

# Borough Local Plan 2013 - 2033 Submission version

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Royal Borough  
of Windsor &  
Maidenhead





## FRONTISPIECE BY THE LEADER OF THE COUNCIL AND THE LEAD MEMBER FOR PLANNING, HEALTH & SUSTAINABILITY

We are delighted to present the Borough Local Plan for the Royal Borough of Windsor and Maidenhead. The Borough Local Plan promotes a sustainable pattern of development for the Borough until 2033. The new development that is proposed in this plan aims to provide for new housing including all forms of affordable housing to fulfil the needs of all of our residents together with key workers, whilst at the same time protecting our valued natural and built historic environment and assets.

The plan aims to protect and enhance those elements that make our Borough special in the eyes of not only our residents but all those who choose to visit, work and invest in the Royal Borough of Windsor and Maidenhead. We are privileged to be home to one of the most recognisable and valued historic assets in the country, Windsor Castle and the Windsor Great Park which the Borough Local Plan seeks to protect not only for our own benefit but also for future generations.

*Cllr Simon Dudley, Leader of the Council and Cllr David Coppinger, Lead Member for Planning, Health & Sustainability*



*Cllr Simon Dudley, Leader of the Council*

The Borough Local Plan is based on a substantial and robust evidence base and on the results of prior consultations, as guided by national policy and legislation. We have worked with partners including our neighbouring local authorities, statutory bodies and local communities and agencies, as well as considering the many emerging and adopted Neighbourhood Plans being prepared by towns, parishes and neighbourhood forums.

Planning often presents difficult choices and requires a balance of national policy and local wishes. Your Council believes this plan sets out the right framework for the future development of the Royal Borough with policies to protect our most valued landscapes and open spaces whilst also delivering the required level of housing and employment opportunities to meet our growing needs.

January 2018



*Cllr David Coppinger, Lead Member for Planning, Health & Sustainability*



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The Borough Local Plan is based on a substantial and robust evidence base and on the results of the consultation exercises we have carried out in the past, as guided by national policy and legislation. We have worked with partners including our neighbouring local authorities, statutory bodies and local communities and agencies, as well as considering the many emerging and adopted Neighbourhood Development Plans being prepared by parishes and neighbourhood forums.

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*Cllr Simon Dudley, Leader of the Council and Cllr Derek Wilson, Lead Member for Planning*



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*Cllr Derek Wilson, Lead Member for Planning*



## MAKING REPRESENTATIONS

The Borough Local Plan Proposed Submission Document represents the Council's chosen strategy for the Borough having considered other alternatives and all relevant matters. Should you wish to make representations on the legal compliance or soundness of this document you must do so within the eight week consultation period which runs from **Friday 30th June 2017 to 5pm Friday 25th August 2017**.

**UPDATE 4 August 2017:** The period for making Regulation 20 representations has been extended following queries from residents and local residents groups who were concerned that our earlier press releases and library communications about Regulation 19 did not accurately explain the procedure for making Regulation 20 representations.

The revised deadline for making representations is **5pm on Wednesday, 27 September 2017**. By taking this step, the period for making representations on the Borough Local Plan 2013-2033 Submission Version, which we published on 30 June 2017, will now exceed 12 weeks.

Please submit your representations using the on-line forms which can be found on the Borough Local Plan pages at [www3.rbwm.gov.uk/blp](http://www3.rbwm.gov.uk/blp)

Alternatively completed representation forms can be emailed to: [blp@rbwm.gov.uk](mailto:blp@rbwm.gov.uk)

Or hard copies can be sent to: **FREEPOST RBWM PLANNING POLICY**

### **NO LATE REPRESENTATIONS WILL BE ACCEPTED.**

Your representations will need to focus on the following:

- Whether or not the plan is legally compliant (including Duty to Cooperate);
- Whether it has met the tests of soundness:
  - Positively prepared - being based on a strategy that aims to meet objectively assessed needs for development and infrastructure
  - Justified - being the most appropriate strategy
  - Effective - being deliverable over the plan period based on effective joint working
  - Consistent with national policy - enabling the delivery of sustainable development in accordance with the NPPF

Representations should be supported by evidence if possible, and when making representations, please clearly indicate which policy, paragraph or page number you are referring to.

Following the consultation period any submitted representations will be collated and sent with the Proposed Submission Borough Local Plan and supporting evidence to the Planning Inspectorate for independent examination. Respondents will not receive individual responses from the Council.

It is intended to submit the Plan to the Inspectorate in October 2017.



# CONTENTS

1	Introduction to the Pre-submission Borough Local Plan	7
2	List of Policies	11
3	Spatial Portrait	15
4	Spatial Vision and Objectives	23
5	Spatial Strategy	29
6	Quality of Place	35
7	Housing	51
8	Economy	69
9	Town Centres and Retail	83
10	Visitors and Tourism	97
11	Historic Environment	101
12	Natural Resources	107
13	Environmental Protection	123
14	Infrastructure	131
15	Monitoring and Implementation	149
16	Glossary	157
17	Appendices	163
A	Maidenhead Town Centre Area Action Plan Superseded Policies	164
B	Green Belt Boundary Amendments	165
C	Housing Trajectory	178
D	Housing Site Allocation Proformas	179
E	Marketing and Viability Evidence	237
F	Local Centre Maps	241
G	Open Space Standards	249
H	Sports and Leisure Development Site Proforma	253

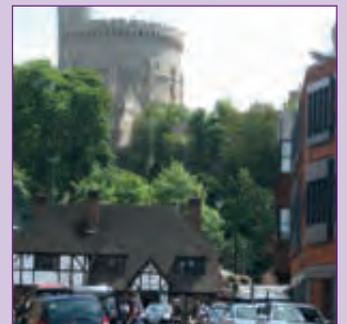
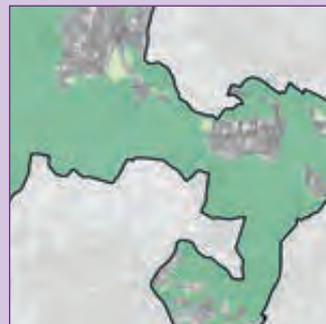






# INTRODUCTION TO THE SUBMISSION BOROUGH LOCAL PLAN

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## 1.1 INTRODUCTION

### 1.1 Introduction

**1.1.1** The Borough Local Plan (BLP) is the key document that provides the framework to guide the future development of the Royal Borough of Windsor and Maidenhead. It sets out a spatial strategy and policies for managing development and infrastructure to meet the environmental, social and economic opportunities and challenges facing the area up to 2033. The Plan not only looks at the scale and distribution of development, but also explains how the Council and its partners will deliver it in a sustainable manner that maintains and enhances the quality of the places that make up the Royal Borough of Windsor and Maidenhead.

**1.1.2** Ultimately, the BLP will be used to make decisions on planning applications. It will also form the strategic framework for Neighbourhood Plans with more detailed guidance to be provided in the form of Supplementary Planning Documents.

## 1.2 PREPARATION OF THE BOROUGH LOCAL PLAN

**1.2.1** The Planning and Compulsory Purchase Act 2004 (and amendments in Subsequent Acts) sets out the requirements and consultation processes needed to produce a Local Plan. The Council is also required to have followed the processes outlined within the Town and Country Planning (Local Planning) (England) Regulations 2012.

**1.2.2** The new BLP must also be consistent with the National Planning Policy Framework (NPPF). The NPPF requires that the presumption in favour of sustainable development should be seen as a golden thread running through the BLP. In particular the BLP should be seeking positively

to meet the development needs of the Borough, encourage sustainable growth and development, and maintain and enhance the natural and built environments. The Planning Practice Guidance (PPG) provides further clarity about national policy and its implementation.

**1.2.3** This submission document follows a process of plan-making which commenced with the preparation of Issues and Options in 2009, 'Planning for the Future' in 2012, the publication of Preferred Options in 2014 and Regulation 18 draft BLP in 2016 and a series of public consultations which are described in the Consultation Statement. It is informed by national policy, the Council's strategic vision as set out in the Corporate Plan, and a collection of research and information documents called the Evidence Base and on-going engagement with specific consultation bodies, organisations and our local community.

## 1.3 EVIDENCE BASE

**1.3.1** Local plans are required to be based on adequate, up to date and relevant evidence about the social, economic and environmental characteristics and prospects of the area. A comprehensive evidence base has been developed alongside the BLP to support the policies within it. The evidence base for the BLP is available for reference on the Council website at: <https://www3.rbwm.gov.uk/blp>

**1.3.2** The BLP must be accompanied by a Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA) that considers the impact of the policies on the community, the economy and the environment. The Council has also undertaken a Habitat Regulation Assessment (HRA) which assesses the likely impacts of BLP policies on the integrity of internationally designated nature sites.



## 1.4 POLICY CONTEXT

**1.4.1** The BLP must take account of relevant national guidance, policy and legislation. The BLP does not repeat national policy but aims to explain how the policy has been applied in the local context.

**1.4.2** The current statutory development plan for the Royal Borough comprises:

- Policy NRM6 of the partially revoked South East Plan which is concerned with the Thames Basin Heaths Special Protection Area
- Saved policies of the Adopted Royal Borough of Windsor and Maidenhead Local Plan 1999
- Maidenhead Town Centre Area Action Plan 2011
- Replacement Minerals Local Plan (incorporating alterations adopted in December 1997 and May 2000)
- Waste Local Plan December 1998
- Made Ascot, Sunninghill and Sunningdale Neighbourhood Plan 2014

**1.4.3** Once adopted, the BLP will supersede the saved policies of the 1999 Local Plan and several policies in the Maidenhead Town Centre Area Action Plan. Appendix A sets out the policies which will be replaced by the policies of this document and will cease to have effect following the adoption of the BLP.

## 1.5 NEIGHBOURHOOD PLANS

**1.5.1** The Local Plan sets out an up-to-date framework for local communities who are preparing Neighbourhood Plans. A Neighbourhood Plan is a community-led development framework, which in combination with a Local Plan will help guide the future development of local places. Neighbourhood planning offers a formal opportunity to add real value to the planning

process by setting out community aspirations for a specific area in the Borough.

**1.5.2** Neighbourhood Plans must be consistent with national policies and the strategic policies of the Local Plan. The strategic policies in this BLP are clearly marked in the List of Policies in Section 2. In general, 'strategic policies' are those that have an impact across the Borough as a whole or that deal with the amount of development that the BLP is prescribing. It is these policies that will specifically guide the production of Neighbourhood Plans across the Borough.

