

MAIDENHEAD DEVELOPMENT CONTROL PANEL

18 October 2023

Item: 2.

Application No.:	23/00511/FULL
Location:	Land South And East of Badgers Wood Kimbers Lane Maidenhead
Proposal:	215no. dwellings with access, landscaping, open space, parking and associated infrastructure.
Applicant:	
Agent:	Joanne Unsworth
Parish/Ward:	Bray Parish/Bray
If you have a question about this report, please contact: Sarah Tucker on or at sarah.tucker@rwm.gov.uk	

1. SUMMARY

- 1.1 The application seeks full planning permission for the erection of 215 dwellings on land south of Harvest Hill Road, to the south west of Badger's Wood residential property. The site lies within the South West Maidenhead Allocation for housing in the adopted Borough Local Plan (BLP).
- 1.2 The proposal includes substantial benefits in terms of the provision of housing on an allocated site, along with 65 affordable housing units in line with the requirements of BLP Allocation AL13, would provide the necessary funding to support the delivery of infrastructure in accordance with the South West Maidenhead SPD, funding towards the Borough's carbon off-setting fund, and would deliver significant biodiversity net gain on site.
- 1.3 The proposal provides a suitable level of accommodation for future with provision of on-site open space that exceeds BLP requirements in a legible layout that accords with the design principles set out in the South West Maidenhead SPD.

It is recommended the Committee authorises the Head of Planning:

1. **To grant planning permission on the satisfactory completion of an undertaking to secure the S106 obligations summarised below and detailed in Section 12 of this report and with the conditions listed in Section 15 of this report:**
 - Financial contributions towards necessary local infrastructure on a pro-rata basis (which include highway improvements to Harvest Hill Road)**
 - Delivery of affordable housing**
 - On site open space provision**
 - Delivery and maintenance of biodiversity net gain**
 - Provision of private access footpaths and maintenance thereof within the public open space**
 - Implementation and monitoring of a travel plan**
 - Delivery of custom build units**
 - Carbon off-set contribution**

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 is for major development

3. THE SITE AND ITS SURROUNDINGS

- 3.1 The application site is included within the housing allocation of the Southwest Maidenhead SPD (allocation AL13 in the BLP) as part of the Harvest Hill Road Neighbourhood. The site is 8.52 hectares in size and consists of a roughly triangular parcel of land fronting Harvest Hill Road that is currently part of the Maidenhead Golf Course but has not been utilised for some time and is grassed. The site slopes steeply from north to south. There are a number of trees within the old field boundaries, including a number of veteran trees along Harvest Hill Road. There are hedgerows to the western boundary and along the former field boundary within the site. To the north of the site lies Harvest Hill Road, to the north- west lie properties on Kimbers Lane, to the west and east lie parts of the South West Maidenhead Allocation that are in different ownerships and to the south lies the A308. There is an existing access to the site from Harvest Hill Road. Kimbers Lane lies to the west of the site, along with the scheme at Manor House for 199 dwellings that was recently approved (see planning history below).

4. KEY CONSTRAINTS

- 4.1 The site lies wholly within the Southwest Maidenhead Allocation. There is a tree preservation order (TPO) across the allocation itself and a number of veteran trees along the northern boundary of the site, just south of Harvest Hill Road. There is a large tree on the eastern boundary and a number of hedgerow trees in the old field boundary two thirds of the way down the site, as well as two trees in the southern section of the site. A small part of the southern section of the site is lies in an area of flood risk in flood zones 2 and 3 for surface water flood risk.

5. THE PROPOSAL

- 5.1 The application seeks full planning permission for the erection of 215 dwellings, with access, landscaping, open space, parking and associated infrastructure proposed.
- 5.2 The proposed access is from Harvest Hill Road at the north-western corner of the site. An emergency access with pedestrian and cycle access is proposed in the north-western boundary of the site into another section of the South-West Maidenhead Allocation, just south of Kimbers Lane. Housing development is proposed on the northern section of the site, with the southern section of the site, south of the retained field boundary, is proposed as open space. No built development is proposed in the areas of flood risk.
- 5.3 From the main access the central spine round runs south, with secondary access running west and east off this central route. The central spine road then changes to become a pedestrian and cycle access as a green spine that runs the rest of the area of built development. Residential development consists of 140 houses and 75 apartments, in a mix of development ranging from 1 bedroom apartments to 5-bedroomed houses. The apartments are situated in 7 different apartment blocks: 3

blocks situated by the main access, 4 blocks along the central green spine and one in the north-east corner of the site. The majority of the housing is two and a half and three storeys high and the apartment blocks are three to four storeys high.

- 5.4 65 units (30% of proposed housing) are proposed to be affordable, with a tenure mix of 45% social rent, 35% affordable rent, and 20% shared ownership. The dwellings for social rent are 2, 3 and 4 bed housing, with the affordable rent units 1 and 2 bed flats, and the 13 shared ownership dwellings are a mix of 2 bed and flats and 2 bed houses.
- 5.5 The proposal includes 387 parking spaces, with the parking for the apartment blocks in separate courtyards.
- 5.6 Two formal play areas are proposed, a Local Area of Play (LAP) close to the entrance of the site and a Local Equipped Area of Play (LEAP). The southern section of the site is proposed to be informal open space, and also includes two attenuation basins for surface water drainage. The total amount of open space provision is 3.26 ha (which does not include the attenuation basins).

