

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

MAIDENHEAD DEVELOPMENT CONTROL PANEL

6 July 2016

Item: 4

Application No.:	16/01129/FULL
Location:	105 Brunel Road Maidenhead SL6 2RU
Proposal:	Erection of 6 x 1 bed flats with associated parking and communal amenity space
Applicant:	Mr Potyka - RAP Building And Developments
Agent:	Mr Rickie Chambers
Parish/Ward:	Oldfield Ward
If you have a question about this report, please contact: Diane Charlton on 01628 685699 or at diane.charlton@rbwm.gov.uk	

1. SUMMARY

- 1.1 The applicant seeks planning permission to construct a two-storey building comprising 6 number one bed flats.
- 1.2 The provision of the site for housing would boost the Borough's supply of housing and would be a clear benefit in this respect.
- 1.3 This proposal is considered to meet the relevant NPPF and Local Plan requirements in respect of impact on the character and appearance of the area, the amenities of neighbours and highway safety.

It is recommended the Panel authorises the Borough Planning Manager:	
1.	It is recommended the Panel grants planning permission subject to the conditions listed in Section 9 of this report.

2. REASON FOR PANEL DETERMINATION

- The Council's Constitution does not give the Borough Planning Manager delegated powers to determine the application in the way recommended as it is for more than 2 dwellings; such decisions can only be made by the Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The site lies on the corner of Reid Avenue and Brunel Road. At present there is a detached bungalow and garage on the site facing and accessed from Brunel Road. There is a mix of housing types in the area with 2 storey terraced houses to the south east in Reid Avenue, maisonettes on the opposite corner of Reid Avenue, bungalows to the north west in Brunel Road, with the dwellings to the north east and east being 2 storey terraced and semi detached.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

- 4.1 There is no relevant planning history for the site.
- 4.2 The proposal is for the erection of a two storey building to provide 6 one bed flats with associated parking and communal amenity space. When originally submitted the proposal was for 7 flats over 3 floors. This was considered to be unacceptable in terms of its height, character and amount of development on the site as a whole. The plans were amended accordingly to reduce the number and scale of development.

5. MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

5.1 National Planning Policy Framework, Section 17, 58, 64.

Royal Borough Local Plan

5.2 The main strategic planning considerations applying to the site and the associated policies are:

	Within settlement area	Highway / Parking Issues
Local Plan	DG1, H10, H11,	T5, P4

5.3 Supplementary planning documents adopted by the Council relevant to the proposal are:

- Sustainable Design and Construction
- Planning for an Ageing Population

More information on these documents can be found at:

http://www.rbwm.gov.uk/web/pp_supplementary_planning.htm

Other Local Strategies or Publications

5.4 Other Strategies or publications relevant to the proposal are:

- RBWM Parking Strategy - view at:
http://www.rbwm.gov.uk/web_pp_supplementary_planning.htm

6. EXPLANATION OF RECOMMENDATION

6.1 The key issues for consideration are:

- i The impact of the proposal on the character and appearance of the area;
- ii The impact on the living conditions of neighbours;
- iii Parking provision and highway safety.

The impact of the proposal on the character and appearance of the area

- 6.2 The proposed building follows the building line of number 12 Reid Avenue and is of a similar depth. The proposed parking has been amended and softened with additional planting. The rear amenity space is 6.5 metres in depth with a width of 14 metres and this is considered to be acceptable for 6 one bedroomed flats in this location,
- 6.3 The proposed building, as amended, will still result in an increase in the amount, scale and spread of development on this site and will make for a noticeable change in the immediate locality along both Brunel Road and Reid Avenue. However, in both this and the wider context, it is considered that the scale of change could be readily absorbed without undue harm to the character of what is a mature and densely settled residential area.
- 6.4 The area is characterised by a variety of house types including two storey properties on 3 sides of the site and bungalows opposite on the 4th side. The height (7.5 m) and scale of the proposed building is of similar height and scale to the adjacent 2 storey houses and although it contains flats as opposed to being a dwelling house it would not be out of keeping or harm the character of the area. The proposal therefore complies with Policies H10 and H11 of the Local Plan.

Impact on neighbours

6.5 There are 3 properties to the north east of the site, 123-125 Brunel Road who would be most be effected by the proposal, however there is a separation distance of between 19.5m and 20.5 m

which is not dissimilar to other back to back distances within the surrounding area and a loss of privacy through overlooking would not result from the proposal.

- 6.6 Overall the proposed development would not appear dominant or overbearing when viewed from the neighbours. It would not result in a loss of daylight and the degree of over overlooking is considered acceptable in this urban location. Whilst there will be a potential increase in the number of people on the site and there will be more movements to and from the site this is not considered to be harmful given the built up residential location.

Highway Safety and Parking

- 6.7 To comply with the current parking requirements each one bedroom unit needs to provide one curtilage parking space. The Highway Officer considers that the parking layout as amended and considered that the required visibility splays will be achieved by the proposal.
- 6.8 The existing 3 bedroom dwelling will produce between 6 and 12 vehicle movements per day. The proposed 6 x one bedroom flats have the potential to produce between 12 and 24 vehicle movements per day. This increase is considered to be acceptable in highway safety terms.
- 6.9 Whilst the submitted plans show a bin store it is considered that the position and size is not acceptable and the applicant has been requested to amend this. This will be reported as an update.