**1.5.3** Other policies in the BLP are not considered to be strategic, but it is expected that Neighbourhood Plans would also have general regard to these non-strategic policies in helping to formulate their plans.

## 1.6 DUTY TO COOPERATE

**1.6.1** Section 110 of the Localism Act 2011 sets out the 'Duty to Cooperate' which is a legal duty under a new Section 33A in the Planning and Compulsory Purchase Act 2014 requiring local planning authorities to cooperate on strategic cross boundary matters. The Duty applies to all local planning authorities in England and informs the plan making process.

**1.6.2** The Duty relates to sustainable development or use of land that would have a significant impact on at least two local planning areas and requires that councils

- Set out planning policies to address such issues
- Engage constructively, actively and on an ongoing basis' to develop strategic policies with other councils and strategic bodies
- Consider joint approaches to plan making

**1.6.3** The Duty to Cooperate is an on going task involving collaborative joint working with



other bodies on areas of common interest. The C is actively engaged in contributing to the Duty to Cooperate process which has included initiatives such as joint working on the Strategic Housing Market Area (SHMA) for Berkshire, Functional Economic Market Areas (FEMA), retail study work, the Thames Basin Heaths Special Protection Area joint working, work with Thames Water and other statutory undertakers, major highway schemes such as on the M4, and other transport issues such as Elizabeth Line (Crossrail). This process has helped steer and inform policy development and to help develop an appropriate evidence base for the emerging BLP.

**1.6.4** It is important to recognise that Duty to Cooperate is a continuous process of reviewing policy and accompanying justification and the potential impacts of policy on neighbouring authorities and agencies. The Duty continues throughout all stages of the plan making process.

**1.6.5** A Duty to Cooperate Compliance Statement accompanies the pre-submission document and will be updated before it is submitted to the Secretary of State with the BLP and other supporting documents. The Statement sets out the bodies engaged under the Duty during the preparation of the BLP, the strategic issues that have been given consideration, and the outcomes that have affected policy preparation.

## 1.6 MONITORING

**1.6.6** It is important to assess whether the BLP is meeting its aims and objectives. It is also important to have appropriate mechanisms in place to enable us to take action if the Plan is not meeting its aims and objectives. To help achieve this, we have included a series of monitoring indicators.

**1.6.7** Where policies are failing to deliver the strategic objectives of this plan, necessary actions will be identified in the Council's Authority Monitoring Report (AMR). This may include an early review of the BLP.





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# LIST OF POLICIES



POLICY	STRATEGIC ?
SP1 Spatial Strategy	Yes
SP2 Sustainability and placemaking	Yes
SP3 Character and design of new development	No
SP4 River Thames Corridor	Yes
SP5 Development in the Green Belt	Yes
SP6 Local Green Space	No
HO1 Housing Development Sites	Yes
HO2 Housing Mix and Type	Yes
HO3 Affordable Housing	Yes
HO4 Gypsies and Travellers	Yes
HO5 Housing Density	Yes
HO6 Loss and Sub-division of Dwellings	No
ED1 Economic Development	Yes
ED2 Employment Sites	Yes
ED3 Other Sites and Loss of Employment Floorspace	Yes
ED4 Farm Diversification	No
TR1 Hierarchy of Centres	Yes
TR2 Windsor Town Centre	Yes
TR3 Maidenhead Town Centre	Yes
TR4 District Centres	No
TR5 Local Centres	No
TR6 Strengthening the Role of Centres	Yes
TR7 Shops and Parades Outside Defined Centres	No
TR8 Markets	No
VT1 Visitor Development	Yes
HE1 Historic Environment	No



POLICY	STRATEGIC ?
HE2 Windsor Castle and Great Park	No
HE3 Local Heritage Assets	No
NR1 Managing Flood Risk and Waterways	No
NR2 Trees, Woodlands and Hedgerows	No
NR3 Nature Conservation	Yes
NR4 Thames Basin Heaths Special Protection Area	Yes
NR5 Renewable Energy Generation Schemes	No
EP1 Environmental Protection	No
EP2 Air Pollution	No
EP3 Artificial Light Pollution	No
EP4 Noise	No
EP5 Contaminated Land and Water	No
IF1 Infrastructure and Developer Contributions	Yes
IF2 Sustainable Transport	Yes
IF3 Green and Blue Infrastructure	Yes
IF4 Open Space	Yes
IF5 Rights of Way and Access to the Countryside	No
IF6 New Sports and Leisure Development at Braywick Park	No
IF7 Community Facilities	Yes
IF8 Utilities	No

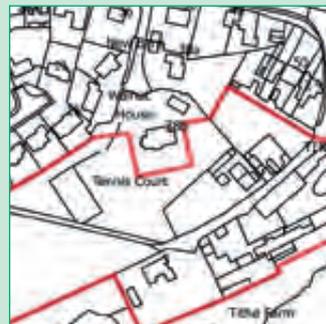
Table 1 List of Policies







# SPATIAL PORTRAIT



## 3.1 CONTEXT

**3.1.1** The Borough lies to the west of London providing a predominantly countryside setting for the three main settlements of Maidenhead, Windsor and Ascot, and a number of neighbouring villages. Pressure for development comes from a number of sources including a changing and growing population with a shifting demand for different types of housing and infrastructure.

**3.1.2** The presence of good transport links including closeness to Heathrow Airport, a successful urban and rural economy, a high quality environment that serves to attract new residents, businesses and visitors, and the Borough's relative proximity to London, provides a dynamic setting for future development. The population of the Borough is continuing to change with an ever increasing and ageing population and this shift in the demographic profile will bring with it particular challenges especially with regard to making appropriate provision for sustainable development to meet those needs.

## 3.2 LINKAGES TO SURROUNDING AREAS

**3.2.1** Located in the heart of the Thames Valley, less than 30 miles to the west of Central London, the Borough borders several other administrative local authorities and has important inter-connections with employment and housing catchments, plus strategic transport links. The Borough benefits from having 10 railway stations, served by a combination of main line and branch line services.

**3.2.2** Maidenhead is on the Great Western Main Line, which connects London Paddington with south west England and Wales, incorporating branch lines to Marlow and to Windsor and Eton Central. Windsor and Eton Riverside is the western terminus for Southern

services from London Waterloo, while Ascot lies on the junction of the Waterloo to Reading and the Ascot to Guildford lines. Maidenhead will also be a significant stop for the Elizabeth Line, linking it to Reading, London and beyond.

**3.2.3** The Borough is located only a short distance away from the UK's primary international airport, London Heathrow. This affects the surrounding area in terms of aircraft noise, road traffic, business and tourism. Aviation policy is set at the national level and the Borough actively engages in regular discussions at a strategic level with neighbouring local authorities and through government consultations to identify its impacts.

**3.2.4** The Borough contributes to the workforce of nearby towns in the Thames Valley region, with residents commuting to Slough, Reading and London for employment. More than one in ten of East Berkshire's jobs are located in the Slough Trading Estate. Reading is another major town that provides jobs as well as a major shopping attraction. In turn, the Borough provides some of the main tourist and visitor attractions in the surrounding area, with historic Windsor Castle and its Great Park, Eton College, Legoland Windsor and Windsor and Ascot Racecourses.

**3.2.5** The River Thames forms much of the northern boundary of the Borough, which continues to work with the Environment Agency and other bodies to consider fluvial impacts on settlements and neighbours further downstream. The Borough also provides several crucial River Thames crossing points, enabling movement north and south of the river. These are located at Bisham, Cookham, Maidenhead, Windsor, Datchet and Old Windsor.

**3.2.6** Additional planned development in the surrounding areas (through other Development Plans) could increase pressure



on the Borough's infrastructure, demand for housing, or on open spaces and access to the countryside. The planned redevelopments of both Slough and Bracknell town centres will impact upon the Borough, and its settlements will need to focus on their unique distinctiveness to maintain their vibrancy and vitality.

### 3.3 NATURAL AND BUILT ENVIRONMENTS

**3.3.1** Approximately 83% of the Borough's area is Metropolitan Green Belt. There are 27 Conservation Areas, over 950 Listed Buildings, a number of Scheduled Monuments including Windsor Castle and 12 registered historic parks and gardens including six which form part of the Royal Windsor Estate. Trees, woodlands and open space play an important role in defining the area as a 'Green Borough'.

**3.3.2** A number of areas in the Borough are internationally designated as Special Areas of Conservation (SAC), the Thames Basin Heaths Special Protection Areas (SPA), and Ramsar Sites designated under the Natura 2000 Convention. The Borough also has a number of nationally designated sites including Sites of Special Scientific Interest (SSSI) that cover 1,663 hectares or 8.41% of the Borough's area and one adjoining National Nature Reserve (NNR) at Chobham Common. These designations are, in isolation and in combination, likely to act as constraints on development in line with the National Planning Policy Framework (NPPF).

**3.3.3** A key feature of the Borough is the vast number of trees and open space that residents and businesses alike can enjoy. Trees and woodlands play an important role in defining the character of a 'Green Borough', helping to shape the environment for residents and tourists that appreciate the special characteristics of the Royal Borough of Windsor and Maidenhead.

**3.3.4** Within the Borough there are a number of larger sites such as Windsor Great Park, Ashley Hill near Burchetts Green and other open space containing trees and woodlands which are important for nature conservation. The River Thames and its associated tree lined and wooded banks also provide distinctive features and a wildlife corridor.

**3.3.5** The Borough's landscape provides opportunity for conservation, enhancement, restoration and creation, to strengthen distinctive character through design and management. The landscapes that border urban areas, or are attractive tourist destinations (such as Windsor Great Park) are deemed to be particularly at threat from change, although overall the landscapes of the Borough are deemed to have low capacity for change.

## 3.4 COMMUNITY

### Population

**3.4.1** The 2011 Census indicated that the Borough has 144,560 residents, an 8.2% increase in the last ten years since the 2001 Census, when the population was 133,626. The population of the Borough is showing signs of ageing in line with national trends, seeing 16.7% of the population aged 65+; nationally this was 16.4%.

**3.4.2** The Borough also has a slightly higher than national average percentage of young people aged 0 – 19 years at 24.3% of the population, compared to 24.0% nationally. A further trend in the Borough is fewer young adults (19 – 30 years of age) than nationally. This could in part be linked to few further education opportunities such as universities within the Borough, but also potentially the high cost of living and employment opportunities in the area.



