

Proposed Planning Application Statement: 32 Friary Island, Friary Road, Wraysbry TW19  
5JP

Introduction

This statement has been prepared in support of the full householder planning application submitted to the Local Planning Authority – Royal Borough of Windsor and Maidenhead Council, which for the purpose of this report is referred to as the 'LPA'.

This statement is submitted in support of a planning application by Mr Anand for the redevelopment of the site. It aims to seek consent for the construction of a single storey, gable roof carport to be detached and ancillary to the main dwelling. The proposal also aims to construct a new, wider bridge to allow for vehicle access to the structures within the site.

This design and access statement is to be read in conjunction with the appended drawings and information.

## 1. Site Context

The site falls within the Datchet, Horton & Wraysbury ward, which is in the constituency of Windsor. The ward is located at the southern end of the Colne Valley Regional Park and has an environment designated as 'semi-rural parish'.

The site falls within Flood Risk Zone 3 which means there is a high probability of flooding from rivers. The site is also within the mineral safeguarding area and within the River Thames Corridor (QP4).

## 2. Planning History

The most relevant planning history of the site is as follows:

02/83100/FULL – Erection of a single storey extension to existing garage. Approved 17<sup>th</sup> January 2003

22/00598/FULL – Single Storey side extension. Withdrawn 4<sup>th</sup> July 2022

22/02002/FULL – Single Storey front extension. Approved 9<sup>th</sup> November 2022

23/02589/FULL – Detached carport with external staircase to first floor office and rear balcony ancillary to the main dwelling. Withdrawn 14<sup>th</sup> December 2023

## Proposed Works

The proposal is requesting for the approval of a single storey, gable roof, detached carport to be ancillary to the main dwelling. The envelope of the proposed structure will comprise of a series of structural, min. 0.35m x 0.35m masonry columns supported off foundations that rise approx. 2.8m from the external ground level to eaves height. The proposed ridge of the gable roof will be approx. 4m in overall height, with a pitch of 11.5°. The proposed carport will be open to the environment around its entire envelope, with its brickwork shell starting approx. 2.1m above the external ground level. The gable section of the front and rear façades will also be clad in horizontally laid panels, to match the existing dwelling.

The front and rear façade will have and 8.4m wide x 2.1m high opening and the flanking façade will have 2no. 3.2m x 2.1m openings.

The application also wishes to address amendments to be made to the current pedestrian access bridge, which joins the front vehicle parking area from Friary Road to the main dwelling. The proposal is requesting to demolish the existing bridge and for it to be replaced with a wider bridge which will provide vehicle access to Friary Island. The proposed bridge will span approx. 6.5m and will be 3m wide.

## Relevant Planning Policies

### Government Guidance

National Planning Policy Framework (December 2023). The revised NPPF sets out the governments planning policies and how these should be applied. It confirms that applications be determined in accordance with the development plans unless material considerations indicate otherwise (paragraph 2.) The NPPF must be considered in the preparation of the development plan and is a material consideration in planning actions.

Paragraph 7 of the revised NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 states that in achieving sustainable development, means the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways. They are an economic objective, a social objective, and an environmental objective. It also requires planning to perform several roles including mitigating and adapting to climate change and supporting the transition to a low carbon economy, being central to the three core objectives.

Paragraph 10 states that ‘So that sustainable development is pursued in a positive way, at the heart of the framework is a presumption in favour of sustainable development (paragraph 11).

The presumption in favour of sustainable development does not change the status of the development as the starting point for decision making.

Chapter 12 is concerned with achieving well designed places. It states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development and helps to make development acceptable to communities.

Paragraph 135 states that planning policies and decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- b) Are visually attractive because of good architecture, layout, and appropriate and effective landscaping.
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming, and distinctive places to live, work and visit.
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Supported Housing: National Statement of Expectations published 20<sup>th</sup> October 2020 sets out general expectations for providers to be aware of to ensure that their accommodation is fit for human habitation. The housing must be accessible, suitably locate, appropriate and suitable to meet the needs of the most ‘vulnerable people in our country.’ Procedures and measures must be in place to minimise risk and provide the best possible support to people in supporting living settings.

Chapter 13 involves protecting green belt land, by stating the government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt and their openness and their permanence.

Paragraph 154 sets out specific categories of development that will be acceptable in the Green Belt. These are:

- a) Buildings for agriculture and forestry.
- b) Appropriate facilities for outdoor sport and recreation, cemeteries, and burial grounds.
- c) Extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building.
- d) Replacement of a building provided the new building is the same use and not material larger than the one it replaces.
- e) Limited infilling in villages
- f) Limited affordable housing for local community needs
- g) Limited infilling or partial or complete redevelopment of previously developed land

Development that is 'inappropriate' can only be approved where there are 'very special circumstances'.