6. RELEVANT PLANNING HISTORY

- 6.1 Whilst there is no direct planning history on the site, the following outstanding applications are relevant, as are both included within the area of the South West Maidenhead Allocation:

Reference	Description	Decision
22/01717/FULL	Residential development comprising 199 new homes with open and recreational space, landscaping, improved pedestrian and access links, SUDS and biodiversity features and other associated infrastructure	Approved 4/08/2023
22/02821/FULL	Demolition of Adam Cottage, formation of new vehicular access from Harvest Hill Road and erection of 44 new dwellings to include 29 houses, 2 no. apartment blocks containing 15 dwellings along with associated car parking and landscaping.	Pending consideration

7. DEVELOPMENT PLAN

- 7.1 The main relevant policies are:

Adopted Borough Local Plan

Issue	Policy
Spatial Strategy for the Borough	SP1
Climate Change	SP2
Sustainability and Placemaking	QP1
Green and Blue Infrastructure	QP2
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
Managing Flood Risk and Waterways	NR1
Nature Conservation and Biodiversity	NR2
Trees, Woodlands and Hedgerows	NR3
Environmental Protection	EP1
Air Pollution	EP2
Artificial Light Pollution	EP3
Noise	EP4
Infrastructure and Developer Contributions	IF1
Sustainable Transport	IF2
Open Space	IF4
Historic Environment	HE1

8. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2023)

Section 2 – Achieving sustainable development

Section 4- Decision-making

Section 5 – Delivering a sufficient supply of homes

Section 8 – Promoting healthy and safe communities

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

Section 16- Conserving and enhancing the historic environment

Supplementary Planning Documents

- Adopted Borough Wide Design Guide
- RBWM South West Maidenhead adopted SPD

Other Local Strategies or Publications

Other Strategies or publications material to the proposal are:

- RBWM Townscape Assessment
- RBWM Landscape Assessment
- RBWM Parking Strategy
- Affordable Housing Planning Guidance
- Interim Sustainability Position Statement
- Corporate Strategy
- Environment and Climate Strategy

9. CONSULTATIONS CARRIED OUT

Comments from interested parties

Nine occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 15/03/2023 and the application was advertised in the Local Press (Maidenhead Advertiser) on 16/03/2023.

4 representations were received objecting to the application, summarised as:

Comment	Where in the report this is considered
1. Concerns with density	Section 12
2. Number of dwellings should be decreased considerably	Section 12
3. Green spaces are being depleted	Section 12
4. Loss of wildlife- site is not species poor	Section 12
5. Mitigation will not be enough for loss of wildlife	Section 12
6. Planning application does not appear to consider how the adjoining parcel of land would be able to come forward to deliver a comprehensive master-planned solution	Section 12
7. Question the appropriateness of access points given the level of demand expected- there should be two more road connections	Section 12
8. Concerned with the lack of comprehensive development	Section 12
9. Insufficient time was allowed to inspect the plans and make representations	Section 12
10. Part of the proposed development area close to the 8/9 junction is flooded every year	Section 12
11. The road infrastructure will not cope with the additional traffic this development will create	Section 12
12. Density of development is hugely out of character for the area	Section 12

13	There is only one road in and out of the development so no emergency access for emergency vehicles	Section 12
14	Insufficient parking for the number of cars that will be required	Section 12
15	This development will require a serious upgrade of sewers	Section 12
16	Already a lack of schools, GP surgeries and other essential services in Maidenhead and this will add to the shortages	Section 12
17	The site is an area of high archaeological potential	Section 12
18	There is no provision for any recreation or play areas for families with children	Section 12

Statutory consultees

Consultee	Comment	Where in the report this is considered
Environment Agency	No comment as it falls outside our remit as a statutory planning consultee	Section 12
Lead Local Flood Authority	No objections subject to conditions	Section 12
Highway Officer	No objection subject to conditions and S106 obligations	Section 12
Thames Water	No response received	Section 12
Environmental Protection	The findings and conclusion of the air quality assessment that the overall air quality impacts as a result of traffic generated by the development is to be not significant and therefore acceptable. The noise assessment is acceptable and development should be built in accordance with the report. Conditions and informatives are recommended.	Section 12

Consultees

Consultee	Comment	Where in the report this is considered
Berkshire Archaeology	No objections subject to a written scheme of information condition	Section 12
Council's Ecological Consultant	No objections subject to conditions	Section 12
Housing Enabling	The proposal will provide 30% affordable housing. The proposals accord with the South West Maidenhead SPD in terms of mix. 5% of the dwellings units will meet M4(3) Wheelchair accessible standards. The affordable housing is shown in 3	Section 12

	clusters which are well integrated throughout the development.	
Policy Team	No objection subject to conditions and S106 obligation in relation to self-build and custom built housing	Section 12
Nature Space	The development falls within the green impact risk zone for great crested newts. In this zone there is moderate habitat suitability and a low likelihood of great crested newt presence. There is limited connectivity between the development and surrounding features in the landscape. We are satisfied that if this development was to be approved, it is unlikely to cause an impact on great crested newts and/or their habitats.	Section 12
Fire Safety Officer	Any structural fire precautions and all means of escape provision will have to satisfy Building Regulation requirements.	Section 12
Leisure Services	The LAP and the LEAP are good provision	Section 12
Urban Design Consultant	No objections subject to conditions	Section 12

Others (e.g. Parish and Amenity Groups)

Group	Comment	Where in the report this is considered
Bray Parish Council	<p>Recommend for refusal., noting the inappropriate scale, design, density, height and layout of the proposal in comparison with 22/02821 for only 47 homes. BPC considers that there is insufficient provision of parking and cannot recommend approval without more information on the impact of increased traffic pressure on Harvest Hill Road, the Braywick roundabout and the A308 into Maidenhead Town Centre, all whilst there is currently an increase in HGV traffic up to 50 HGV's a day to and from the recycling centre off Kimbers Lane which has recently been allowed on appeal. BPC also has concerns regarding wildlife in the area and the need to ensure badgers are protected.</p> <p>Further comments received: Despite an assurance from the applicant that there is no badger presence on this site, BPC remains deeply concerned about the impact on wildlife in the area. Considering the various concerns held by</p>	Section 12

	the Parish Council, it is hoped that this application will be timebound and become subject to the proposed new Sustainability Checklist which is currently undergoing consultation within RBWM.	
Binfield Badger Group	Concerned that the development will be very detrimental to badgers using the site. Very likely that badgers are using the proposed site for foraging. We would ask for a full field survey by trained ecologists be carried out before the application is considered further. If permission is given we would like to see appropriate mitigation in place of the construction phase and the habitation phase.	Section 12

10. EXPLANATION OF RECOMMENDATION

10.1 The key issues for consideration are:

- i Principle of Development
- ii Climate Change and Sustainability
- iii Affordable Housing
- iv Housing Provision
- v Drainage
- vi Urban Design and Character
- vii Impact on amenity of neighbouring buildings and future residents
- viii Parking and Highways Impacts
- ix Ecology and Biodiversity
- x Trees, Landscape and Open Space
- xi Archaeology
- xii Other Infrastructure requirements
- xiii Other Issues
- xiv Planning balance

