the site, shall be submitted to and approved in writing by the council. A brief letter report confirming that the biodiversity enhancements have been installed, including a simple plan showing their location and photographs of the biodiversity enhancements, is to be submitted to and approved in writing by the Council.  
Reason: To incorporate biodiversity in and around developments in accordance with Paragraph 175 of the National Planning Policy Framework.
- 15 Prior to the occupation of the development hereby permitted, details of noise attenuation measures set out in the approved Noise Impact Assessment (R/NIA/1/211029) dated 29 October 2021 shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be installed prior to occupation and retained.  
Reason: To ensure a satisfactory level of amenity for all future residents of the development. Relevant Policies - Policies QP3, EP1 and EP4 of the Borough Local Plan 2013-2033.
- 16 Unless otherwise agreed by the Local Planning Authority in writing, development other than that required to be carried out as part of an approved scheme of remediation must not commence until sections 1 to 4 of this condition has been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until section 4 of this condition has been complied with in relation to that contamination.1.

**Site Characterisation** An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, and whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include a survey of the extent, scale, and nature of contamination. as assessment of the potential risks to: o human health property (existing or proposed) including buildings, crops, livestock, adjoining land, groundwater and surface waters, ecological systems, archaeological sites and ancient monuments: an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.2.

**Submission of Remediation Scheme** A detailed remediation scheme to bring the site to a condition suitable for intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.3.

**Implementation of Approved Remediation Scheme** The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks' written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification/ validation report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.4.

**Reporting Unexpected Contamination** In the event that contamination is found at anytime when carrying out the approved development that was not previously identified, work must stop, and it must be reported immediately by telephone and in writing to the Local Planning Authority within 2 working days. An investigation and risk assessment must be undertaken in accordance with the requirements of section 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of section 2, which is the subject of the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with section 3. IF REQUIRED:5. **Long-Term Monitoring and Maintenance** A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over the required period and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11'.

**Reason:** To ensure that risks from land contamination to the future users of the land and the neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours, and other offsite receptors. Relevant Policies - Policies EP1 and EP5 of the Borough Local Plan 2013-2033.

- 17 Prior to the commencement of the development hereby permitted, a surface water drainage scheme for the development 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 compliance with the Non-statutory Technical Standards for Sustainable Drainage Systems, the agreed discharge rate of 3 l/s and the attenuation volumes 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. The surface water drainage system shall be implemented and maintained in accordance with the approved details thereafter

Reason: To ensure compliance with the National Planning Policy Framework and the Non-Statutory Technical Standards for Sustainable Drainage Systems, and to ensure the proposed development is safe from flooding and does not increase flood risk elsewhere. Relevant Policy - Policy NR1 of the Borough Local Plan 2013-2033.

18 The development shall be carried out in accordance with the sustainability measures set out in the approved Planning Stage Sustainability Statement (Issue 5) dated 28 April 2022.

Reason: To provide sustainability enhancement. Relevant Policy: Borough Local Plan SP2.

19 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 All birds, their nests, and eggs are protected by law. It is a criminal offence (with certain exemptions) to deliberately or recklessly take, damage or destroy the nest of any wild bird whilst it is in use or being built. The vegetation and buildings on the site are likely to be used by nesting birds and any clearance should take place outside the bird nesting season (March-August inclusive) or areas to be cleared should first be checked for bird nests by an appropriately qualified person. If bird nests are found works that could disturb them must stop until any young have fledged the nest. If there is any doubt whether or not birds are nesting in the vegetation or buildings, expert ecological advice should be sought and clearance work should not be undertaken until after the end of the nesting season.
- 2 The Borough's Highway Manager at Royal Borough of Windsor & Maidenhead, Town Hall, St Ives Road, Maidenhead, SL6 1RF 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.
- 3 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8 am to 5 pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 4 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

