

Application No.:	08/02434/FULL
Location:	Alexandra Gardens Barry Avenue Windsor SL4 5JA
Proposal:	Erection of a memorial to Sir Sydney Camm in the form of a life size replica Hurricane Fighter aircraft
Applicant:	The Sydney Camm Memorial Committee
Agent:	Mr Michael Scott
Parish/Ward:	Castle Without 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 application is for the erection of a memorial to Sir Sydney Camm (in the form of a full size replica Mark 1 Hawker Hurricane Aircraft for which he produced the initial design) who has an historical association with Windsor having been born in Alma Road and educated at the Royal Free School. The memorial is considered to be fitting in this public location within Alexandra Gardens.

It is recommended the Panel grants planning permission with the conditions listed in Section 9 of this report.

2. REASON FOR PANEL 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 Panel.

3. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 3.1 The application site is located at the western end of Alexandra Gardens and currently houses a circular flower bed which is surrounded by a public footpath.
- 3.2 To the west of the site is the children's amusement park behind which is the viaduct. The river Thames runs 20 metres to the north of the site.

4. DESCRIPTION OF THE PROPOSAL AND ANY RELEVANT PLANNING HISTORY

07/01807 Memorial to Sir Sydney Camm replica aircraft at the former putting green, Goswell Road. Approved 17.08.2007

- 4.1 This is an alternative location to that as approved by Panel under the above planning permission in 2007. Permission is sought for the erection of a full size replica Mark 1 Hawker Hurricane Aircraft. The replica aircraft would have a length of 9.55m and a wingspan of 12.19m and be manufactured in glass fibre with an internal steel support system (in detachable parts to facilitate transportation to site and assembly). It would be mounted 3.5m above ground level on a metal pole set into a 3.5m x 3.5m concrete base.
- 4.2 The Design and Access Statement submitted with the application explains that the pole would be finished in an anti-climb paint and that, although the drawings show the replica aircraft mounted entirely horizontal, the memorial would in fact be slightly banked, nose-down. It would be lit by four metal flood lights placed around the memorial.

4.3 The following extract from the Windsor Museum Appeal Website explains Sir Sydney Camm’s connection with the area:

“Born at 10 Alma Road, Windsor, the oldest of 12 children, Sydney Camm was educated at the Royal Free School which he left in 1908 when he was 14 years old. Inspired by drawings by the Wright Brothers and the antics of Tommy Sopwith and Gustav Hamel he started Windsor Model Aeroplane Club in his father’s garden workshop. After an apprenticeship as a carpenter and joiner he became a wood worker at an aircraft firm in Woking, but fortunately for the world, this firm went bankrupt and he went to work at Hawkers where he eventually became chief designer. In 1934 he produced the initial designs for the Hurricane fighter which made its first flight in November 1935. 500 were ready by the outbreak of WW2 and 14,000 were made by July 1944. Hurricanes were responsible for three out of every five enemy planes shot down. Sydney was knighted in 1953 and was made an HonFRAeS in 1961...”

5 MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

Berkshire Structure Plan and Royal Borough Local Plan

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

	Within settlement area	High risk of flooding
	✓	✓
Structure Plan	DP5	
Local Plan	DG1	F1

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

- Interpretation of Policy F1 – Areas liable to flooding
- Interpretation of Policies R2 to R6 – Public Open Space provision

More information on these documents can be found at:
http://www.rbwm.gov.uk/web/pp_supplementary_planning.htm

Other Local Strategies or Publications

5.5 Other Strategies or publications relevant to the proposal are:

- RBWM Landscape Character Assessment – view using link at paragraph 5.4
- RBWM Strategic Flood Risk Assessment – view using link at paragraph 5.4
- RBWM Visitor Management Strategy – view at http://www.rbwm.gov.uk/web/meetings_080522_agenda_cabinet.htm

6. EXPLANATION OF RECOMMENDATION

6.1 The key issues for consideration are:

- i the principle of development in an important open space;
- ii the impact of the proposal upon the setting of the River Thames;
- iii the effect of development upon flooding; and
- iv the relationship of the proposal with surrounding development and uses.

Development in an Important Urban Open Space.

