

## DEVELOPMENT CONTROL PANEL

7 December 2023

Item: 4

<b>Application No.:</b>	23/02143/FULL
<b>Location:</b>	RBWM Recycling Site At Windsor Leisure Centre Stovell Road Windsor SL4 5JB
<b>Proposal:</b>	Cycle park hub and pathway following the removal of the existing recycling units.
<b>Applicant:</b>	Mr Tremellen
<b>Agent:</b>	Not Applicable
<b>Parish/Ward:</b>	Windsor Unparished/Eton And Castle
<b>If you have a question about this report, please contact:</b> Briony Franklin on 01628 796007 or at <a href="mailto:briony.franklin@rbwm.gov.uk">briony.franklin@rbwm.gov.uk</a>	

### 1. SUMMARY

- The proposed cycle parking hub would replace an existing recycling facility located in Stovell Road, close to Windsor Leisure Centre. The proposal would help encourage cycling, a sustainable mode of transport, and is acceptable in terms of appearance and flood risk.

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

### 2. REASON FOR COMMITTEE DETERMINATION

- The Council's Constitution does not give the Head of Planning delegated powers to determine the application in the way recommended; such decisions can only be made by the Committee as the application is submitted by RBWM.

### 3. THE SITE AND ITS SURROUNDINGS

- 3.1 The site lies to the front of Windsor Leisure Centre on Stovell Road. It comprises an RBWM recycling facility with large metal bins placed on a concrete slab. It is enclosed on 3 sides by brick piers and wooden fencing. To the front of the site is a grass verge and a CCTV column. There are parking spaces associated with the leisure centre and an access road to the west and a service road to the east. A row of self-seeded sycamore trees run along the northern boundary of the site. The National Cycle Network Route 4 runs beneath the adjacent Royal Windsor Way and along Stovell Road to the south.

### 4. KEY CONSTRAINTS

- 4.1 The site lies within Flood Zone 2 and the river Thames setting.

### 5. THE PROPOSAL

- 5.1 Permission is sought to construct a cycle parking hub to replace the existing recycling facility. Funding has been secured from Active Travel England for the borough's first

secure cycle parking garage. The steel frame structure (anthracite grey) would have toughened safety glass on 3 sides, a Plastisol panel (anthracite grey) on the rear elevation and a sedum roof. The structure would measure 3.15m in height, 7.45m in width and 6.26m in depth and provide parking for 36 cycles including two tier racks, Sheffield stands, cargo stands and a pump and repair stand. There will be lockers provided for cyclist to store helmets and belongings. The entry system for the structure would be via a bookable app to provide 24/7 access.

- 5.2 A new pathway is proposed across the grass verge to serve the cycle parking hub. A timber knee rail fence, 0.45m in height, would provide a barrier between the cycle hub and the parking spaces to the west.

## 6. RELEVANT PLANNING HISTORY

There is no relevant planning history relating to this site.

## 7 DEVELOPMENT PLAN

- 7.1 The main relevant policies are:

### Adopted Borough Local Plan

Issue	Policy
Character and Design of New Development	QP3
River Thames Corridor	QP4
Managing Flood Risk and Waterways	NR1
Trees, Woodlands and Hedgerows	NR3
Sustainable Transport	IF2

## 8. MATERIAL PLANNING CONSIDERATIONS

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

Section 9- Promoting Sustainable Transport

Section 12- Achieving well-designed places

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

### Supplementary Planning Documents

- a) Borough Wide Design Guide

## 9. CONSULTATIONS CARRIED OUT

### Comments from interested parties

No occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on the 15<sup>th</sup> September 2023.

No comments have been received.

### Consultees

Consultee	Comment	Where in the report this is considered
Highways	No objection	See section 10v

## 10. EXPLANATION OF RECOMMENDATION

10.1 The key issues for consideration are:

### 1. Principle of Development

10.2 The existing recycling facility attracts fly tipping and most of the bins have now been removed due ongoing costs of clearing the fly tipping. The recycling centre is no longer required as all items recycled at the site can either be recycled at home or at the Stafferton Way Household Waste and Recycling Centre, Vicus Way, Maidenhead. The provision of a cycle park hub would help encourage cycling, a sustainable mode of transport in accordance with BLP policy IF2. It would complement the highway works undertaken to make walking and cycling easier, safer and more attractive as part of the Borough's adopted Local Cycle and Walking Infrastructure Plan. The cycle park hub would be located on one of the main cycle routes into Windsor Town Centre and would be used by people using the leisure centre. It would help to address residents' feedback regarding the security of current cycle parking arrangements at the leisure centre.

10.3 The principle of replacing the existing recycling facility with a cycle parking hub is accepted.

### 2. Flood Risk

10.4 The application site lies within Flood Zone 2 (medium probability of flooding) and lies approximately 110m to the south of the river Thames. The application has been accompanied by a Flood Risk Assessment.

10.5 The Flood Risk Vulnerability Classification for the proposed development is 'Water Compatible' which would be appropriate within Flood Zone 2 and no sequential or exception test is required. The structure, to be installed on the existing concrete slab provides a gap between the bottom of the toughened glass/wall surrounds and the slab level. The structure would be floodable not impede flood flow or increase flood risk elsewhere.

10.6 The proposal would be acceptable in terms of flood risk and accords with BLP policy NR1 and the guidance set out in the NPPF.

### 3. Character and Appearance

10.7 The cycle hub would be set well back from the road frontage behind the existing grass verge and would replace the existing recycling facility and enclosure. The structure

would not appear unduly prominent or obtrusive in this location and would have an acceptable impact on the character and appearance of the site itself and the locality in general.

- 10.8 The proposals would have no adverse impact on the setting of the river Thames and the proposal accords with BLP policies QP3 and QP4.

#### **4. Trees**

- 10.9 The proposal would necessitate the removal of some self-seeded sycamore trees along the northern boundary of the site. The Council's tree officer has raised no objection to the removal of these trees subject to the planting of a hornbeam tree (size 10-12cm in girth) to the north of the site.
- 10.10 Subject to securing a condition for the replacement tree planting, the proposal accords with BLP policy NR3 and QP3.

#### **5. Highways**

- 10.11 The Highway section has raised no objection to the proposal and the provision of secure cycle parking would accord with BLP policies QP3 and IF2.

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

- 11.1 The development is not CIL liable

### **12 CONCLUSION**

- 12.1 The proposal is acceptable for the reasons set out above and accords with the policies set out in the BLP.

### **13. APPENDICES TO THIS REPORT**

- Appendix A - Site location plan and block plan
- Appendix B – plans 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 A hornbeam tree (*carpinus betulus*) with a minimum girth size of 10-12cm shall be planted in the location specified on drawing titled ' Tree Cycle Park Windsor Leisure Centre' received on the 1st September 2023 within the first planting season following the completion of the cycle parking hub. If the tree should die, is found dying or becomes diseased within 3 years of being planted, it must be replaced with the same tree unless any variation is first agreed in writing by the Local Planning Authority.  
Reason: To replace the self seeded trees which are to be removed along the northern boundary of the site, to provide a continuation of tree cover in the interest of visual

amenity. Relevant Policy - Local Plan NR3.

3 The development hereby permitted shall be carried out in accordance with the approved plans listed below.

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.