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

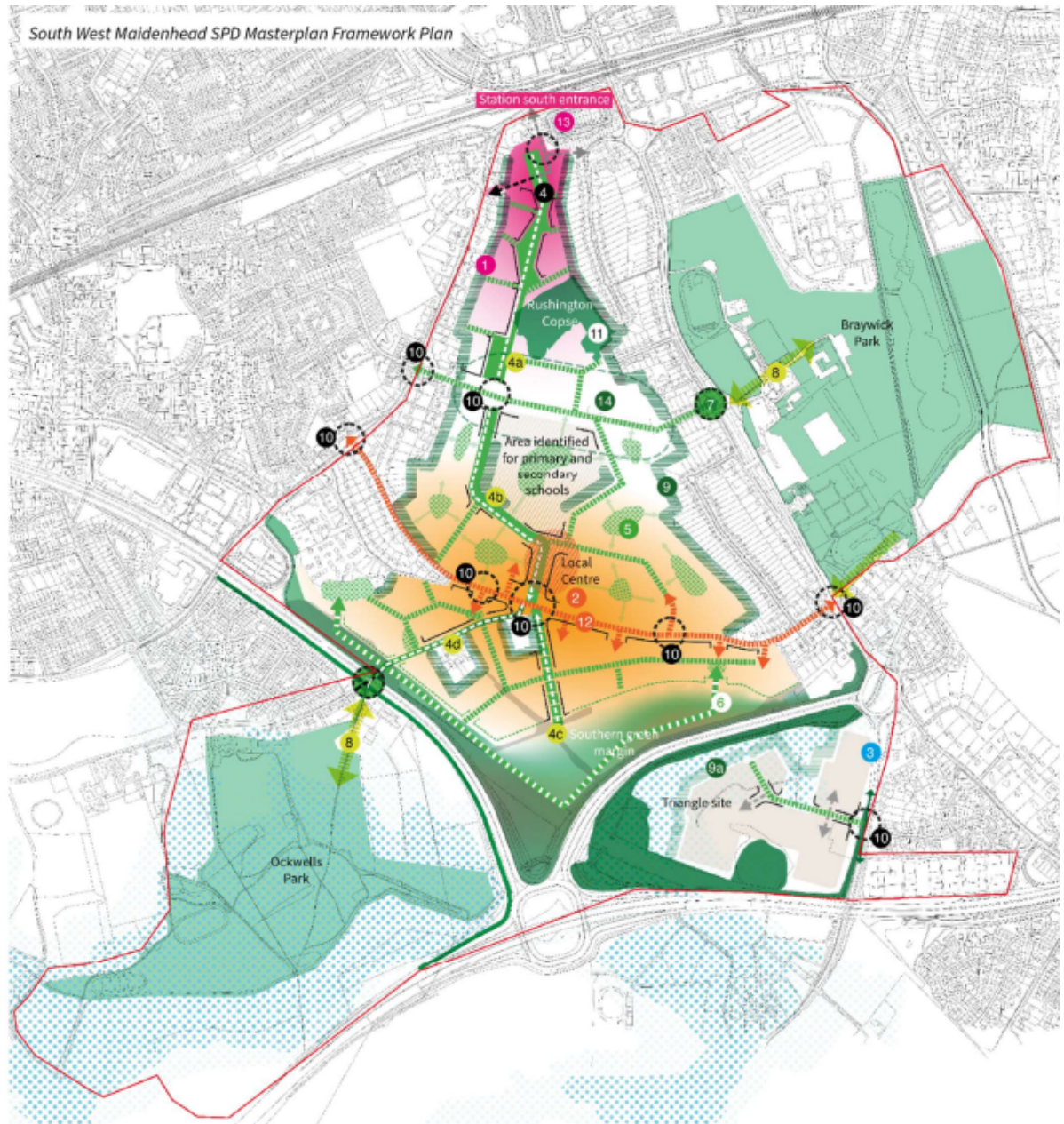
11.1 The development would be liable to pay CIL based on the following:

Reason for liability	New residential development
CIL Charging Rate	£240 per sq m
New floorspace	20,734.75 sq m

12. PLANNING BALANCE

Principle of development

- 12.1 The site lies within the South West Maidenhead allocation in the Adopted Borough Local Plan (BLP)- Site Allocation AL13: Desborough, Harvest Hill Road, South West Maidenhead. The site for this allocation is 89.93 ha and includes the golf course site that lies to the north of the current site under consideration, as well as other parcels of land south of Harvest Hill Road. This overall allocation is for 2,600 residential units, education facilities including primary and secondary schools, strategic open space, formal play and playing pitch provision, as well as a multi-functional community hub including retail as part of a local centre.
- 12.2 Given the large size of the allocation, the Council adopted a Supplementary Planning Document (SPD) for it, the South West Maidenhead Development Framework SPD, which was adopted in December 2022. This document provides a planning, design and delivery framework for the South West Maidenhead allocation. It adds details to the broad principles set out in the BLP and identifies key principles and requirements for the development of the area and assesses the infrastructure required to support development and provides a delivery framework that will ensure the timely and co-ordinated delivery of necessary supporting infrastructure.



- 12.3 The SPD includes an Illustrative Framework Plan which sets out how the key design principles could come together across the allocation area. The illustrative framework plan identifies two key residential neighbourhoods- the Northern Neighbourhood, close to the town centre and the Harvest Hill Neighbourhood to the south, which lies both north and south of Harvest Hill Road. The current site under consideration lies within this southern neighbourhood. The illustrative Framework Plan also shows a 'Green Spine' running from the local centre on the golf course site through to the current site under consideration, with an access from Harvest Hill Road. The Green Spine has a strategic role linking the town centre through the entire residential section of the allocation, and facilitating movement to the southern areas of green space.
- 12.4 One of the overarching principles of residential development is the need for comprehensive development, with linkages between parcels of land to create key routes within the allocation.