## Housing

**3.4.3** The 2011 Census counted 58,349 households in the Borough. In 2008, 1.4% of the Borough's dwelling stock comprised second homes; nationally 0.9%. In April 2011, the tenure of dwellings across the Borough was 85.5% private rented or owner-occupied, and 13% Registered Social Landlord (RSL); nationally 82% and 10% respectively. The 2011 Census counted 3,495 people living in communal establishments (for example, care homes, boarding schools) in the Borough.

**3.4.4** In the last ten years, the dwelling stock of the Borough has remained relatively unchanged, seeing only a slight shift to smaller dwellings. For example, in 2001 Band C properties made up 14.4% of the dwelling stock, but by 2011 this was 14.7%, and similarly B and G accounted for 15.4% in 2001, down to 15.0% in 2011.

**3.4.5** At April 2013, the average property price in the Borough was £341,890 compared to £209,750 for the South East. This is more than double the national average and makes the Borough one of the most expensive places to live in the country outside London.

## Health

**3.4.6** Access to doctors and hospitals is often cited as a cause for concern in public consultations. The Borough has four hospitals (St Marks, Maidenhead; Heatherwood Hospital, Ascot; King Edward, Windsor; Princess Margaret, Windsor) but no accident and emergency services, and the Borough is reliant on Wexham Park Hospital in Slough, the Royal Berkshire in Reading, Frimley Park in Frimley and St Peters in Chertsey.

**3.4.7** Modelling undertaken in October 2011 suggests that 87% of households are within fifteen minutes of a GP surgery using public transport and walking (99% are within 30 minutes). For hospitals, 90%

of households can access services within 30 minutes; although only 1% can access Wexham Park Hospital emergency services within this time (71% could access it within an hour).

## Education

**3.4.8** There are 66 state schools in the Borough; 3 nursery schools, 46 primary schools or first schools, 14 secondary, middle and upper schools, 2 special schools and 1 pupil referral unit and of these, 22 are currently academies. Demand for primary school places in the Borough has been rising in recent years as a result of a rising birth rate and new housing and a significant number of new primary school places have already been provided in both Windsor and Maidenhead, and more are likely to be needed in the early part of the plan period. There is only a small amount of movement across boundaries into and out of primary schools.

**3.4.9** Demand for secondary schools places in the Borough has remained relatively steady in recent years, but it is expected that significant numbers of new secondary school places will be required from 2017 onwards. Substantial numbers of children and young people living in the Borough attend secondary schools in Slough and Buckinghamshire. There is also significant movement into the Borough's secondary sector from neighbouring areas and independent schools educate approximately 15% of the Borough's children and young people.

## Recreation

**3.4.10** The Borough manages and maintains 68 parks, open spaces and play areas, providing opportunities for sports activities, informal play, or gentle strolls in pleasant surroundings – covering a total area of around 237 hectares. Any intensification or infilling development in the urban area could result in access to open space for recreation becoming an increasingly important local issue. There are



also several indoor and outdoor sports facilities, including leisure centres and sports pitches.

## Arts and culture

**3.4.11** Both the Firestation Centre for Arts and Culture in Windsor, and the Norden Farm Centre for Arts in Maidenhead provide events such as film, live music, theatre, comedy, workshops, dance and exhibitions. There is also Sir Stanley Spencer museum in Cookham, a heritage centre in Maidenhead, a museum in Windsor and a number of community halls that host arts and cultural activities.

## 3.5 ECONOMIC PROSPERITY

**3.5.1** The Borough has a highly qualified workforce with 96% holding qualifications, and 48% qualified to degree level or higher. The majority of employee jobs are in the service sector (88%) followed by construction (7%) and manufacturing (5%). The number of people who are self employed has increased in the last decade to 11.5% in 2012 from 10.5% in 2001 (nationally 8.3% in 2001, and 9.4% in 2012). The rise in the self-employed workforce has resulted in an increase in demand for better access to broadband services, particularly in rural areas.

**3.5.2** The economically active workforce, aged between 16 and 64 years, is 81% which is higher than the national average (76.9%). The unemployment rate is low compared to the national average (3.4% in 2016 compared with 4.8% nationally).

## Retail

**3.5.3** The Borough has two sub-regional shopping centres (Windsor and Maidenhead), two district centres (Ascot and Sunningdale) and several local centres which provide vital services for residents in the wider urban areas, or villages outside the main urban settlements. Overall, the larger centres provide predominantly comparison goods and services retail functions, with local centres

providing more convenience goods and service shops. A similar trend is seen with regard to whether the shops are independents or large national multiple chains; main town centres tend to see a large proportion of the latter, with local centres seeing an increased variety of occupiers.

## Visitors and tourism

**3.5.4** Tourism is crucial to the local economy, with over seven million people visiting the Borough each year. Windsor itself is home to two of the UK's top visitor attractions, Legoland and Windsor Castle.

**3.5.5** The Borough is also home to other attractions and world class events including Ascot Racecourse with Royal Ascot, Windsor Racecourse, the Windsor Royal Tattoo, Eton College, Windsor Great Park, and historic villages. The Borough contains one of the oldest and best known airfields in the country; White Waltham Airfield, reputedly the largest grass airfield in Britain.

**3.5.6** An estimated 743,000 staying trips were spent in the Borough in 2015, of which around 73% were made by domestic visitors and 27% by overseas visitors. It is estimated that 57% of overseas trips to Windsor and Maidenhead were holiday related, 29% were business related and 11% were primarily for visiting friends and relatives.

**3.5.7** Whilst not offering the same variety of visitor attractions as Windsor, Maidenhead nevertheless saw 59% of all visitors indicate that the River Thames was the main reason they had chosen to visit Maidenhead. A high proportion of visitors to the town gave the reason that they were visiting friends or family, that is, not a holiday visit. Tourism-related expenditure is estimated to have supported 7,157 full time equivalent jobs in the Borough; an actual total of 9,721 if part time and seasonal work is accounted for (Economic Impact Study, 2015).



## 3.6 CLIMATE CHANGE

### Flooding

**3.6.1** The most pressing implication of climate change is likely to be flooding as a result of increased rainfall and hard surfaces due to construction in the future. The Strategic Flood Risk Assessment and the Environment Agency flood maps set out which parts of the borough are located within which flood zones. Guidance in relation to climate change allowances for flood risk assessment is contained in the National Planning Practice Guidance with further information on the Environment Agency's website.

**3.6.2** Research in other areas suggests that the future 1:100 year floodzone could extend to the current 1:1000 year floodzone and it is important to take into consideration that property and areas currently at risk of flooding may be more susceptible to more frequent and severe flooding in future years. Climate change could also potentially increase the frequency and intensity of localised storms over the Borough, exacerbating localised drainage problems which may be increased by the use of non-porous materials in construction.

### Efficient use of energy and resources

**3.6.3** The Borough actively encourages residents and businesses to recycle as much as possible, with recycling, reusing or composting accounting for over 40% of waste in 2010/11. This is in line with the national average for the same period.

**3.6.4** Energy consumption is currently mostly from fossil fuels and not renewable sources, although the Borough is increasingly seeing developments incorporating sustainable aspects, and has seen hydro-electric turbines built at Romney Weir and the retrofitting of homes. Many schools, householders and businesses are retrofitting solar panels to their properties to become more energy efficient.

**3.6.5** Water usage is a key consideration for the future of the Borough, with alterations in climate patterns having the scope to impact water resources. If spring and autumn become drier and warmer seasons, then the recharge season may be shorter resulting in overall less groundwater recharge. There are already several areas across the Borough covered by Source Protection Zones (SPZ), but the most significant are in SPZ1 where development could have greatest risk to groundwater supplies, including the following locations: Cookham Rise, Hurley, Maidenhead, Bray and north Datchet.

### Sustainable transport

**3.6.6** The Borough has high car usage and ownership, partially due to the rural nature of some settlements where regular public transport services are not viable, and also as a result of the area being relatively affluent. Car ownership was 86.7% at the 2011 Census, which has increased since the 2001 Census when it was 85.7%. The population is therefore very mobile, increasing the amount of commuting and social journeys undertaken.

**3.6.7** The Borough has five Air Quality Management Areas (AQMAs) to monitor and seek to improve air quality in urban areas that experience high levels of traffic pollution. These are Maidenhead town centre, Royal Windsor Way in Windsor, Bray/M4/A308, Wraysbury Road/M25 and St Leonards/Imperial Road junction, Windsor.

## 3.7 KEY SPATIAL ISSUES

**3.7.1** Considering the nature of the Borough as described above leads to the identification of a series of key issues for the BLP to address. The challenge for the BLP is to manage the potential impacts of future growth to ensure that development takes place in a sustainable manner that supports the local economy, whilst safeguarding and enhancing, where possible, the valuable natural and built assets of the Borough.



## KEY SPATIAL ISSUES

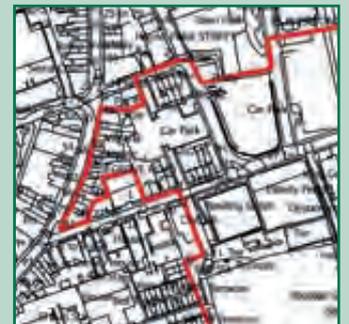
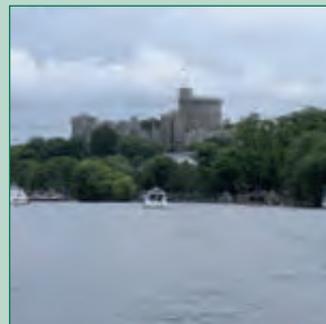
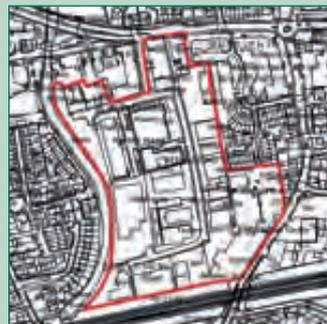
- How can the Borough promote the development it needs without adversely impacting on the existing built character and natural and historic environment which makes the Borough the successful place it is?
- How can the Borough provide the necessary amount of decent and affordable housing for all its communities in the right locations, given land values and property prices in the area?
- How can the Borough respond to the needs of an ageing population?
- How and where could the Borough enable provision of the services and facilities needed for existing and future residents, including necessary infrastructure?
- How can the Borough improve and maintain the natural environment and countryside which makes the area an attractive place to live, work and visit?
- How can the Borough plan to meet the development needs of business and support an economy fit for the 21st century, whilst maintaining the balance between residential and commercial development needs in both urban and rural locations?
- How can the Borough support and improve the tourism and visitor economy, particularly around the towns of Windsor and Maidenhead?
- How should the Borough contribute to national climate change targets, and ensure the community are not put at risk of the effects of climate change?
- How can the Borough conserve and enhance its unique heritage and built environment for current and future residents and visitors to enjoy?
- How can the Borough best accommodate the needs of people to use their car for some journeys and also encourage more use of alternatives?
- How can the Borough support rural areas to improve their sustainability, whilst maintaining the factors that make the countryside a desirable place to live, work and play?