Other Material Considerations

Housing Land Supply

- 6.10 Paragraphs 7 and 14 of the National Planning Policy Framework (NPPF) set out that there will be a presumption in favour of Sustainable Development. Paragraph 49 of the NPPF states that applications for new homes should be considered in the context of the presumption in favour of sustainable development, and that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. It is acknowledged that this scheme would make a contribution to the Borough's housing stock and it is the view of the Local Planning Authority that that the socio-economic benefits of the additional dwelling(s) would also weigh in favour of the development.
- 6.11 The Community Infrastructure Levy Regulations 2010 (CIL Regulations) which came in force on the 6 April 2015, allows the Council to raise funds from developers undertaking new building projects in the borough to support and fund new infrastructure that the Council and local communities may require. Planning obligations may still be sought to mitigate local impact if they are still necessary to make the development acceptable in planning terms if directly related to the development and if fairly related to the scale and kind of the development. In this case, it is considered that planning obligations would not be sought.
- 6.12 The removal of the hedge from along the front of the site facing Brunel Road can not be prevented and nor are the trees subject to or worthy of a Tree Preservation Order.

7. CONSULTATIONS CARRIED OUT

Comments from interested parties

20 occupiers were notified directly of the application, and the planning officer posted a notice advertising the application at the site on 25th April 2016.

Original Plans

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

Comment	Where in the report this is considered
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1.	Inadequate parking provision hazard to safety especially children.	6.6-6.7
2.	Out of character with area. Most properties are bungalows. Detrimental impact on character of area. Contrary to Policies.	6.1-6.3
3.	Cramped form of development too large and over development.	6.1-6.3
4.	Loss of hedge which has nesting birds in it. Trees used by local wildlife.	
5.	Overlooking, loss of light and loss of privacy.	6.4-6.5
6.	Additional noise and disturbance.	6.5
7.	Potential damage to garden and shed.	This is not a material planning consideration

Amended Plans

4 letters were received objecting to the application, all above comments still maintained with additional comments summarised as:

Comment		Where in the report this is considered
1.	The removal of the loft and matching the roof line is welcomed.	Noted
2.	The amended parking still too close to corner.	6.6-6.7
3.	Large bin needed but not provided for.	Amended plan received showing bin area
4.	Can only accommodate 4 units.	Noted

Other consultees and organisations

Consultee	Comment	Where in the report this is considered
Maidenhead Civic Society	Out of context with surrounding housing stock. Overdevelopment with inadequate provision of amenity space and parking. Dangerous corner plot and parking proposed unacceptable. Two storey only should be allowed and 4 flats.	6.1-6.7
Local Highway Authority	No objection subject to conditions.	Condition 3, 5 and 6.
Environmental Protection	No objection subject to informatives relating to prior consent for construction noise, and dust and smoke control.	Informative 2

8. APPENDICES TO THIS REPORT

- Appendix A - Site Location Plan
- Appendix B - Proposed Layout
- Appendix C - Proposed Floor Plans
- Appendix D - Proposed Elevations

This recommendation is made following careful consideration of all the issues raised through the application process and thorough discussion with the applicants. The Case Officer has sought solutions to these issues where possible to secure a development that improves the economic, social and environmental conditions of the area, in accordance with NPPF.

In this case the issues have been successfully resolved.

9. 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. No development shall take place until samples of the materials to be used on the external surfaces of the development have been 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
3. No other part of the development shall commence until the access has been constructed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The access shall thereafter be retained.
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5, DG1.
4. Prior to the commencement of any works of demolition or construction a management plan showing how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved and maintained for the duration of the works or as may be agreed in writing by the Local Planning Authority.
Reason: In the interests of highway safety and the free flow of traffic. Relevant Policies - Local Plan T5.
5. No part of the development shall be occupied until vehicle parking space has been provided in accordance with the approved drawing. 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 - Local Plan P4, DG1.
6. No part of the development hereby permitted shall be occupied until pedestrian visibility splays of 2.0m by 2.0m have been provided at the junction of the driveway and the adjacent footway. All dimensions are to be measured along the outer edge of the driveway and the back of footway from their point of intersection. The areas within these splays shall be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.
Reason: In the interests of pedestrian and highway safety. Relevant Policies - Local Plan T5
7. No development shall commence until details of the siting and design of all walls, fencing or any other means of enclosure (including any retaining walls) have been submitted to and approved in writing by the Local Planning Authority. Such walls, fencing or other means of enclosure as may be approved shall be erected before first occupation of the development unless the prior written approval of the Local Planning Authority to any variation has been obtained.
Reason: To ensure the satisfactory resultant appearance and standard of amenity of the site and the surrounding area. Relevant Policy - Local Plan DG1.
8. No part of the development shall be occupied until covered and secure cycle parking facilities to the adopted standard size, have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall

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 parking facilities in order to encourage the use of alternative modes of transport. Relevant Policies - Local Plan T7, DG1

9. 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.