- 12.5 The current site under consideration lies within the southern Harvest Hill neighbourhood. It accords with the Illustrative Framework Plan in the SPD as it has an access from Harvest Hill road, close to the access proposed from the golf course site a central spine road, which becomes a landscaped pedestrian and cycle route to the open space to the south, and includes linkages east and west to adjacent development parcels, in other ownerships, as well as to Kimbers Lane and the open space in the southern part of the site. This will enable comprehensive development when the other development parcels are put forward for development and the accesses, both vehicular, pedestrian and cycle, can be linked up. As such, the proposal accords with the main purpose of the SPD and BLP allocation AL13 in ensuring comprehensive development.
- 12.6 The overall allocation includes the development of 2,600 dwellings. Whilst the SPD and the BLP allocation AL13 allow for town centre densities in the northern part of the allocation on the golf course site, the current application site is part of the Harvest Hill southern neighbourhood, where densities are lower but to achieve the overall number of dwellings, as medium density is required here, with building heights reduced to 4 to 6 storeys. Given that the maximum heights of the apartment blocks here are 4 storeys, In this context, the amount of density and proposed building heights are considered appropriate.
- 12.7 The proposals includes blue and green infrastructure such as the Green Spine, the public open space, children's play areas and the surface water drainage to The Cut to the south that is also capable of linking to other parcels of land within the allocation when they come forward for development.
- 12.8 Whilst the development comes forward ahead of the majority of the housing on the golf course site on the northern side of Harvest Hill Road, the application contributes to the S106 contributions set out in the SPD as the 'Simple Comprehensive Approach' in that the contributions are based on a proportion of overall fully funded infrastructure. This ensures that the S106 contributions are directly related to the proposed development and the amount of contribution is fairly and reasonably related in scale and kind to the individual developments (see further discussion below). Given this, and the proposed linkages to other parcels of land within the allocation, the proposal is not considered 'premature' to the development on the golf course site.
- 12.9 Given the above it is considered that the proposal accords with the BLP allocation set out in AL13 and the general thrust South West Maidenhead SPD.

Climate Change and Sustainability

- 12.10 Policy SP2 of the BLP seeks to ensure that new development is adaptable to and mitigates against climate change that together with the Sustainability Position Statement seeks to ensure that new development is, ideally, net zero or at least 20% more efficient than that required by the current Building Regulations.
- 12.11 The application has been submitted alongside an Energy and Sustainability Statement which sets out a number of sustainability measures as part of the construction, as well as measures to minimise energy efficiency and improve water resource management. The proposals include all dwellings to have air source heat pumps, and solar panels with waste water heat recovery for the housing, water saving measures and electric vehicle charging for all 180 allocated spaces. Furthermore, the application includes sustainability calculations in order to address the requirements of the Interim Sustainability Position Statement can be met.

- 12.12 The proposal includes the not quite reach net-zero carbon but carbon emissions have been reduced by 71% compared with part L of 2021 baseline of building regulations, and the solar panels are proposed to generated 180.6KWp. Accordingly the required carbon off-set financial contribution has been calculated and has been secured through the completion of a legal agreement to secure provision of this contribution as part of the development. The proposals are therefore acceptable, subject to the S106 contribution towards carbon off-set.

Affordable Housing

- 12.13 The BLP allocation A13 site proforma sets out a requirement for 30% affordable housing for each planning application containing residential development. The South West Maidenhead SPD states that there should be 30% affordable housing with a tenure mix in accordance with Policy HO3 (45% social rent, 35% affordable rent and 20% intermediate tenures).
- 12.14 65 dwellings are proposed as affordable which equates to 30% of the proposed dwellings. The Council's Housing Enabling Officer has confirmed that the mix of affordable residential dwellings broadly complies with the indicative mix set out in the SPD as well as the tenure mix . All 29 dwellings for social rent are 2/3/4 bed houses which addresses the housing needs of families. Furthermore, the 23 dwellings for affordable rent are 1 and 2 bed flats in two blocks, and the 13 shared ownership dwellings are a good mix of 1 and 2 bed flats and 2 bed houses.
- 12.15 Given the above, the proposal is in accordance with Policy HO3 of the BLP, the BLP A13 site proforma and the South West Maidenhead SPD with regard to affordable housing and as such this provision is acceptable and will be secured by a recommended S106 obligation.

Housing Provision

- 12.16 Policy HO2 states that provision of new homes should contribute to meeting the needs of current and projected households and provide an appropriate mix of dwelling types and sizes, reflecting the most up to date evidence set out in the Berkshire Strategic Housing Market Assessment (SHMA). Furthermore, the South West Maidenhead SPD sets out more detailed housing mix requirements. Policy HO2 also requires on sites of 100 or more dwellings to provide 5% of market housing as fully serviced plots for custom and self-build housing.
- 12.17 The market provision proposed of 150 dwellings is a range of housing from 1 bed apartments to 5 bedroom houses, with the greatest percentage (51%) of 3 bedroomed houses, followed by 24% of 2-bed apartment. 3% of the total are 5 bedroomed houses. Overall there is 35% of apartments on site, set out in three blocks; two apartment blocks on the Green Spine and one in the north-east corner of the site.
- 12.18 The proposal also includes 11 wheelchair accessible units, which is 5% of the total, in accordance with the requirements of Policy HO2. The proposal also includes 8 custom build dwellings as required by Policy HO2. To ensure that these dwellings are secured and developed in accordance with the Self-build and Custom Housebuilding Act 2015 (as amended) a S106 obligation and conditions are recommended.
- 12.19 The mix of family homes proposed is in broad accordance with the mix set out in the SPD, although there is a higher mix of 1 and 2 bed apartments than the SPD envisages in this part of the allocation area, however, given the overall densities required to

achieve the high number of dwellings set out in the BLP and the SPD in the allocation as a whole and the fact that the apartment blocks create legibility to the green spine, this is considered acceptable.