# SPATIAL VISION & OBJECTIVES



## 4.1 CONTEXT

**4.1.1** The corporate vision for the Borough is set out in the Borough's Strategic Plan (RBWM 2016) which had its roots in the Sustainable Community Strategy (RBWM 2010) and seeks a prosperous and vibrant future for both urban and rural communities whilst retaining and enhancing the Borough's distinctive heritage, landscape and character. The BLP is the spatial expression of the

Council's vision for the future of the Borough and therefore built on the four main themes of the Strategic Plan as follows:

- Residents first
- Value for money
- Delivering together
- Equip ourselves for the future

## 4.2 SPATIAL VISION

The spatial vision for the BLP sets out what the Borough will look like following the implementation of the plan. The Royal Borough of Windsor and Maidenhead will remain a place where everyone can thrive in a safe, healthy and sustainable environment.

The varied characteristics of the Borough are recognised and the distinct and different values of Windsor and Maidenhead are valued both separately in their own right and collectively in terms of the contribution they make to the continuing success of the Borough. The particular and special characteristics in terms of the countryside and open spaces, Green Belt, historic environment, River Thames, woodland and parkland, remain part of the heritage that continues to be valued, enhanced and protected.

Development will be expected to promote sustainability and add to the special qualities of the Borough through high quality design, effective and efficient use of land and protection for those valued heritage, natural and other assets. Development will aim to protect the open countryside from unnecessary development and promote the inclusion of open and green space wherever possible. Particular consideration will be given to flooding and traffic implications

arising from development with regard paid to the capacity of existing infrastructure.

Additional infrastructure including education, healthcare, highways, social infrastructure and telecommunications will be provided alongside development to ensure that people, goods and communications can freely connect and travel across the Borough. Transport infrastructure in particular will be maintained to ensure that interdependencies between places within the Borough and outside are maintained.

Development will be located sustainably within and around the urban area of Maidenhead as the major service centre of the Borough. Sustainable development will also be focused in and around Windsor and other centres that already provide services.

The wider Thames Valley region will continue to be a focus for economic development with Maidenhead playing a vital role. Maidenhead Town Centre will continue its programme of regeneration to enable the town to continue to provide a focus for economic development and employment and together with Windsor and Ascot will continue to meet the aspirations of residents at the heart of the community. Windsor and Eton will continue to be promoted and enhanced



as thriving visitor destinations for both the domestic and international tourist market.

The Borough will continue to prosper and provide a good range of jobs and homes for all of our residents close to where people choose to live with Maidenhead as a particular focus for sustainable residential development. Smaller villages and settlements within the Green Belt will be protected from pressure arising from additional housing development whilst still allowing for an appropriate level of growth supported by suitable infrastructure.

The Borough will continue to provide an excellent education through our schools and colleges relevant to the needs of our existing business community whilst also helping to attract and retain new business opportunities.

The Green Belt will be protected to ensure that the setting of our towns and villages remain protected from inappropriate development. Access to the countryside will be promoted to take advantage of the benefits offered by the rural setting of the Borough.

## 4.3 OBJECTIVES

### OBJECTIVE 1

#### Special qualities

To conserve and enhance the special qualities of the Borough's built and natural environments:

- i. Protect the openness of the Green Belt.
- ii. Retain the character of existing settlements through guiding development to appropriate locations and ensuring high quality design of new development.
- iii. Protect the special qualities of the built environment including heritage assets.
- iv. Protect and enhance biodiversity within the Borough.
- v. Protect and enhance the River Thames and other watercourses and their associated riparian corridors

*This objective meets the following Strategic Plan themes:*

**Residents first, Value for money**

### OBJECTIVE 2

#### Meeting housing needs

To meet the varied housing needs of residents in an appropriate way whilst steering development to the most sustainable locations:

- i. Provide sufficient new housing to meet the Borough's needs.
- ii. Make the most of previously developed land.
- iii. Provide housing that meets the needs of all sections of community including a sufficient level of affordable housing

*This objective meets the following Strategic Plan themes:*

**Residents first, Value for money**



**OBJECTIVE 3****Visitor economy**

To enable the continued success and evolution of the Borough's distinct visitor economy:

- i. Reinforce the role of key tourism centres such as Windsor, Ascot and the River Thames.
- ii. Provide sufficient accommodation and facilities for tourists.
- iii. Identify and promote opportunities for additional tourism related development

*This objective meets the following Strategic Plan themes:*

***Residents first, Value for money, Equip ourselves for the Future***

**OBJECTIVE 4****Local business economy**

Enable the evolution and growth of the local business economy:

- i. Maintain a buoyant and broad-based economy.
- ii. Support the reuse and redevelopment of existing employment-generating sites and premises in order to maintain a sustainable balance between jobs and local labour

*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together, Equip ourselves for the future***

**OBJECTIVE 5****Town, district and local centres**

To promote the vitality and viability of town centres so that they are at the heart of their communities:

- i. Promote the town centres of Windsor and Maidenhead as the principal locations for office, retail, tourism and leisure development.
- ii. Support the delivery of the adopted Maidenhead Area Action Plan Development Plan Document as amended

*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together, Value for money, Equip ourselves for the future***

**OBJECTIVE 6****Infrastructure**

To retain, improve and provide new facilities and other infrastructure to support new development and ensure a high quality of life for residents of all ages:

- i. Secure the provision of utilities, services and facilities to enable planned development in a coordinated and timely manner
- ii. Ensure that new development makes an appropriate contribution towards infrastructure needs arising from such development

*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together, Value for money, Equip ourselves for the future***



**OBJECTIVE 7****Sustainable transport**

To promote sustainable transport and alternatives to the use of private vehicles:

- i. Encourage the provision of facilities for pedestrians and cyclists in new development
- ii. Locate development to minimise the need for travel
- iii. Promote the use of public transport

*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together, Equip ourselves for the future.***

**OBJECTIVE 8****Heritage**

To seek to maintain and enhance the rich heritage of the Borough:

- i. Protection of designated areas and developments, such as scheduled monuments, Listed Buildings and Conservation Areas
- ii. Promotion of high quality development and design in sensitive heritage areas

*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together, Equip ourselves for the future.***

**OBJECTIVE 9****Environmental protection**

To maintain, protect and enhance the natural environment of the Borough, including the water environment:

- i. Ensure that new development contributes to environmental improvement
- ii. Protect designated areas and features

*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together, Equip ourselves for the future.***

**OBJECTIVE 10****Open space and leisure**

To provide adequate open space for planned development and appropriate leisure and recreation facilities:

- i. Ensure that new development contributes to providing open space within new development
- ii. Maintain and enhance leisure and recreation facilities

*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together, Equip ourselves for the future.***



## OBJECTIVE 11

### Climate change and biodiversity

To ensure that new development takes account of the need to mitigate the impacts of climate change and on biodiversity:

- i. Promote sustainable design and construction.
- ii. Promote the use of renewable energy.
- iii. Manage flood risk through the location and design of development.

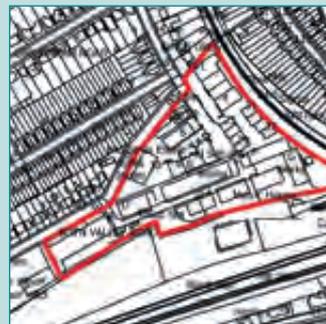
*This objective meets the following Strategic Plan themes:*

***Residents first, Delivering together,  
Equip ourselves for the future***





# SPATIAL STRATEGY



## 5.1 SPATIAL STRATEGY CONTEXT

**5.1.1** The spatial strategy is outlined in Policy SP1, and the Key Diagram at the end of the chapter. It seeks to provide a sustainable spatial response which balances the need for growth in a constrained, high quality environment with the essential requirement to protect and enhance the Borough's highly valued assets, character and identity.

**5.1.2** The Council is pursuing a growth strategy in line with Government requirements for councils to meet their housing and employment needs and to take advantage of the opportunities of the Elizabeth Line project (Crossrail). In line with its growth ambitions the Council has committed to meeting the full employment and housing needs arising from within the Borough for the period 2013 – 2033.

**5.1.3** The Borough has a wealth of natural, cultural, landscape and heritage assets that create a unique and high quality identity. Throughout are physical examples of the area's long association with the Crown, with many exceptional buildings and places. Distinct towns and villages, each with its own identity and character but all related by an attractive countryside setting which includes royal parkland, River Thames valley and farmland create a high quality environment which is one of the Borough's defining characteristics. Many of the assets (for example Windsor Castle and Windsor Great Park, River Thames and the Thames Basin Heaths SPA) have national and international significance but there is also a rich depth of assets of local significance which are deeply valued by the communities in which they are located. The Council is fully committed to protecting and enhancing these assets as it recognises they are fundamental in creating the character of the Borough and maintaining its success.

**5.1.4** The Council recognises that its growth strategy has to take place in a heavily

constrained environment. The majority of the Borough is in the Green Belt, and significant areas are affected by severe flood risk. Natural assets such as the Thames Basin Heaths SPA and London Reservoirs SAC impact on large areas of the Borough and there is a need to protect the landscape and heritage assets on which the internationally important visitor economy is built.

**5.1.5** Providing high quality design and adequate supporting infrastructure (including green infrastructure) in all new development will be of major importance and part of the means of achieving a sustainable balance between delivering growth and protecting the Borough's environment.

**5.1.6** A key element of the spatial strategy is the identification of three sustainable growth areas. These are focused on the existing urban areas of Maidenhead, Windsor and Ascot which together contain the largest concentration of housing and employment opportunities in the Borough. The growth areas are well serviced by transport links, lie outside of locations subject to severe flooding (functional floodplain) and avoid nationally significant natural and heritage resources.

**5.1.7** Maidenhead acts as the main centre in the Borough and has excellent rail links to London and the west of England. Its role as an employment, service and commuter location in the wider Thames Valley is anticipated to increase in response to the identification of Maidenhead as one of the Elizabeth Line stations. The Elizabeth Line project is expected to transform travel in the south east by facilitating faster access into and across London, boosting the economy by billions of pounds and supporting intensified development in the form of new jobs and homes in the vicinity of the Elizabeth Line stations.