- 6.2** Local Plan Policy R1 resists development that would result in the loss of areas of important urban open land.
- 6.3** The installation of the replica aircraft would not result in the loss of this area of important urban open space. The character of Alexandra Gardens would remain open and its use for informal recreation would not be prejudiced by the siting of the memorial in this particular location. It is not therefore considered that there is any 'in-principle' objection to the location of the memorial.

Setting of the River Thames

- 6.4** Local Plan Policy N1 seeks to preserve and enhance the setting of the Thames and resists development that would adversely affect its character. The policy advises on criteria to be taken into account relating to character and scale, the protection of important views, the retention of tree cover and conservation of ecology, and to public access.
- 6.5** The proposed replica aircraft would appear as a stand-alone feature, unrelated to any building. The scale of the aircraft would not, it is considered, be excessive in the context of (i) the open space and (ii) its siting some 20m back from the water's edge. Although the aircraft would introduce a prominent feature into the foreground of the Thames its modest height would be such as to maintain views from surrounding vantage points. There would be no loss of tree cover and, as an open space which is formally laid out and maintained for public use, it is not considered that the site is of any significant ecological value. The memorial would not affect public access to the Thames and is more likely to attract the public to the waterside. In this relatively urban setting it is not considered that there need be any objection to the lighting of the memorial. Taking all of the above circumstances into account it is considered that the proposal would preserve the setting and character of the Thames in this relatively urban location.

Flooding

- 6.6** Annex D to PPS 25 (2006) clarifies that it is not necessary to apply sequential or exceptions tests to minor development and that such minor development is unlikely to raise significant flood risk issues unless there would be an adverse effect on the flood plain, impede access to flood defences, or where the cumulative impact of developments would be significant in terms of flood storage and flood water flows. Local Plan Policy F1 resists development within areas liable to flood unless it can be demonstrated that the development would not impede the flow of flood water, reduce the storage capacity of the flood plain or increase the number of people or properties at risk of flooding. The policy does however allow for a development with a ground covered area of up to 30 square metres.
- 6.7** It is not considered that the proposal raises any significant flood risk issue. The impact on the flow of flood water and the storage capacity of the flood plain would be confined to the 'volume' of the mounting pole and this is both inconsequential in its own right and cumulatively when combined with other development. The concrete base would form an area of 12 square metres of impermeable surface and this is again not considered to be significant in the context of the wider flood plain. It is not considered that the proposal would impact upon the number of people or properties that are at risk of flooding. Annex E to PPS 25 advises that all proposals for new development in flood zones 2 and 3 should be accompanied by a flood risk assessment. No flood risk assessment has been submitted with the application, although in the circumstances it is considered that this is a technical breach only that has no adverse consequence on the outcome of the application, nor its impact upon the risk to people or property.

Surrounding Development and Uses

- 6.8** When viewed from the immediate surroundings, the replica aircraft would appear as a striking feature but would not, it is considered, be unexpected or unduly dominant in its garden setting. It is not anticipated that the memorial would become a very significant attraction for visitors in its own right other than for its inherent interest in the gardens. Consequently it is not considered that there would be any significant harmful noise or disturbance arising from the proposal.
- 6.9** There are no nearby residential properties, with the nearest being located on the western side of the viaduct in Barry Avenue, at a distance of about 60 metres away. The impact on the small children's amusement park to the west will be the most significant in visual terms, but it will not actually cause harm to the amenities of the amusement park. Indeed it is likely to add to the interest for the children.

Other Material Considerations

- 6.10** Although the drawings are sufficient to enable the application to be determined, there are some details that are lacking with regard to the specific positioning and angle of the replica aircraft and the location/means of fixing of the proposed lighting units. It is considered that these details do not need to be the subject of a condition as they should more properly be a matter for the Council's Outdoor Facilities section.

7. CONSULTATIONS CARRIED OUT

Comments from interested parties

No comments received in response to the non-statutory yellow site notice that has been displayed.

Statutory consultees

Consultee	Comment	Where in the report this is considered
Environment Agency.	Objection in the absence of FRA.	6.7

8. APPENDICES TO THIS REPORT

- Site Location Plan.
- Drawing SSC2 Elevation and Mounting.

9. CONDITIONS FOR RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

Conditions and 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.