Drainage

- 12.20 Policy NR1 of the BLP states that development should be located and designed to ensure that flood risk from all sources of flooding is acceptable in planning terms.
- 12.21 The majority of the site lies in Flood Zone 1 with a small portion of the bottom south-eastern corner of the site in Flood Zones 2 and 3, however these parts of the site are not proposed to be built upon and are proposed to be retained as public open space. Since the site is allocated in the BLP there is no requirement for a sequential test here, and since there is no built development in the southern part of the site, there is no requirement for an exception test to be passed either.
- 12.21 Surface water drainage is proposed to drain into two attenuation basins in the southern portion of the site and then discharge into a small watercourse on the south-eastern border of the site, which flows into the The Cut, which is culverted under the A308. The attenuation basins lie above the areas of surface water risk towards the southern-eastern part of the site.
- 12.22 Thames Water currently has a sewer that runs along Harvest Hill Road and the proposal seeks connection to this. A pumping station is proposed at the southern end of the built development on site to pump foul water to this, which is a consequence of the steep topography of the site. Thames Water were consulted on application, but did not respond. Officers consider that since there is already a well established sewer network in the area that foul water will be dealt with appropriately and is effectively a private matter between the developer and Thames Water.
- 12.23 The Lead Local Flood Authority is satisfied that the drainage proposals are acceptable subject to recommended conditions relating to details of the surface water drainage system proposed and as such the proposals are in accordance with Policy NR1 of the BLP

Urban Design and Character

- 12.24 Policy QP1b states that development should be brought forward in a comprehensive manner, create distinctive, sustainable, high quality new development with the necessary social and physical infrastructure, provides measures to minimise the needs to travel and provide vehicular and non-vehicular connections across the allocation area, and provide a strategic green infrastructure network. Policy QP3 states that new development will be expected to achieve sustainable high quality design in the Borough.
- 12.25 The South West Maidenhead SPD includes a set of overarching design principles which sets out the following:
- Ensure comprehensive development to avoid piecemeal or isolated parts of the development and coordinate strategic green infrastructure
 - Create distinct neighbourhoods, which are walkable in size
 - Include a varied residential character and a mix of housing types

- Provide a vibrant local centre that is legible, distinct and easily accessible from surrounding development
- Set new development within a variety of high-quality public realm and open space

- 12.26 From the main access the central spine round runs south, with secondary access running west and east off this central route. The central spine road then changes to become a pedestrian and cycle access as a green spine that runs the rest of the area of built development. The apartment blocks run along the majority of the green spine with semi-detached and short terraces of houses running east and west from this. The development is set out in a 'block-structure', so that rear gardens face each other. The majority of the housing is two and half storeys and three storeys high, and the apartment blocks are three and four storeys high. The design of the houses are traditional in form with pitched roofs and gable ends with the apartment blocks more contemporary in design with flat roofs and partially recessed elevations. Materials proposed are a mix of red and brown brick and tiles and light grey and grey boarding.
- 12.27 The scheme was amended to reduce some of the terraces to create a less austere built form and to break up the parking courtyards for the apartment blocks to ensure that they would not over dominate the streetscene and to enable more landscaping to be introduced, as well as providing a greater sense of ownership of parking courtyards themselves.
- 12.28 There is a clear street hierarchy which respects the primacy of Harvest Hill road as an access route and public transport corridor. The green spine is well located through the centre of the site, providing good access for pedestrians and cyclists directly to the crossing of Harvest Hill Road and towards the Local Centre (which is proposed on the Golf Course part of the allocation). Other streets connect into this green spine at clear junctions providing a strong sense of direction towards Harvest Hill Road and the Local Centre.
- 12.29 Building scale and form has been used in a strategic way to underpin the legibility and sense of direction throughout the scheme. Corner buildings and prominent features provide way marking. The street hierarchy is supported by the scale and arrangement of buildings. In particular the largest buildings, comprising groups of apartments are located at the entrance to the site and along the green spine providing a clear building line along this centre route through the site, and important connection to the north.
- 12.30 There are clear boundaries between public and private space. Main entrances to houses and apartment buildings face the streets which are public thoroughfares and private gardens and courtyards are enclosed at the rear of properties.
- 12.31 Within the scheme itself street layout, block design and street design has provided priority to pedestrian and cycle movement throughout the scheme. This is a positive step towards residents being able to make easy choices in favour of walking and cycling to local facilities, and across the town. More widely, good connections to Braywick Park, Ockwells Park and the town centre are provided for within the wider masterplan and the scheme provides good connections to all of these.
- 12.32 The layout of the scheme has strategic integrity, and this is supported by use of building scale and form and the use and location of street variation and public spaces. Materials have been used strategically to mark key corners, and assist the overall legibility, underpin the street hierarchy and sense of direction towards the future Local Centre on the golf course site.

- 12.33 The building heights proposed, with some apartment blocks up to 4 storeys high are considered acceptable. The site proforma set out in AL13 states that building heights in the southern neighbourhood should have maximum building heights of 4 to 6 storeys.
- 12.34 The proposal is therefore considered to provide development that has vehicular and non-vehicular links to other parts of the allocation, integrating with the rest of the allocation, and provides a distinct neighbourhood, with a varied residential character that has a high quality public realm.
- 12.35 The proposal in terms of urban design and character, therefore is considered to accord with Policies QP1b and QP3 of the BLP as well as the AL13 site proforma, and with the South West Maidenhead SPD. To ensure quality of design, a condition securing details of the materials is recommended as well as details of retaining structures to gardens given the sloping topography.

Impact on amenity of neighbouring buildings and future residents

- 12.36 The site lies within an area allocated in the BLP for residential development. Land to the east and west are also within this allocation. The nearest existing residential property to the site is Badger's Wood, which lies on the north-west corner of the site. This property is set towards, and has access off, Kimbers Lane with a substantial rear garden and as such the residential amenity of the occupiers of Badger's Wood will not be unduly affected by the development. The other property relatively close to the boundary is Kimbers House, which lies adjacent to the most western corner of the application site. This too is accessed off Kimbers Lane and has a large rear garden and will also not have its residential amenity unduly affected by the development.
- 12.37 With regard to the amenity of future occupiers of the scheme, all the proposed houses have appropriately sized rear gardens and all the apartments in the apartment blocks have a balcony (or a terrace on the ground floor) between 5 sq m and 7 sqm in size. Residents would also have access to open space directly in front of the apartment blocks in the case of the 4 blocks along the green spine where it is a pedestrian and cycle way in a landscaped space. Residents in the block in the northern part of the site access to open space around the veteran trees along the boundary with Harvest Hill Road. All residents of the site would have access to the informal open space to the south, and play areas, a LAP by the entrance of the site and a LEAP within the open space to the south.
- 12.38 Given the above the proposals would have a negligible effect on the amenity of neighbouring occupiers and would have an acceptable level of amenity for future residents and as such the proposals are in accordance with Policy QP3 of the BLP, and the section from the Borough Wide Design Guide SPD.