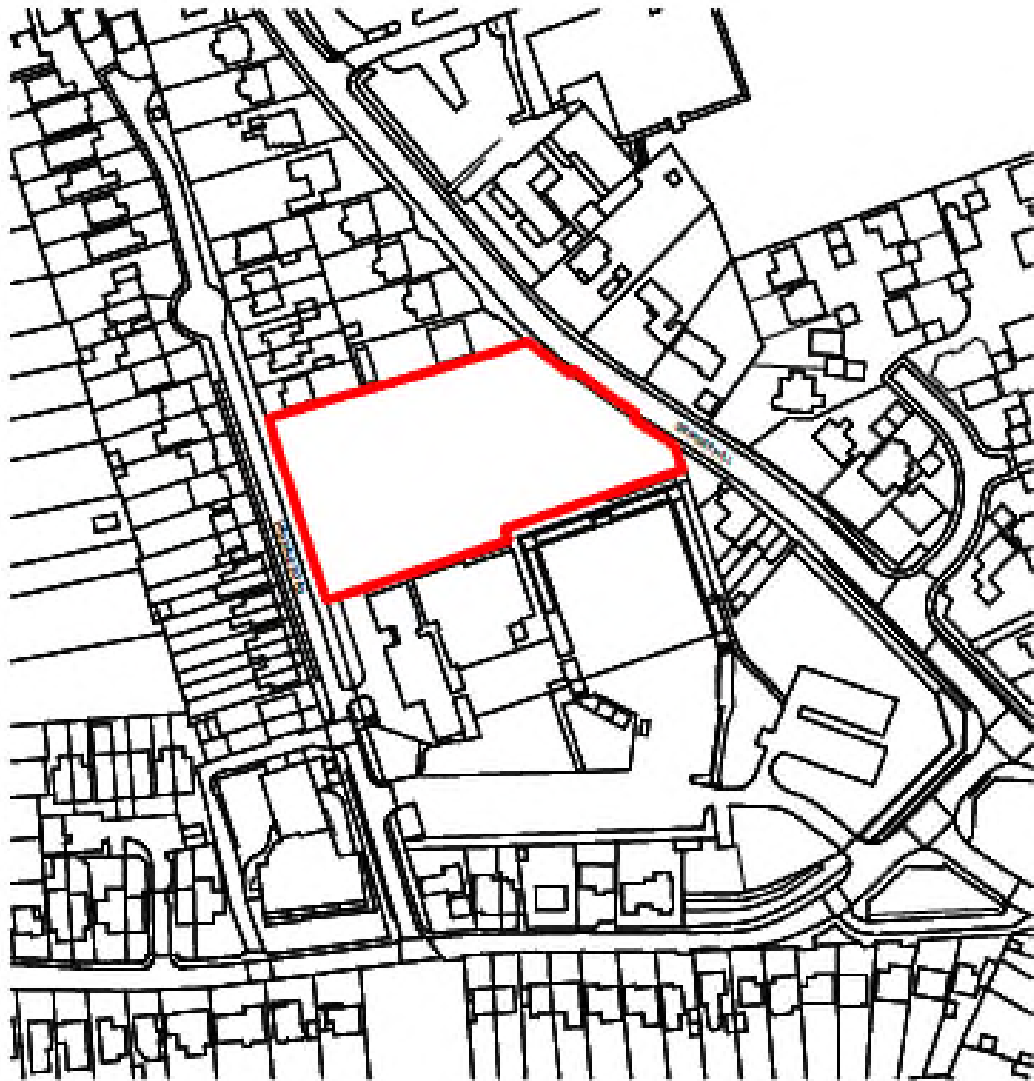
**21/03493/FULL - Land Between Gringer Hill And Hargrave Road, Maidenhead**