**5.1.8** To take advantage of this major infrastructure facility, and its main service centre role, Maidenhead has been identified as a strategic growth location. Over the plan period it is expected to accommodate a large proportion of the Borough's future housing, employment and mix use growth within the town centre and on other sites in the wider Maidenhead locality. Higher intensities of development, including taller buildings, will be particularly encouraged within, and near to Maidenhead town centre, along with sustainable walking and cycling routes to access the station and wider town centre environment. A strategy for the rejuvenation of Maidenhead town centre is already in place which envisages new shops, homes and employment opportunities, alongside a raft of environmental improvements. Land adjacent to the southern built edge of Maidenhead (Maidenhead Golf course and associated sites) has good sustainable transport links to the town centre and rail station and is expected to provide for much of the Borough's future housing growth needs.

**5.1.9** Windsor is identified as a smaller growth area than Maidenhead. As a key visitor destination and local service centre, Windsor town centre is an appropriate location to receive limited higher intensity mixed use development although particular attention will need to be given to maintaining and enhancing the character and design of the centre and its heritage and environmental assets. A small extension to the west of Windsor will provide additional housing in a town constrained by internationally recognised heritage assets.

**5.1.10** Ascot Centre is also identified as a growth area. The rejuvenation of Ascot High Street is an opportunity to create a community hub through mixed development, including new shopping and housing. The Ascot, Sunninghill and Sunningdale Neighbourhood Plan which was made in 2014, recognised the opportunity to regenerate Ascot High Street through the creation of a community hub supported by new

retail and housing. Taking this approach forward, housing growth in Ascot will be provided via a number of small sites within and on the edge of the Ascot settlement area. Outside the growth locations limited growth will be accommodated within, and on the edges of, those existing settlements inset from the Green Belt.

**5.1.11** Employment will continue to be focused in the town centres and in existing employment areas although some expansion of employment space to meet future needs will be accommodated in the development site north of Churchmead school in Datchet. The Triangle site (land bounded by the A380, M4 and west of Ascot Road) will be protected to accommodate potential employment needs in the latter part of the BLP period and, perhaps, beyond the end of the current plan period.

**5.1.12** The Borough entirely lies within the extent of the Metropolitan Green Belt. The vast majority is covered by the Green Belt designation with only the towns of Maidenhead, Windsor and Ascot, along with a number of smaller settlements (including Sunningdale, Sunninghill, Datchet and Cookham), being excluded from it. The Council is committed to protecting the Green Belt but the limited supply of suitable brownfield sites has led to a recognition that not all of the needed growth can be accommodated in settlement locations. A series of studies (including an Edge of Settlement Study undertaken by the Council in 2016), identified and assessed parcels of land around the Borough's towns and settlements in relation to the purposes of the Green Belt set out in the NPPF. The majority of the release is concentrated around the strategic growth location of Maidenhead, with smaller releases around the edges of Windsor, Ascot, Datchet, Cookham, Sunningdale and Sunninghill.

**5.1.13** The remainder of the document sets out the detail of this spatial strategy and how it will be applied and delivered.



## 5.2 POLICY SP1 SPATIAL STRATEGY

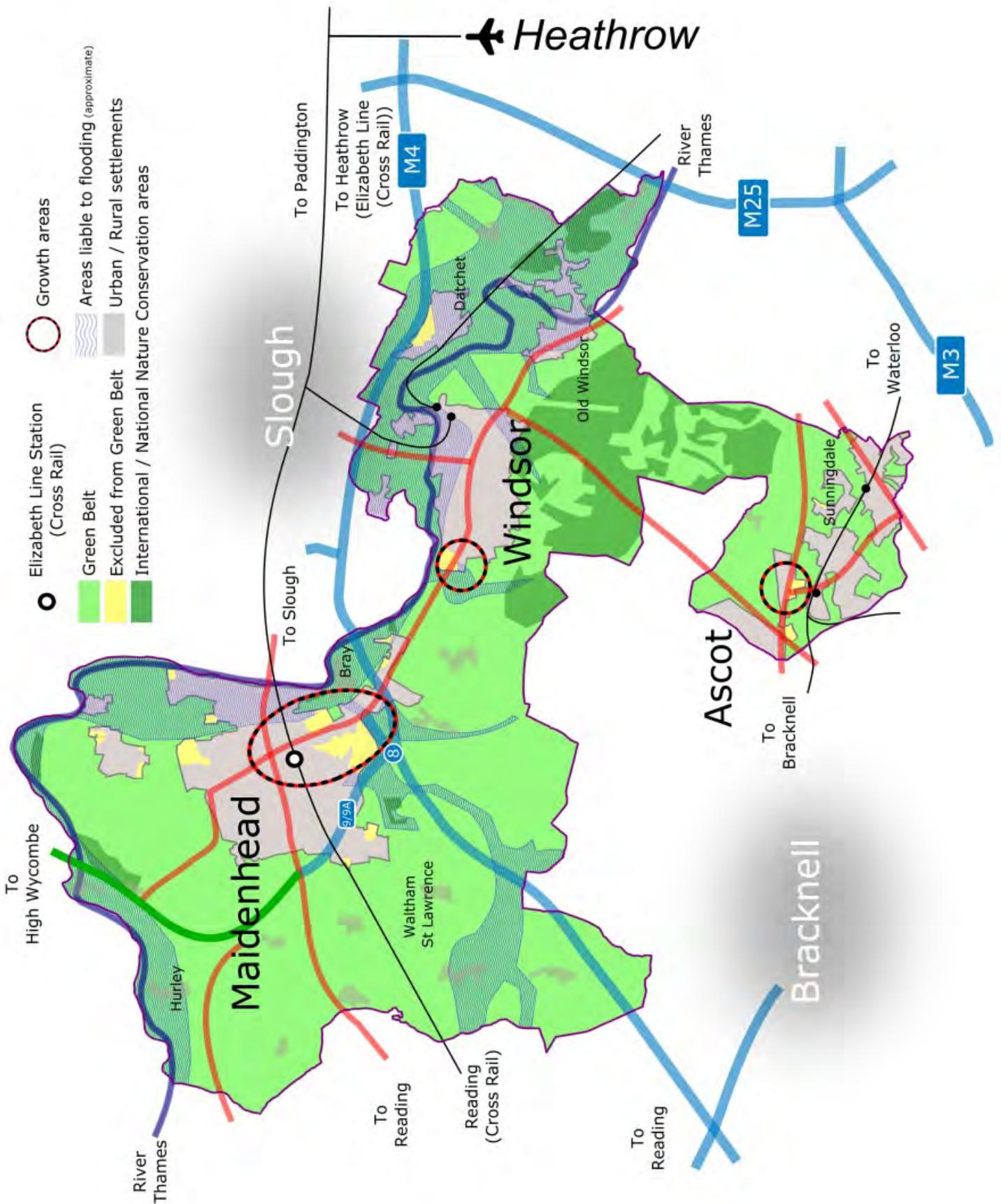
### POLICY SP 1

#### Spatial Strategy for the Royal Borough of Windsor and Maidenhead

1. The Council's overarching spatial strategy for the Borough is to focus the majority of development in three growth areas (Maidenhead, Windsor and Ascot) to make best use of infrastructure and services, in addition to providing a sustainable approach to growth.
2. New development will largely be focused on the strategic growth location of Maidenhead. Maidenhead town centre will be a major focus of sustainable growth to support its important role within the wider Thames Valley. Higher intensity development will be encouraged within and near to Maidenhead town centre to make the most of the town's transport links, and to take advantage of the Elizabeth Line connections.
3. A large proportion of the Borough's new housing development is to be built as an extension of the town with approximately 2,500 homes focused on a cluster of sites near to Maidenhead railway station (Maidenhead Golf Course, Land south of Harvest Hill Road and Land south of Manor Lane). Growth in Maidenhead will be focused on existing urban sites wherever possible, with some limited release of Green Belt.
4. Windsor is identified as a growth area accommodating limited growth in the town centre and on its western edge. Windsor town centre has national and international significance as a major focus of visitor and tourist activity based on Windsor Castle and the River Thames. The conservation of existing heritage assets is particularly important, meaning limited development will only be permitted where it seeks to enhance the quality of the built environment and does not compromise its character and appearance. Limited Green Belt release will accommodate additional housing growth on the western edge of the urban area.
5. Development in the Ascot growth location will be largely based on Ascot Centre. The coordinated development of several sites related to Ascot High Street will provide the opportunity to strengthen its role as a significant centre in the Borough providing a wide range of uses and activities, and include the provision of public open space. This will be achieved through the redevelopment of existing sites as well as limited Green Belt release.
6. The villages excluded from the Green Belt will continue in their roles as local centres as well as providing limited opportunity to accommodate new development. This will largely be achieved through the redevelopment of existing brownfield sites within the villages alongside limited Green Belt release.
7. Employment needs will largely be met in existing settlements.
8. The Green Belt will be protected from inappropriate development in line with Government policy.



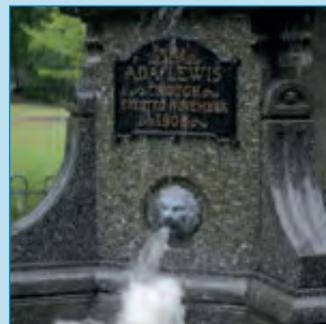
**5.3 KEY DIAGRAM**







# QUALITY OF PLACE





- Contribute to the green character of the Borough through delivery of generous green infrastructure
- Develop and enhance the importance of the existing blue character of the Borough (including the River Thames and associated waterways)
- Maintain the depth and richness of the heritage assets in the Borough
- Support the delivery of vibrant and healthy communities
- Provide sustainable environments

**6.2.7** The broad approach to sustainability and placemaking at the local level is set out in the vision, objectives and spatial strategy of the BLP, with detail in subsequent policies.

**6.2.8** In addition to the broad framework set out by the BLP, the Council will continue its sustainable placemaking through further work in the form of neighbourhood plans, the on-going Infrastructure Delivery Plan, and Supplementary Planning Documents.