Parking and Highways Impacts

- 12.39 Policy IF2 of the BLP states that new development should be designed to improve pedestrian and cyclist access, improve accessibility to public transport, minimise and manage demand for travel and parking, and provide appropriate levels of cycle and vehicle parking. The South West Maidenhead SPD states that the green spine should provide a continually connected and legible route for pedestrian and cyclists and seeks to integrate Harvest Hill Road within the new neighbourhood, whilst maintaining the current movements but create an attractive, diverse and safe corridor that shifts modes of travel from vehicular to walking and cycling and to contribute to a network of walking and cycling links.

- 12.40 The Council's Highway Officer has stated that the traffic flows from the proposed development would be quite low and therefore the overall impact on the highway network is limited. These also have to be assessed in the context of the wider South West Maidenhead allocation when the Golf Course site to the north is developed out. The applicant has agreed to the 'comprehensive approach' to infrastructure contributions (see 'Other Infrastructure Contributions below where this is discussed in detail) and these include works to Harvest Hill Road to directly mitigate the effects of the development to include: speed limit reduction on Harvest Hill Road fronting the site, provision of a tiger crossing, and footway/cycleway improvements to the north side of Harvest Hill Road from the tiger crossing to the west to Shoppenhangers Road. The green spine is proposed to link to the tiger crossing to ensure non vehicular movements through the site are achieved and have the potential to link to directly to the green spine on the Golf Course part of the allocation. These S106 requirements are needed to ensure that since there will be time gap between the application site being developed (if approved) and the main part of the allocation on the Golf Course coming forward, residents are able to safely access public transport on Shoppenhangers Road and access shops and facilities there by foot or cycle.
- 12.41 With regard to vehicle parking the proposals provides 387 car parking spaces for 215 dwellings, which given that the 2004 Parking Standards are maximum standards, then this is provision is appropriate. The Council's Highway Officer considers the proposed level of parking appropriate given the provision of management of parking within the site, and S106 contributions as set out in the South West Maidenhead SPD. Furthermore, the size of the studies in some houses have been reduced in size as part of the negotiations to ensure that they cannot be used as a separate bedroom. The size of the proposed parking spaces and garages accords with the Borough Wide Design Guide. Given this, the overall level of parking is considered acceptable.
- 12.42 The proposal includes separate cycle parking for apartment blocks, in covered and secure facilities and garages are large enough to accommodate cycle parking for housing. This will be secured by way of a recommended condition.
- 12.43 A secure and covered refuse store is proposed for each independent dwelling with a communal refuse store for the apartment blocks. A clear, unobstructed 1.2m wide footpath would be provided to the rear garden for every housing plot which shares its parking area or is terraces. Plots which benefit from separate parking area to the site of the dwelling have a width of 3m to enable a refuse bin to be brought from the rear garden to the front of the site. This will be ensured via a recommended condition.
- 12.44 The Council's Highway Officer has recommended a travel plan be secured by S106 agreement to encourage residents to use sustainable modes of travel.
- 12.45 Given the above, the highway impacts of the proposal are considered acceptable and the proposal is considered to accord with Policy IF2 and the South West Maidenhead SPD in this respect, subject to the S106 obligations and recommended conditions.

Ecology and Biodiversity

- 12.46 Policy NR2 of the BLP states that developments will be expected to demonstrate how they maintain, protect and enhance the biodiversity of the application site. The South West Maidenhead SPD state that appropriate biodiversity mitigation measures will be required and assessed through the planning application process.

- 12.47 The application has been supported by the findings of an ecological assessment and a Biodiversity Net Gain calculation. The site currently comprises mostly of species poor grassland with hedgerow and trees, predominately on the site boundaries. The site is not designated for wildlife interest and there are not directly adjacent sites. The ecological assessment includes the findings of protected species surveys for bats (roosts and activity), great crested newt survey, reptile survey and badger survey. Ponds within a 500m radius have been shown not to support great crested newts and no reptiles have been recorded on site. The site is not likely to support badgers or be suitable for hazel dormice.
- 12.48 The bat survey (including an emergence survey) concludes that the loss of trees on site would not affect bats or their roosts. A Construction Environmental Management Plan (CEMP) is recommended by condition to ensure the trees are removed in accordance with good practice. The bat survey illustrates the distribution of bat activity and species on site. The site layout retains key commuting and foraging habitats. A lighting strategy for biodiversity condition is recommended to ensure that lighting has minimal impact on wildlife.
- 12.49 The biodiversity net gain is proposed on site, which is contained within the built form and within the open space proposed at the southern end of the site. This includes a planting regime to increase the biodiversity on the area which is currently species poor grassland as well as hedgerow gains. The biodiversity net gain therefore achieved on site is 11% and is therefore policy compliant with Policy NR2 of the BLP. The landscape creation necessary for this gain should be detailed within a Landscape and Ecological Management Plan (LEMP) recommended condition.
- 12.50 Subject to the S106 obligation and recommended conditions the proposal would mitigate the effects of the proposal on the ecology and biodiversity of the area and as such the proposals are acceptable and in accordance with Policy NR2 of the BLP and the South West Maidenhead SPD.

Trees, Landscape and Open Space

- 12.51 The site has a number of trees and hedgerows mostly on the boundaries and the old field boundary in the southern part of the site as well as a number of veteran trees along the boundary with Harvest Hill Road and one along the eastern boundary. The trees are covered by a TPO. The proposal includes the removal of a small amount of hedgerow to achieve the vehicular access, and small part of a hedgerow in the old field boundary in the southern section of the site, along with three trees here in some state of decay. The hedgerow in the western edge of the site is actually outside the current site and will not be affected by the application site, although future proposals to link the site to the west, also within the South West Maidenhead Allocation, to the current site under consideration will require some breakthrough into this hedge.
- 12.52 Overall, the amount of removal of hedgerows and trees is minimal and involves those in poor condition. The majority of the trees and hedgerows on site will be maintained and protected and a condition will be recommended to ensure this. The proposed landscaping on the built part of the development will include a high number of street trees, especially along the green spine and some of the secondary roads and shared spaces, as well as within gardens. Furthermore, as part of the Biodiversity Net Gain a large number of trees are proposed in the informal open space in the southern part of the site. A condition requiring detailed landscape proposals is recommended. This will more than mitigate for the loss of trees and hedgerows on site and will accord with Policies NR3, QP1b and the South West Maidenhead SPD in creating a high quality public realm with suitable provision for landscape.