**Appendices**

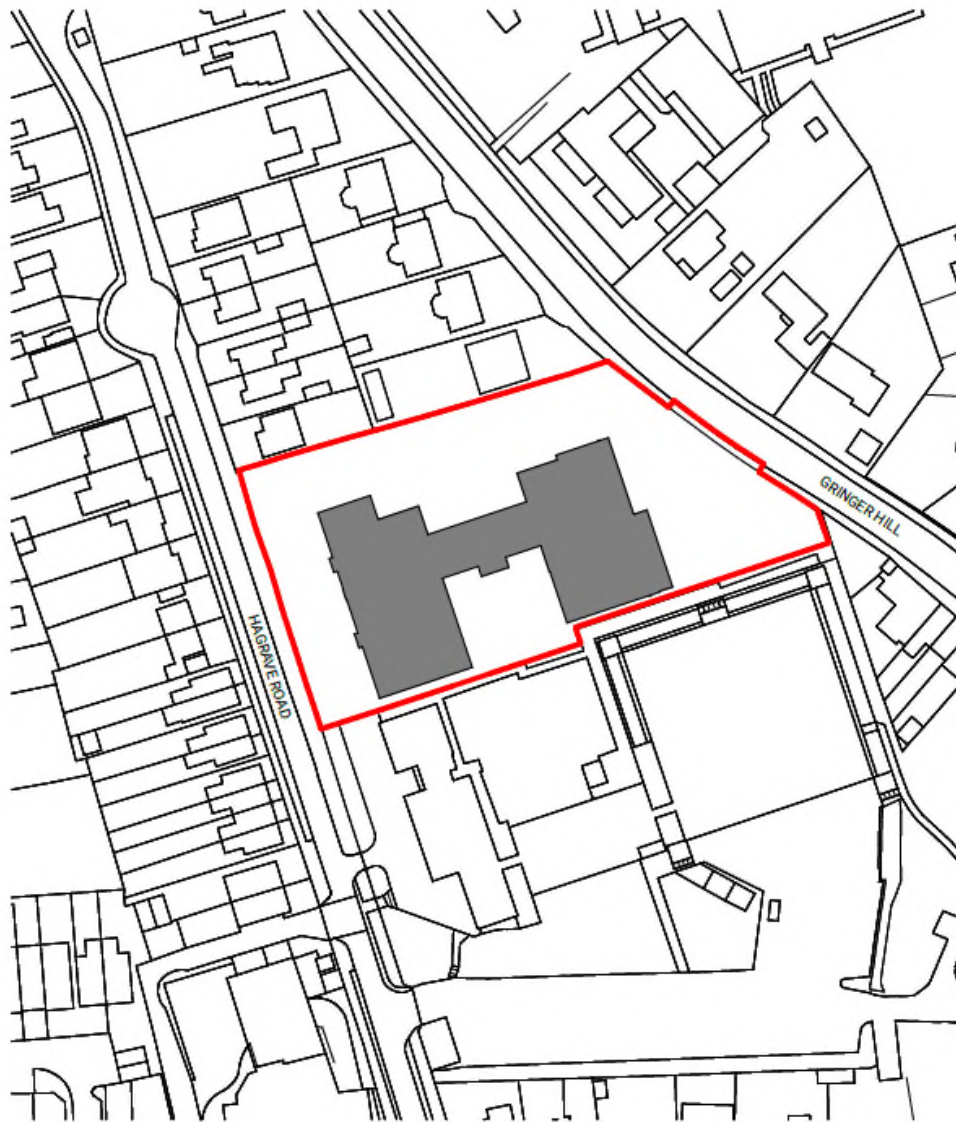


**Appendix A – Site Local Plan and Site Layout**

Site Location Plan



Proposed Block Plan

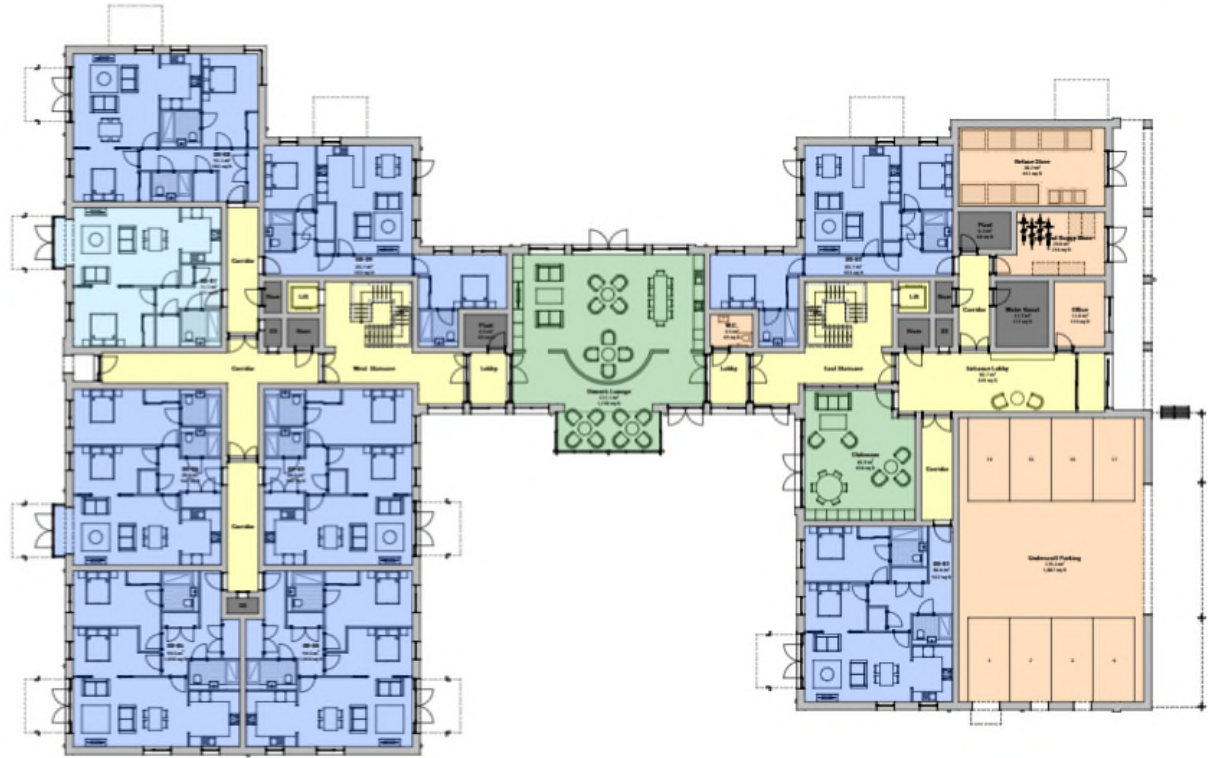


# General Arrangement Plan



## Appendix B – Plan and Elevation Drawings

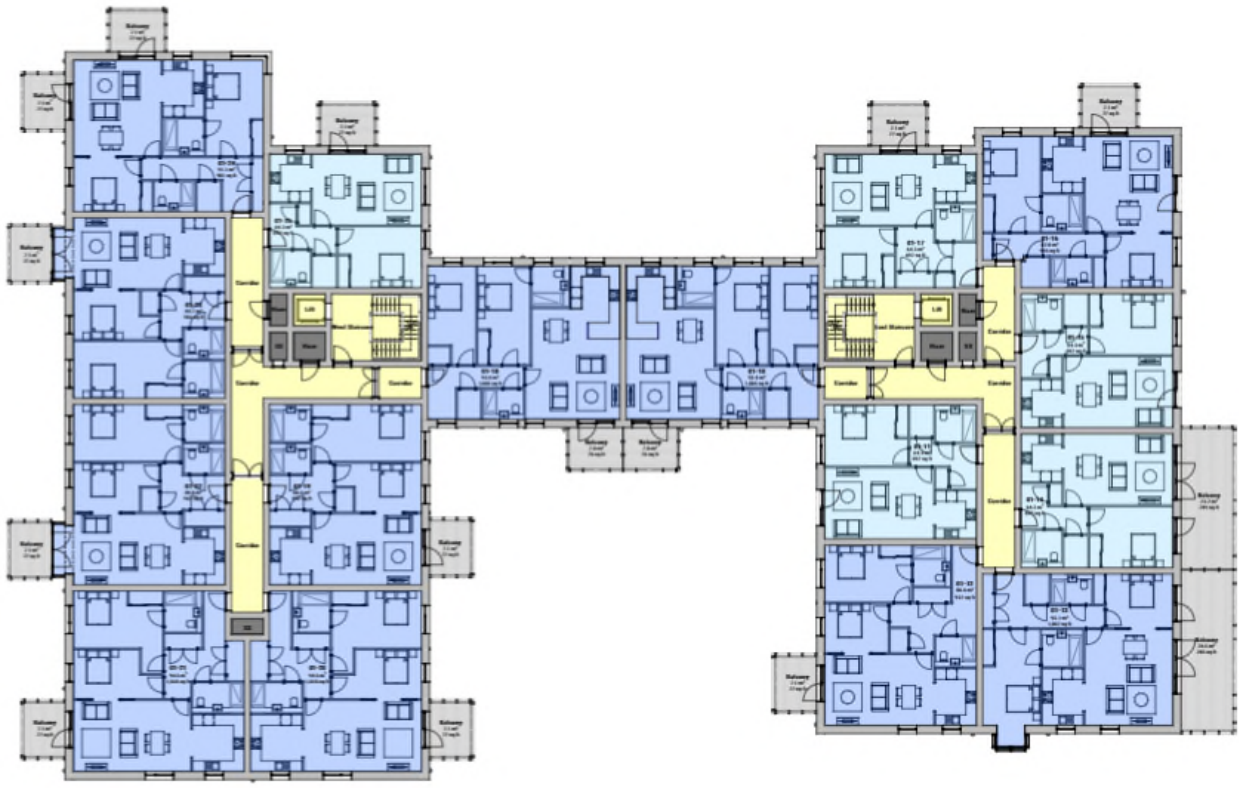