## 6.3 SP2 SUSTAINABILITY AND PLACEMAKING

### POLICY SP 2

#### Sustainability and Placemaking

1. All new developments should positively contribute to the places in which they are located.
2. Larger developments<sup>(1)</sup> in particular will be expected to:
  - a. Provide a harmonious, integrated mix of uses, where appropriate, that foster a sense of community, vibrancy and activity
  - b. Contribute to the provision of social, natural, transport and utility infrastructure to support communities
  - c. Be designed to facilitate and promote community interaction through the provision of:
    - i. walkable neighbourhoods and
    - ii. attractive public spaces and facilities and routes which encourage walking and cycling
  - d. Create places that foster active healthy lifestyles
  - e. Be of high quality design that fosters a sense of place and contributes to a positive place identity

<sup>1</sup> (over 10 residential units or 1,000m<sup>2</sup> of floorspace or 1ha in area)



## 6.4 DESIGN

**6.4.1** One of the Core planning principles of the NPPF is to always seek to secure high quality development and a good standard of amenity for all existing and future occupants of land and buildings. Design is not just about how a development looks, but is also about how well it works and meets the needs of users. It plays an essential role in the functioning of places. Well designed buildings, places and spaces help to create attractive environments that set a positive context for the development of successful places and sustainable healthy communities.

**6.4.2** All development, redevelopment and conversion should demonstrate design excellence and respond positively to its context. Development in the Borough should create safe, secure and pleasant environments both inside and outside of buildings, with careful consideration to the way people use spaces and places. These factors will not only improve quality of life, but will also attract business and visitors to the Borough.

**6.4.3** The Council is committed to achieving high quality design that responds to the distinctive character of the Borough. Delivering good design is a key element of this plan. There are many different principles that go into delivering good design including visual factors, functionality, sustainability and local distinctiveness.

**6.4.4** Individual places within the Borough have their own distinctive characters which have evolved over time. They are valued by local communities as part of the heritage of the area. The Council has carried out a detailed review of the character of its rural and urban areas in the form of a Townscape Assessment (2010) and a Landscape Character Assessment (2004). Both documents provide a starting point for considering local character attributes. These documents (and any updating successors) will be one of the factors taken into account

when the Council is assessing the design quality of development proposals. The Council will produce a Borough Wide Design Guide Supplementary Planning Document to illustrate in detail what it considers to be high quality design for the Borough as a whole.

**6.4.5** The NPPF encourages the empowering of local people to shape their surroundings through local and neighbourhood planning processes. The local importance of design and the need to respond to an area is something that is very important to residents as demonstrated in the Cookham Village Design Statement, the Ascot Sunninghill and Sunningdale Neighbourhood Plan and emerging neighbourhood plans. Neighbourhoods may wish to set detailed or specific design guidance for their local areas through Neighbourhood plans or village design statements. The Borough will view favourably those proposals that have actively sought, and incorporated the views of the local community throughout their design.

**6.4.6** The Council recognises that in some locations the scale of development will be such that it will create its own identity and character. In such locations, innovative and creative solutions may need to be applied to provide acceptable sustainable design solutions in terms of character, amenity, and supporting infrastructure. Such locations will include Maidenhead Town Centre (as defined on the Policies Map) and the cluster of sites to the south of Maidenhead Town Centre based around Maidenhead Golf Course. Opportunities exist to use more dynamic variations in building heights, although exemplar design will be expected. Tall buildings will be supported where they demonstrate exceptional high quality design and do not cause unacceptable impacts such as overshadowing, solar glare and wind tunnel effects. Advice provided by Historic England or similar bodies on tall buildings should inform development proposals.



## 6.5 POLICY SP3 CHARACTER AND DESIGN OF NEW DEVELOPMENT

### POLICY SP 3

#### Character and design of new development

1. 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:
  - a. Respects and enhances the local, natural or historic character of the environment, paying particular regard to urban grain, layouts, rhythm, density, scale, bulk, massing, proportions, trees, water features, enclosure and materials
  - b. Provides layouts that are well connected, permeable and legible and which encourage walking and cycling
  - c. Delivers easy and safe access and movement for pedestrians, cyclists, cars and service vehicles, maximising the use of sustainable modes of transport where possible
  - d. Respects and retains high quality townscapes and landscapes and helps create attractive new townscapes and landscapes
  - e. Retains important local views of historic buildings or features and makes the most of opportunities to improve views wherever possible (including views of key landmarks such as Windsor Castle, Eton College and the River Thames)
  - f. Creates safe, accessible places that discourage crime and disorder. Well connected, attractive, legible places with strong active frontages will be expected
  - g. Incorporates interesting frontages and design details to provide visual interest, particularly at pedestrian level
  - h. Designed to minimise the visual impact of traffic and parking
  - i. Protects trees and vegetation worthy of retention and includes comprehensive green and blue infrastructure schemes that are integrated into proposals
  - j. Provides high quality soft and hard landscaping where appropriate
  - k. Provides sufficient levels of high quality private and public amenity space
  - l. 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
  - m. Is accessible to all and capable of adaption to meet future needs
  - n. Provides adequate measures for the storage of waste, including recycling waste bins, in a manner that is integrated into the scheme to minimise visual impact
  - o. Minimises energy demand and maximises energy efficiency
  - p. Fronts onto, rather than turns its back on waterways and other water bodies
2. Within, and near to, Maidenhead town centre, greater flexibility on building heights will be permitted. Tall buildings will be supported where they demonstrate exceptional high quality design and do not cause unacceptable impacts. Advice provided by Historic England or similar bodies on tall buildings should inform development proposals.



## 6.6 RIVER THAMES CORRIDOR

**6.6.1** The River Thames is one of the Borough's most important natural and cultural assets, providing extensive leisure, ecological, environmental, landscape and economic benefits. It is essential to ensure that this importance and attraction is preserved whilst welcoming the opportunities the river brings for positive change.

**6.6.2** The NPPF states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'. High quality development proposals within the River Thames Corridor can make a positive contribution to the character and setting of this important landscape.

**6.6.3** Policy should support and promote the key heritage attractions associated with the River Thames. This applies to development of all uses and scales with an impact on the River Thames and its setting, including the valley sides and crests which form a distinctive topographical feature, and the flat open floodplain where change could have a significant impact on views from the river.

**6.6.4** In built-up areas the setting may, in places, be defined simply by the line of buildings closest to the river, but in other places could comprise a wider area including entire villages such as Bisham, Temple and Hurley due to their relationship to the river and the nature of the valley topography. Similarly, historic buildings and their settings that have a visual or historic link with the river, for example Windsor Castle and Eton College, would also form part of the river setting.

**6.6.5** The River Thames flows through the Borough for 25 miles making a unique contribution to the environment and forming one of the Borough's most significant landscape features. It includes stretches of great scenic character, for example steep wooded slopes between Bisham and Maidenhead, and extensive floodplain valleys such as around Hurley. It also has stretches with deep historic associations, often with national importance, such as in Windsor, Eton and Ankerwycke.

**6.6.6** The quality of the building and spaces alongside the river makes an important contribution to the Borough's environment and enjoyment of the river. Every stretch of waterway has its own character and this needs to be reflected in the design of new development.

**6.6.7** The principles of high quality design are set out in 'Policy SP3 Character and Design of New Development'. Particular care will be taken to ensure developments within the setting of the Thames complement the distinctive character of the water frontage and important views. The extent of the setting of the Thames is defined on the Policies Map.

**6.6.8** In addition to the scenic and cultural benefits, the River Thames Corridor provides many opportunities for sport and leisure. Some of these opportunities are active, some involving the water, and others simply benefiting from the calm and reflective feeling of being near water. Both active and passive activities can contribute towards improving the health of residents and visitors and should be protected. There is public access to much of the River Thames including the Thames Path National Trail.



**6.6.9** River-related services, businesses and infrastructure, make an important functional contribution to the character and use of the River Thames. This is especially the case for those involving the construction, repair and servicing of river craft; make a vital contribution to the continuation of the historic traditions and function of the River Thames. The Council endorses the principle of supporting sites associated with river-related activities and employment. Opportunities for generating renewable energy will also be supported in principle, provided that they do not adversely impact on the River Thames Corridor.

**6.6.10** The variety of wildlife related to the river, its tributaries and islands adds to the enjoyment of the river. 'Policy SP4 River Thames Corridor' seeks to maintain the ecological value of the river and in appropriate circumstances, restore and enhance natural elements of the riparian environment.

**6.6.11** In 2015, the River Thames Alliance published the Thames Waterway Plan, an integrated strategy for the river to 2021. Furthermore, the Environment Agency has produced a River Basin Management Plan, Thames River Basin District in 2009, which seeks to manage the pressures facing the water environment of the river basin.

**6.6.12** Policy SP4 seeks to promote the healthy growth in the use of the River Thames for communities, wildlife, leisure and business in ways that are compatible with its character, setting and ecology, and is in line with the objectives of these plans. The Borough will work with adjoining authorities and other partner organisations where needed to prepare wider strategies or projects.



## 6.7 POLICY SP4 RIVER THAMES CORRIDOR

### POLICY SP 4

#### River Thames Corridor

1. The special character and setting of the River Thames as defined on the Policies Map will be conserved and enhanced, and appropriate development proposals associated with river related activities and employment will be supported.
2. Particular care will be taken to ensure developments within the setting of the Thames complement the distinctive character of the water frontage and important views. Existing riverside access will be maintained and opportunities to extend access to the River Thames and adjoining sites examined.
3. Where appropriate, development proposals within the River Thames Corridor will be required to:
  - a. protect, and where possible enhance, views to and from the river
  - b. meet the principles of high quality design set out in this plan, having special regard to the riverside setting and water frontage character, and considering views of proposals from all public vantage points, including from the river
  - c. protect and conserve landscape features, buildings, structures, bridges, archaeological remains that are associated with the Thames and its history and heritage
  - d. maintain, and where possible enhance, public access for riverside walking, river corridor cycling, and fishing and boating
  - e. maintain tree cover, conserve and enhance natural river banks and their associated bankside and marginal vegetation and the ecological value of the area including its role as a wildlife network. There may be opportunities for the restoration and enhancement of natural elements of the river environment that should be incorporated within the design of new developments
  - f. retain or provide an undeveloped 8 metres 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
4. Appropriate proposals for sport, leisure and river-related employment, infrastructure and renewable energy generation will be supported where they meet the above criteria and where they will not obstruct access along or to the river for any users, or harm its ecological value.
5. The principle of supporting sites associated with river-related activities and employment will be supported. Opportunities for generating renewable energy will also be supported in principle, provided that they do not adversely impact on the River Thames Corridor.
6. The ecological value of the river will be maintained and in appropriate circumstances restored and enhanced together with natural elements of the riparian environment, and proposals should seek to promote the healthy growth in the use of the River Thames for communities, wildlife, leisure and business in ways that are compatible with its character, setting and ecology, and in line with the objectives of the River Thames Waterways Plan and the Environment Agency's River Basin Management Plan.