- 12.53 The proposal includes a total of 3.26 ha of open space, most of which is informal open space in the southern part of the site but also includes a LAP and a LEAP. The LAP is proposed at the northern end of the site, with the LEAP within the southern section of the site. All the amounts of open space exceed the required provision set out in Appendix 7 of the BLP and the Leisure Services Officers are satisfied with the provision proposed. The provision of open space will be secured in perpetuity by a recommended S106 obligation.

Archaeology

- 12.54 The site lies on rich gravel terraces which have been the focus of human activity since prehistoric times. The site is located within 500-700m of a number of archaeological heritage assets, including a Bronze Age site at Braywick and a Roman settlement at Shoppenhanger's Manor. Further away there is a Mesolithic site. This suggests that the landscape has been settled continuously from the prehistoric to the present day and there is the potential for archaeological remains to survive and the site lies within an area of archaeological significance. Given this a condition requiring a Written Scheme of Investigation is recommended to ensure that there is a programme of site investigation and recording prior to works starting on site. As such the proposals accord with Policy HE1 of the BLP.

Other Infrastructure requirements

- 12.55 With regard to infrastructure funding the South West Maidenhead SPD provides an evidence base on the main infrastructure requirements and costs associated with the South West Maidenhead development. This is a pragmatic approach that seeks to provide certainty for developers on their Section 106 contributions and involves a simple but comprehensive approach to delivery whereby a combination of the CIL receipts payable in relation to the development within the South West Maidenhead area and section S106 contributions would fund those main infrastructure requirements. The proposed approach has followed the methodology set out in the SPD but has reviewed the appropriate level of contribution towards the secondary school. It is considered that this approach ensures that the contributions are directly related to the proposed development and the amount of contribution fairly and reasonably related in scale and kind to the individual development. The current developers have agreed to this approach and it was the one used in the approved nearby scheme within the allocation at for 199 dwellings Manor House, Kimbers Lane (22/01717/FULL).
- 12.56 The SPD sets out the range of infrastructure that development is intended to contribute towards, including highway junction improvements, improvements to walking and cycling routes, public transport improvements, primary and secondary school provision, and community and health provision.
- 12.57 This infrastructure is obviously reliant on other developments coming forward in the future, which is the nature of an allocated site that has a number of different developers and size of development. However, to ensure that there is appropriate primary school provision for the children on site in lieu of the proposed primary school on the golf course site, children would be able to attend the Chiltern Road school (formerly the Forest Bridge School) which is currently being remodelled and refurbished for a likely re-opening in September 2025.

- 12.58 Given the above, the simple comprehensive approach for providing S106 infrastructure contributions on a pro-rata basis accords with the SPD and the site proforma set out in AL13 of the BLP is considered acceptable.

Air Quality and Noise

- 12.59 Policy EP2 of the BLP states that development proposals should aim to contribute to conserving and enhancing the natural and local environment by avoiding putting new or existing occupiers at risk of harm from unacceptable levels of air quality. Policy EP4 states that development proposals should consider the noise and quality of life impacts on receipts in existing nearby properties and also the intended new occupiers ensuring they will not be subject to unacceptable harm. The site does not lie within, or is close to, an Air Quality Management Area.
- 12.60 The Environmental Protection Officer is satisfied with the air quality and noise reports and has requested a condition to ensure that the development is built in accordance with the submitted noise report as well as the submission of a construction environmental management plan by condition and these are recommended.

Other Issues

- 12.61 With regard to the concerns of a local resident about not having enough time to address the amended plans, all consultations were carried out in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 12.62 There is a requirement in the Site Allocation Proforma AL13 in the BLP for a minerals assessment to assess the viability and practicality of prior extraction of minerals as the site falls within a Minerals Safeguarding Area. However, given the site is allocated for housing in the BLP, and the Minerals Safeguarding Area covers a wide extent of land and so will not be compromised by this proposal, it is considered that the housing need outweighs the need for mineral extraction here. This requirement for a minerals assessment was not included in the South West Maidenhead SPD.

Planning Balance

- 12.63 The Borough does not have a five-year housing land supply. Paragraph 11(d) of the NPPF, which states that planning permission should be granted unless:
- (i) The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development or:
 - (ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.
- 12.64 In this case, there are no policies in the NPPF that protect areas or assets of particular importance that provide a clear reason to refuse the development, as such the application must be assessed under paragraph 11d(i) which sets out that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.
- 12.65 There are many benefits to the scheme as follows:
- Delivery of 215 new homes, 65 which are proposed to be affordable on a site allocated for housing development in the BLP

- Provision of a reduction in carbon compared to buildings regulations and a contribution to the Borough's carbon off-set fund
- Provision of necessary infrastructure on a pro-rata basis in accordance with the South West Maidenhead SPD
- Highway improvements to Harvest Hill Road
- Provision of over 3.5 ha of open space on site, including a LAP and a LEAP
- Provision of policy compliant biodiversity net gain on site, including a significant increase on tree planting on site from existing
- Provision of family homes in the form of 3 and 4 bed housing for which there is a need
- Provision of custom build homes required under the relevant legislation

13. CONCLUSION

- 13.1 As set out in the paragraphs above, there are no adverse impacts that cannot be mitigated that would outweigh the significant benefits of the scheme.
- 13.2 The proposal is compliant with the NPPF, the relevant policies of the BLP, including the site proforma set out in AL13 and the South West Maidenhead SPD. The application is therefore recommended for approval subject to the recommended conditions and S106 legal agreement.