### Proposed Ground Floor Plan



Proposed Site Plan – Ground Floor



Proposed First Floor Plan



Proposed Site Plan – First Floor



Proposed Second Floor Plan

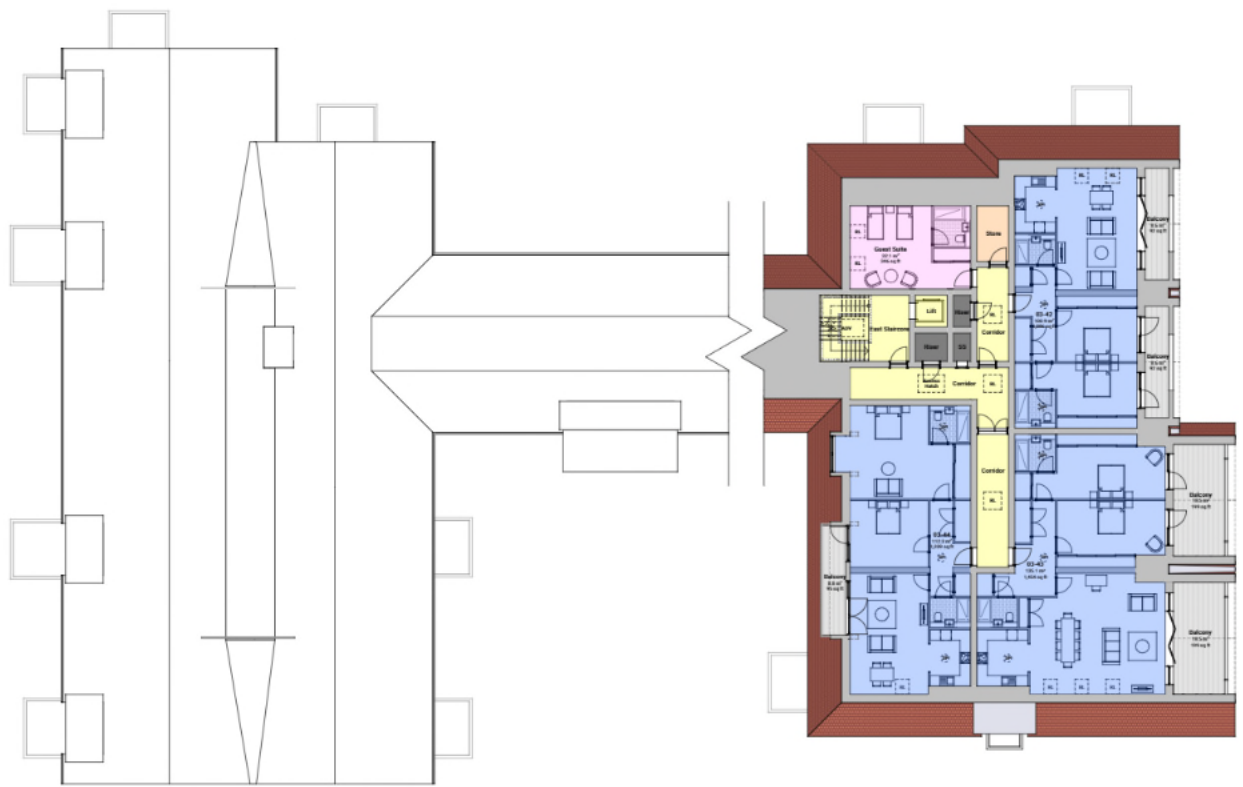




Proposed Site Plan - Second Floor



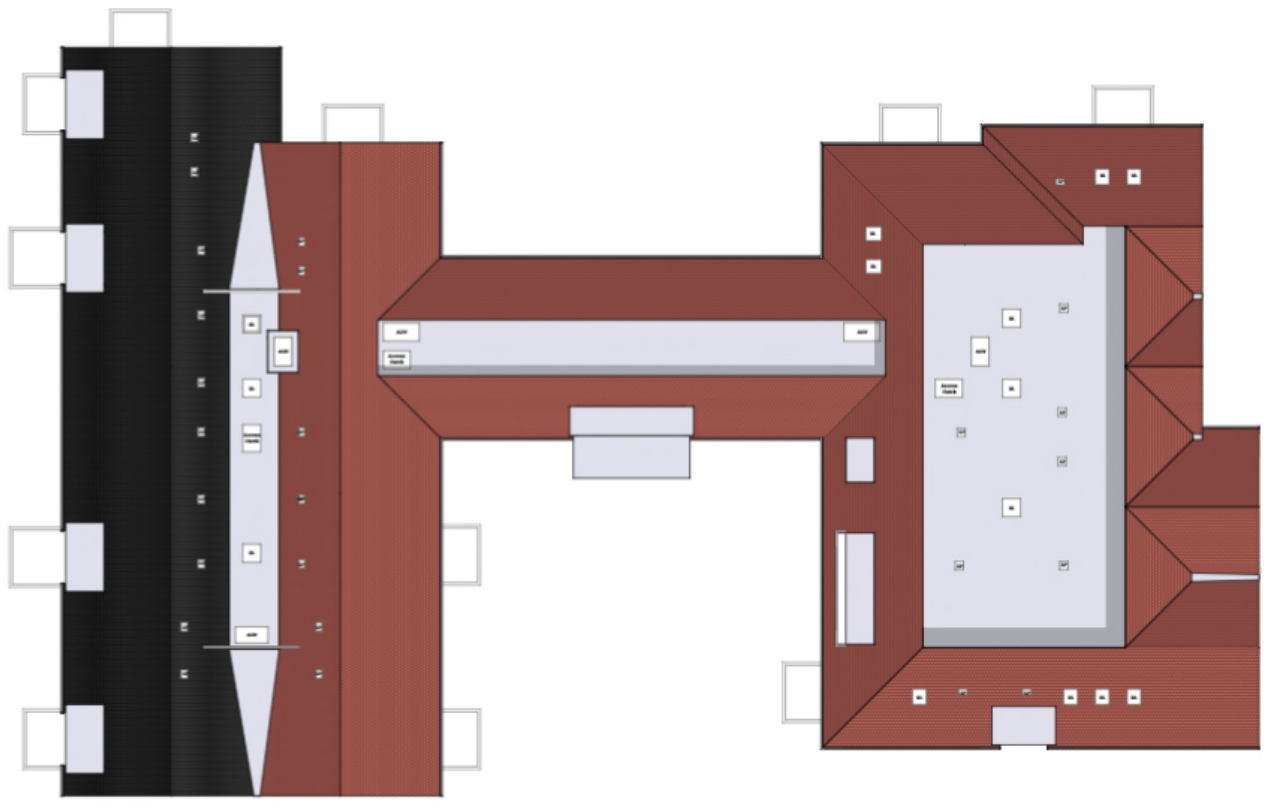