#### RBWM Borough Local Plan (Adopted February 2022)

Whilst there are a wide range of policies and sub sections within each individual policy, the following are the most applicable:

Policy QP1: Sustainability and Placemaking – This policy states that all new developments should positively contribute to the places in which they are located.

Policy QP3: Character and design of new development – New development will be expected to contribute towards achieving sustainable high-quality design in the Borough. A development proposal will be considered high quality design and acceptable where it achieves the following design principles:

1. Is climate change resilient and incorporates sustainable design and constructions which:
  - a. Minimises energy demand and water use.
  - b. Maximises energy efficiency; and
  - c. Minimises waste
2. Respects and enhances local, natural, or historic character of the environment, paying regard to urban grain, layouts, rhythm, density, height, skylines, scale, bulk, massing, proportions, trees, biodiversity, water features, enclosures and materials.
3. Provides layouts that are well connected, permeable and legible and which encourage walking and cycling.
4. Creates safe, accessible places where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Well connected, attractive, legible places with strong active frontages will be expected.
5. Protects trees and vegetation worthy of retention and includes comprehensive green and blue infrastructure schemes that are integrated into proposals.
6. Provides sufficient levels of high quality private and public amenity space.

7. Has 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.
8. Is accessible to all and capable of adaption to meet future needs.
9. Provides adequate measures for storage of waste, including recycling waste bins, in a manner that is integrated into the scheme to minimise visual impact.

Policy QP4: River Thames Corridor

3. f) retain or provide an undeveloped 8metres buffer zone on both sides of a main river measured from the top of the river bank at the point at which the bank meets the level of the surrounding land.

RBWM Borough Wide Design Guide (Adopted June 2020)

Whilst there are a wide range of policies and sub sections within each individual policy, the following are the most applicable:

Principle 7.6 – Built Form: New development should reflect and integrate well with the spacing, heights, bulk, massing and building footprints of existing buildings, especially when these are local historic pattern.

Principle 8.1 – Amenities: All new development incorporating residential use should be provided with a reasonable degree of visual privacy to habitable rooms and sensitive outdoor amenity spaces using one or more of the following tools:

- Distance separation
- Window design
- Obscure glazing
- Screening
- Front gardens
- Room layout

Developments which provide a poor level of privacy for their occupants, or which have a significant adverse effect on the privacy of neighbouring properties will be resisted.

Principle 8.2 – Amenities: All habitable rooms in new residential development should maintain at least one main window with an adequate outlook to external spaces. In order to maintain visual interest and light the outlook should be attractive and not dominated by overbearing or visually intrusive man-made features such as blank walls, fences or parked cars.

Principle 10.1 – Further Guidance: Extensions will be expected to be subordinate and respond positively to the form, scale and architectural style & materials of the original building. Developments that are over-dominant or out of keeping will be resisted.

Extensions should not result in a material loss of amenity to neighbouring properties as a result of overshadowing, eroding privacy or being overbearing.

Extensions should not result in properties having inadequate or poor-quality amenity space.

#### 4.0 – The Proposal

Following on from the most recent withdrawn application (23/02589/FULL – Detached carport with external staircase to first floor office and rear balcony ancillary to the main dwelling), in terms of the proposed carport, comments received from the appointed planning officer noted that the previous scheme was not considered.

‘to be subordinate nor to positively respond to the single storey host dwelling on-site in terms of its flat roof design and height at two-storey’.

The current application has implemented the above comments by reducing the overall ridge height of the carport, so that it is lower than the existing main dwelling by 600mm. The orientation of the proposed carport roof has also been amended to a gable roof so that it is more in keeping with the main dwelling. The proposed pitch will be approx. 11.5° which is like the main dwelling which has a pitch of 11° and 4.6°. Given that the main dwelling is considerably wider (14.3m) to the proposed carport (9.1m), the slight increase in pitch is deemed to be insignificant and sensitively designed.

The proposed eaves height of the carport will be approx. 2.8m which is 0.68m lower than the eaves height of the main dwelling (3.5m). This is further evidence to show the previous applications planning officers’ comments have been taken on board.

In keeping with Policy QP4 of the Borough Local Plan, the proposal satisfies point d) by retaining the 8m buffer zone from the River Thames.

Overall, the amended design within this application has reduced the size and scale of the previous application which in turn helps it integrate amongst its surroundings on the site, makes the proposal appear subservient to the main dwelling and positively respects it.

In terms of the proposed bridge extension, it has also been sensitively designed to not appear overbearing or blocky within the site. A bat survey has been undertaken, at the request of the previous applications planning officer and it was determined that no evidence was found from bats or features of value to bats. Additionally, the proposed bridge will only be widened to serve a greater purpose in providing access for vehicle access to Friary Island which is in keeping with Policy QP3 of Borough Local Plan and principle 7.6 of the Borough Wide Design Guide.