14. APPENDICES TO THIS REPORT

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

15. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED REASONS

- 1 The development hereby permitted shall be commenced within three years from the date of this permission.
Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 Prior to the commencement of the development above slab level samples of the materials to be used on the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.
Reason: In the interests of the visual amenities of the area. Relevant Policy QP3 of the adopted Borough Local Plan
- 3 No development shall commence on the site until a surface water drainage scheme for the development, based on sustainable drainage principles has been submitted to and approved in writing by the Local Planning Authority. Details shall include
1. Full details of all components of the proposed surface water drainage system including dimensions, locations, gradients, invert levels, cover levels and relevant construction details.
2. Supporting calculations confirming compliance with the Non-Statutory Technical Standards for Sustainable Drainage Systems, demonstrating that the peak discharge rate is limited to the agreed greenfield runoff rates.
3. 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: Reason: To ensure compliance with National Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems, and to ensure that the proposed development is safe from flooding and does not increase flood risk elsewhere.

- 4 No development shall take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been 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 during construction, including precautionary measures in relation to bats and bat roosts d) Invasive species removal method statement [if applicable]e) The location and timing of sensitive works to avoid harm to biodiversity features. f) The times during construction when specialist ecologists need to be present on site to oversee works. g) Responsible persons and lines of communication. h) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. i) 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 ensure that impacts on protected species and other biodiversity are minimised in accordance with Paragraphs 170 and 175 of the NPPF, and NR3 of the submitted Local Plan.

- 5 No external lighting (including floodlighting) shall be installed until a report detailing the lighting scheme and how this will not adversely impact upon wildlife has been submitted to and approved in writing by the Local Planning Authority. The report shall include the following figures and appendices:- A layout plan with beam orientation - A schedule of equipment - Measures to avoid glare - An isolux contour map showing light spillage to 1 lux both vertically and horizontally and areas identified as being of ecological importance.- Hours of operation of any external lighting. The approved lighting plan shall thereafter be implemented as agreed.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with the NPPF.

- 6 A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The LEMP shall include the following .a) Description and evaluation of features to be managed, as well as biodiversity enhancements b) Ecological constraints on site that might influence management c) Aims and objectives of management. d) Prescriptions for management actions .e) Preparation of a work schedule f) Details of the body or organisation responsible for implementation of the plan. The LEMP will be implemented as approved unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that wildlife is safeguarded, and enhancements provided, in line with policy NR3 of the submitted Local Plan and paragraph 175 of the NPPF.

- 7 The development shall not be occupied until details of all retaining walls, have been constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory resultant appearance and standard of amenity of the site and the surrounding area. Relevant Policy QP3 of the adopted Local Plan

- 8 The erection of fencing for the protection of any retained tree and any other protection specified shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to 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. 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, without the written approval of the Local Planning Authority.
Reason: To protect trees which contribute to the visual amenities of the site and surrounding area. Relevant Policies Borough Local Plan NR3
- 9 No development shall take place until full details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season following the substantial completion of the development and retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity.
Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - Local Plan QP3.
- 10 No dwelling shall be occupied until covered and secure cycle parking facilities for the relevant dwelling have been provided in accordance with the approved drawing. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.
Reason: To ensure that the development is provided with adequate cycle parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan IF2, QP3.
- 11 No dwelling within the apartments shall be occupied until the refuse bin storage area and recycling facilities for that apartment building have been provided in accordance with the approved drawing. These facilities shall be kept available for use in association with the development at all times.
Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan QP3.
- 12 The development shall be implemented in accordance with the Noise Assessment Report by Ardent Consulting Engineers dated August 2023.
Reason: To ensure the amenity of future occupiers of the site and to accord with Policy EP4 of the Borough Local Plan
- 13 All vehicular, cycle and pedestrian accesses shall be constructed to the boundary of the site. The boundary is defined as that shown on the drawing number PL-05P15
Reason: To ensure that comprehensive development is achieved and in accordance with Policy QP1b of the adopted Borough Local Plan.
- 14 No development shall commence until a programme of archaeological work, that may involve several phases dependent on results, including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing. The WSI shall include an assessment of significance and research questions; and:1. The programme and methodology of site investigation and

recording². The programme for post investigation assessment³. Provision to be made for analysis of the site investigation and recording⁴. Provision to be made for publication and dissemination of the analysis and records of the site investigation⁵. Provision to be made for archive deposition of the analysis and records of the site investigation⁶. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI. The Development shall take place in accordance with the approved WSI. The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved WSI and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Roman remains. The potential impacts of the development can be mitigated through a program of archaeological work. This is in accordance with national and local plan policy.

- 15 Prior to the commencement of development above slab level the vehicular access onto Harvest Hill Road shall be constructed in accordance with the details to be submitted and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and in accordance with Policies IF2 and QP3 of the Borough Local Plan.
- 16 Prior to the commencement of the development above slab level a scheme for the provision of street lighting shall be submitted to and approved in writing by the Local Planning Authority for provision of street lighting. The street lighting so approved shall be maintained thereafter as such. .
Reason: To ensure that the main vehicle access and development is provided with sufficient street lighting for the safety of pedestrians, cyclists and vehicles and in accordance with Policies IF2 and QP3 of the Borough Local Plan
- 17 Each dwelling hereby permitted shall not be occupied until the associated vehicle parking or vehicle parking and turning space for that dwelling has been surfaced and marked out in accordance with the approved drawings. The spaces shall not thereafter be used for any purpose other than parking and turning.
Reason: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users and to facilitate vehicles entering and leaving the highway in forward gear and in accordance with Policies IF2 and QP3 of the Borough Local Plan
- 18 Before any dwelling hereby permitted is occupied, details of the design, operation and ongoing maintenance regime for electric vehicle charging infrastructure with a minimum output of 7kW to be provided for all the parking spaces shown on the approved plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the electric vehicle charging infrastructure shall be provided and maintained in working order.
Reason: In the interests of sustainable transport and in accordance with NPPF paragraph 112 e); at paragraph 107 e), to comply , RBWM's Electric Vehicle Chargepoint Implementation Plan & Policies IF2 and QP3 of the Borough Local Plan
- 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 Incidental Works Licence - Any incidental works affecting the adjoining highway shall be approved and a licence obtained before any work is carried out within the highway, through contacting The Highways and Transport Section at RBWM. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.