# Proposed Third Floor Plan



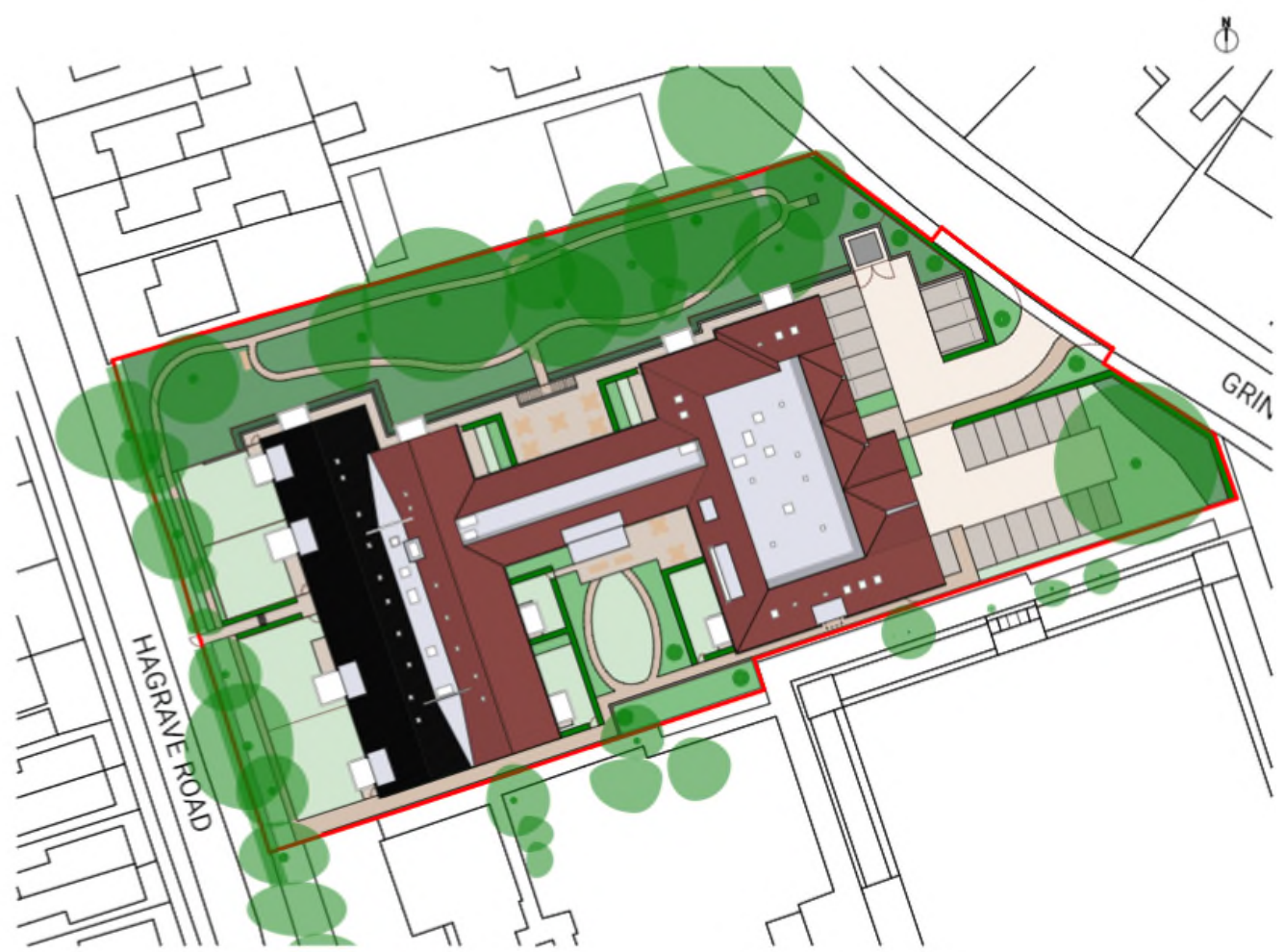
Proposed Site Plan – Third Floor



Proposed Roof Plan



Proposed Site Plan - Roof



Proposed East and West Elevations



01 East Elevation  
Scale 1:100



02 West Elevation  
Scale 1:100

# Proposed North and South Elevations



03 South Elevation  
Scale 1:100



04 North Elevation  
Scale 1:100

# Proposed East and West Courtyard Elevations



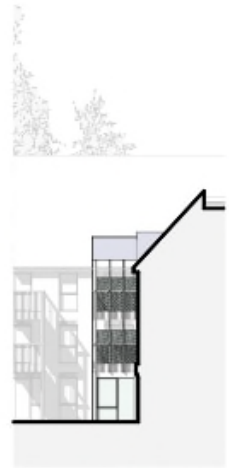
05 West Courtyard Elevation  
Scale 1:100



06 West Balcony Elevation  
Scale 1:100



07 East Courtyard Elevation  
Scale 1:100



08 East Balcony Elevation  
Scale 1:100



Proposed North and South Courtyard Elevations



09 South Courtyard  
Elevation  
Scale 1:100



10 North Courtyard  
Elevation  
Scale 1:100

# Street Elevations

Gringer Hill



Hargrave Road



# Site Sections