## 6.8 GREEN BELT

**6.8.1** The whole of the Borough lies within the extent of the Metropolitan Green Belt which surrounds London and only a number of settlements are excluded from it. The Green Belt is used for agriculture, forestry, open land and recreational uses and also includes a number of small villages and hamlets, educational establishments Borough Local Plan: Submission Version (2017) 35 Quality of Place 6 and other institutional uses, employment premises and mineral workings. The Green Belt is valued not only for the open countryside it provides in the Borough, but also for its natural beauty, wildlife and historical and cultural associations.

**6.8.2** The main aim of Green Belt is to prevent urban sprawl by keeping land permanently open. Green Belt also provides opportunities for people to access the countryside, to protect land for agriculture, forestry and similar land uses, and for nature conservation.

### Villages and large developed sites in the Green Belt

**6.8.3** The Green Belt contains a large number of villages. The larger villages<sup>(2)</sup> are inset from the Green Belt whilst the remainder<sup>(3)</sup> are washed over by the Green Belt designation. Whilst not villages, large previously developed sites such as Windsor Racecourse, Ascot Racecourse and Legoland are also washed over by the Green Belt designation.

### Development in the Green Belt

**6.8.4** The BLP seeks to manage development pressures so as to protect and enhance the quality and distinctive character and heritage of its settlements and the countryside that surrounds them. Development in the Green Belt will be restricted as set out in

national policy. Inappropriate development is considered by definition to be harmful to the Green Belt and will not be approved by this Council, except in very special circumstances. A very special circumstances case to justify development will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

**6.8.5** Whilst most forms of development are considered inappropriate in the Green Belt, national planning policy lists certain exceptions which are not inappropriate. These are set out in paragraphs 89 and 90 of the NPPF.

**6.8.6** Further clarification is provided below on several of the key forms of Green Belt development in the Royal Borough which are not automatically defined as being inappropriate:

#### Agricultural and forestry workers dwellings

**6.8.7** Applications for new dwellings in the Green Belt for a worker engaged in farming or forestry will be judged on a case by case basis. Any such dwelling should be:

1. responding to an essential and permanent agricultural/forestry need on a holding that cannot be met elsewhere
2. proportionate to the holding or other enterprise it is intended to serve, not the personal preference of the occupier

**6.8.8** Consideration may be given to the removal of some permitted development rights for the extension of dwellings so approved to ensure that the dwelling remains proportionate and available to the agricultural holding in the long term. The Council will look to use temporary

<sup>2</sup> Broomhall, Cookham, Cookham Rise Datchet, Eton, Eton Wick, Old Windsor, Sunningdale, Wraysbury

<sup>3</sup> Bisham, Bray, Burchetts Green, Cheapside, Eton, Fifield, Holyport, Horton, Hurley, Hythe End, Knowl Hill, Littlewick Green, Shurlock Row, Warren Row, Waltham St Lawrence, White Waltham, Woodside



planning permissions where a new agricultural or forestry enterprise is being established and viability is not yet proven. The forthcoming Green Belt SPD will provide further detailed guidance on the assessment of these matters.

### Extensions, alterations and replacement buildings

**6.8.9** When assessing whether an extension or alteration is disproportionate, or a replacement dwelling materially larger, account will be taken of the forthcoming Green Belt SPD which will be prepared to support this policy. This will set out guidelines on the scale of development that the Council is likely to consider appropriate and how this will be calculated.

**6.8.10** For the purposes of the policy, the original building is defined as the building that existed on 1 July 1948 or, if constructed after 1 July 1948, as it was originally built. For the avoidance of doubt, if no building existed on 1 July 1948, then the original building is considered to be the first building as it was originally built after this date.

**6.8.11** Replacement buildings are expected to be sited on or close to the position of the original building, unless it can be clearly demonstrated that an alternative position would reduce the overall impact on the openness of the Green Belt.

### Limited infilling

**6.8.12** Development within villages in the Green Belt is limited to small scale infilling. For the purposes of this policy, limited infilling is considered to be the development of a small gap in an otherwise continuous frontage, or the small scale redevelopment of existing properties within such a frontage. It also includes infilling of small gaps within built development. It should be appropriate to the scale of the locality and not have an adverse impact on the character of the locality.

**6.8.13** Case law has now established that the infilling in villages exception is not restricted to sites that fall within identified settlement boundaries in local plans. This impacts on villages with defined boundaries shown on the policies map and small villages that do not have defined boundaries.

**6.8.14** Where the built form of a village extends wider than the settlement boundary the Council will need to assess whether or not the proposal site could be understood as falling within the wider understanding of the village extent and thus able to benefit from the limited infilling exception. Proposal sites for villages where no boundary has been defined will need to be assessed on a case by case basis.

### Facilities for outdoor sport, outdoor recreation and cemeteries

**6.8.15** There are many existing sport and recreation facilities in the Borough's Green Belt, including football pitches, golf courses, and cricket grounds. The Green Belt in the Borough also contains a number of cemeteries and for their continued proper functioning, the need for new associated buildings occasionally arises.

**6.8.16** As the principal objective of Green Belt policy is to maintain an open character it follows that any new building, as well as the treatment of associated outside space, including for access and car parking, should be no more than is genuinely required to enable that use to be carried on. Even then, the consequent impact on the Green Belt may render a proposal unacceptable and in accordance with core planning principles it will be preferable if an existing building can be converted to provide the accommodation required.

**6.8.17** Any development, including any new access, car parking areas, floodlighting or additional curtilage, should be unobtrusive



and will not be acceptable where it would create a significant and essentially urban element in the landscape to the detriment of its Green Belt setting. Consideration will be given as to whether the new facility proposed would lead to the expansion of the existing use to the extent that it would become unacceptable in its location because the noise and other disturbance it would generate, both on site and on the road network leading to the site, would be harmful to the amenity of local residents or people visiting the area for recreation. In these cases permission should not be forthcoming.

### Equestrian facilities

**6.8.18** As a consequence of changes to agricultural practices and a decline in agriculture generally, the fragmentation of former agricultural holdings often results in individual land parcels being used for the keeping and grazing of horses, where a need for new stabling, including associated buildings for the storage of feed and tack, can arise. Usually the proposal will be for ready-made stables and these are generally acceptable where they are of timber construction and can be appropriately and unobtrusively sited.

**6.8.19** The use of more permanent materials should be resisted as this can result in a proliferation of permanent structures to the detriment of the open character of the landscape should the use as a stable cease. Stables should where possible be sited where access already exists, as the impact of any new access will be taken into account in assessing impact. In all cases the local authority will ensure that regard has been made of latest guidelines on the welfare of horses to ensure that the scale of the proposal is proportionate to the amount of land associated with it and proposals deemed excessive will not be acceptable.

**6.8.20** Facilities for the exercising of horses, (usually referred to as a manege), riding arenas, training facilities and horse walkers may be acceptable in the Green Belt as they are associated with an open land use, provided that they can be unobtrusively located and designed and do not detrimentally impact on residential amenity, highway safety and landscape quality. They are structures that require a large, flat surface and in many cases this cannot be achieved without a significant degree of engineering involving the realignment of slopes and erection of retaining structures. This can have a significant impact on the character and appearance of the local landscape and any proposal that would result in a detrimental impact will not be acceptable. Where the degree of engineering and impact can be accepted, it will be expected to be mitigated through the use of appropriate hard and soft landscaping. This will include consideration of the type of surfacing and boundary treatment proposed which should be appropriate to the character of the surrounding landscape.

**6.8.21** Floodlighting for a manege will not be accepted as this is deemed to have an undesirable urbanising effect and can lead to unacceptable light pollution in the countryside.

**6.8.22** Encouragement will be given to off road riding facilities such as headlands or bridleways within farm units.

### Conditions

**6.8.23** The Borough will impose such conditions as may be appropriate to ensure that the openness of the Green Belt and the purposes of including land within it are maintained and identification of the extent of any residential curtilage. This may include withdrawal of permitted development rights, limiting use and/or duration, creating personal permissions and using occupancy conditions.



## Amendment of Green Belt boundaries

**6.8.24** National planning policy requires that Green Belt boundaries are only amended in exceptional circumstances and that this must be undertaken as part of the Local Plan process. We consider that exceptional circumstances exist to justify a small amendment of Green Belt boundaries in order to facilitate the growth that is needed in the Borough and promote sustainable patterns of development. Whilst the general extent of the Green Belt has been retained, a very small amount of land will be removed during the plan period in order to enable development around the Maidenhead urban area, and the edges of selected villages. The amount of Green Belt in the Royal Borough will thus remain well over 81%. Details of the specific areas to be released from the Green Belt, and their resulting new designations, are set out in Appendix B.

**6.8.25** Paragraph 85 of the NPPF sets out a series of points for local planning authorities when defining Green Belt boundaries. To

ensure Green Belt boundaries are readily recognisable and use permanent durable boundaries in some cases areas not included in the site boundary have been realised from the Green Belt. These areas will form part of the relevant settlement, and development proposals determined through the application process.

**6.8.26** The general extent of the Green Belt to remain during the Plan period is shown on the Policies Map. The Green Belt will be maintained and supported through the BLP strategic and non strategic policies.

**6.8.27** There are opportunities for local communities to develop detailed site development briefs for those areas removed from the Green Belt through Neighbourhood Plans. This can further support sustainable, high quality design and placemaking, by ensuring new development positively contributes to local places and which accurately reflect the aspirations of the local community.



## 6.9 POLICY SP5 DEVELOPMENT IN THE GREEN BELT

### POLICY SP 5

#### Development in the Green Belt

1. The Metropolitan Green Belt will continue to be protected as designated on the Policies Map, against inappropriate development. Permission will not be given for inappropriate development (as defined by the NPPF), unless very special circumstances are demonstrated.
2. Certain forms of development are not considered inappropriate. Proposals will be permitted where they are consistent with the exceptions listed in national planning policy, are of high quality design and protect, conserve and, where feasible, enhance areas of ecological value. Where relevant, proposals should also meet the following criteria:

#### New agricultural and forestry workers dwellings

- a. There is a demonstrable essential and permanent need for the new dwelling based on the functional requirements of the enterprise it is intended to serve that cannot be met elsewhere
- b. The dwelling is proportionate in scale and size to the needs of the holding it is intended to serve

#### Extensions or alterations

- c. The extension or alteration proposed would not result in a disproportionate addition over and above the size of the original building
- d. The building is of permanent and substantial construction and would not require extensive reconstruction

#### Replacement buildings

The replacement building would be:

- e. In the same use

- f. Not materially larger than the one it replaces; and
- g. Is sited on or close to the position of the existing building

#### Limited infilling

- h. Limited infilling within the identified village settlement boundaries as designated on the Policies Map
- i. Limited infilling may also be appropriate outside these identified settlement boundaries where it can be demonstrated that the site can be considered as falling within the village envelope as assessed on the ground. In assessing the village envelope consideration will be given to the concentration, scale, massing, extent and density of built form on either side of the settlement boundary and the physical proximity of the proposal site to the defined settlement boundary

#### Equestrian development

- j. New equestrian development (including lighting and means of enclosure) is unobtrusively located and designed so that it does not have a significant adverse effect on the character of the locality, residential amenity, highway safety and landscape quality
- k. Proposals do not result in the irreversible loss of best and most versatile agricultural land (grades 1, 2 and 3a) or it can be demonstrated to the satisfaction of the local planning authority that there are no suitable alternative sites on lower grade land



- l. Existing buildings are re-used where appropriate and any new buildings should be located in or adjacent to an existing group of buildings and have minimal visual impact within the landscape
- m. Sufficient land is available for grazing and exercise where necessary
- n. Proposals include a satisfactory scheme for the disposal of waste

#### Re-use of buildings

- o. The building is of permanent and substantial construction and its form is in keeping with its surroundings and would not require extensive reconstruction or a material change in size or scale
- p. The proposed use would not have a materially greater impact than the present or last approved lawful use on the openness of the Green Belt and the purposes of including land in it

- q. The reuse of a building for business and industrial uses should be appropriate in size and viability to agricultural units or buildings on the farm. Appropriateness should be tested against the context of the locality as justified in a farm management plan

#### Facilities for Outdoor sport, outdoor recreation or cemeteries

- r. The scale of the building is no more than is genuinely required for the proper functioning of the enterprise or the use of the land to which it is associated
- s. Buildings are unobtrusively located and designed so as not to introduce a prominent urban element into a countryside location, including the impact of any new or improved access and car parking areas
- t. There is no detrimental effect on landscape quality, residential amenity or highway safety



## 6.10 LOCAL GREEN SPACE

**6.10.1** Paragraph 76 of the National Planning Policy Framework introduced the ability for Local Plans to designate Local Green Space. In accordance with Paragraph 77 of the NPPF Local Green Space should meet the criteria listed below:

- The Local Green Space should be in reasonably close proximity to the community it serves, usually within easy walking distance
- The Local Green Space should be local in character and not an extensive tract of land. Blanket designation of open countryside adjacent to settlements is not appropriate

**6.10.2** In addition, a Local Green Space must be demonstrably special and hold a particular local significance. Local Green Spaces should therefore also meet at **least one** of the following criteria and be of a particular local significance because of its:

- beauty – the site makes a significant visual contribution to the street scene or visual attractiveness of the area
- historic significance – the site includes or provides a setting for a locally valued landmark or is of cultural value
- recreational value – the site is used for sport or recreation activities or used by the local community for informal recreation
- tranquillity – the site provides a peaceful and tranquil space within a settlement
- richness of wildlife – this site is recognisable as a priority habitat with a reasonable species diversity or harbours priority species (listed in the UK priority habitats and species list) and is managed to benefit the ecological interests
- community or other value where the site is used by the wider community

**6.10.3** Sites already subject to statutory designation, such as Historic Parks & Gardens or Scheduled Ancient Monuments, have high levels of protection and would not benefit from an additional local designation. Similarly, sites within the curtilage of a listed building or conservation area or subject to a tree preservation order do not necessarily need additional protection as Local Green Space as their importance and contribution to the area must be considered if a planning application is submitted within or near these sites.

**6.10.4** On the basis of the above methodology the Council has identified one area of Local Green Space worthy of designation: at Poundfield, Cookham.

**6.10.5** The Cookham Village Design Statement (VDS) identifies green space as being a key characteristic of all three settlements that the VDS covers. The fields to the north and west of The Pound in Cookham are known as ‘Poundfield’.

**6.10.6** The VDS sets out that Poundfield’s importance derives from a unique combination of ecological, rural, and heritage factors; it is also a tranquil space in the heart of the village. Poundfield’s undeveloped frontage faces Maidenhead Road, and the glimpse of its more distant slope rising to the north are signals of the rural character of Cookham.

**6.10.7** Poundfield forms a green wedge at the heart of Cookham, dividing the picturesque narrow roadway of The Pound (the edge of Cookham village) from Cookham’s more commercial areas (the Station Hill area and Cookham Rise). It is an intrinsic part of the character of the village and in very close proximity to the community that it serves being surrounded by houses.



**6.10.8** It is also visible in views from the Moor and from the eastern end of the Causeway. Poundfield is the subject of several Stanley Spencer paintings, including a series of scenes at Englefield and a panoramic

view stretching towards The Pound. This is considered in greater detail in the context of the Cookham High Street Conservation Area within the accompanying appraisal reviewed in 2016.

## 6.11 POLICY SP6 LOCAL GREEN SPACE

### POLICY SP 6

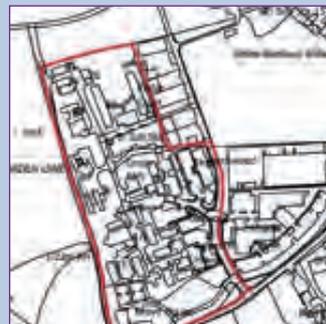
#### Local Green Space

1. The Council will give special protection to Poundfield, which is designated as Local Green Space and is shown on the Policies Map.
2. Inappropriate development within designated Local Green Spaces identified in the BLP and Neighbourhood Plans will not be permitted other than in very special circumstances, except:
  - a. new buildings for appropriate facilities for outdoor sport, outdoor recreation and cemeteries, provided they do not conflict with the purpose of the Local Green Space
  - b. the extension or alteration of a building provided that it does not result in disproportionate addition over and above the size of the original building
  - c. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces





# HOUSING



## 7.1 CONTEXT

**7.1.1** Good quality housing is a fundamental need that plays a significant role in shaping our lives and our communities. A home is a vital part of people's lives and contributes to creating a safe, healthy and prosperous society. The planning system can play a positive and supporting role in the delivery

of homes to meet the full range of housing needs of society, within the wider framework of sustainable development. The BLP is a vital tool in addressing the scale, distribution and type of new homes that need to be provided up to 2033.

## 7.2 AMOUNT AND DISTRIBUTION

**7.2.1** The NPPF states that Local planning authorities should prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs and work with neighbouring authorities where housing market areas cross administrative boundaries. This assessment should identify the scale and mix of housing that meets the household and population projections, taking account of migration and demographic change.

**7.2.2** The Borough forms part of a wider Strategic Housing Market Area and has close links with neighbouring Housing Market Areas. The Council has worked collaboratively with the other Berkshire authorities and the Thames Valley Berkshire LEP to produce a joint Strategic Housing Market Assessment (SHMA.) The SHMA defined two separate housing market areas, namely a western housing market area (WHMA) comprising Bracknell Forest, Reading, West Berkshire, and Wokingham; and an eastern housing market area (EHMA) comprising Windsor and Maidenhead, Slough, and South Bucks. The Berkshire wide SHMA has identified a level of objectively assessed need for the EHMA as 2,015 dwellings per annum. For the Borough an OAHN of 712 dwellings per annum, or 14,240 new dwellings over the plan period from 1st April 2013 to 1st April 2033, has been identified.

**7.2.3** Paragraph 14 of the NPPF states local authorities should meet the full objectively assessed need for housing unless the impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, or specific policies indicate that development should be restricted.

**7.2.4** The BLP aims to accommodate a significant increase in housing provision over the plan period. This includes continued work to identify emerging windfall sites and working with other agencies such as central government, to ensure the optimum use of surplus land and facilities to accommodate need, and working with Neighbourhood Plan groups to identify further sites for housing. This is placed against the background of positively seeking opportunities to meet housing need and the BLP takes a proactive approach to providing for the identified level of need across the Borough as noted in the spatial strategy. The spatial strategy proposes the provision of new homes within the Borough. This growth will be focused in growth locations identified in the Spatial Strategy and particularly in the strategic growth location of Maidenhead. Additional development is proposed in existing settlements, and on previously developed sites in the Green Belt. A limited number of sites will be released from the Green Belt. The spatial strategy pursues with vigour the more intensive use of urban land, particularly in town centre locations.



## Housing Provision

**7.2.5** The BLP makes provision for at least 14,240 new dwellings over the plan period from 2013 to 2033 as set out in Table 2 and identifies sites for specific or mixed uses and activities across the borough. The Council does not need to allocate land in the BLP to meet the total housing need identified because sites have already been developed since the start of the plan period, some sites have planning permission, and small unidentified sites will become available. A significant contribution of 3,772 new dwellings towards meeting this target has already been made by sites which have either been developed or are committed.

**7.2.6** The Council will be supportive of new residential development on the number of small sites that unexpectedly become available during the plan period but are impractical to identify in advance providing that the sites are suitable and appropriate for residential development. This source of land recycling is expected to provide for at least an additional 1,840 new dwellings over the plan period based on recent trends.

**7.2.7** Development in and adjacent to Maidenhead town centre is anticipated to provide a large number of new dwellings, including the redevelopment of existing sites for higher intensity development. The result of the step change in the level of housing provision within Maidenhead town centre will result in higher urban intensity development through mixed use sites, thereby increasing the number of residents and enhancing the vitality and vibrancy of the town centre particularly into the evenings and weekends. This also ensures the use of previously developed land in sustainable locations is maximised.

**7.2.8** A number of smaller brownfield sites are also being allocated elsewhere that will make a valuable contribution towards meeting the identified need for housing. Relying on sites located in existing excluded settlements does not provide enough land to meet the identified housing need without compromising the character and appearance of existing towns and villages. It is proposed to allocate a limited number of sites in the Green Belt to help meet the identified housing need, and to provide a greater mix of housing types in addition to the higher density development proposed in Maidenhead. The Council is satisfied that the exceptional circumstances required for the limited release of the Green Belt can be demonstrated.

**7.2.9** In addition, a number of sites which have been assessed, and classified in the HELAA (2016) as 'potentially developable' have been included in the housing supply, with a 50% non delivery buffer applied. This takes into consideration issues relating to the suitability or availability of these sites. A small number of sites which are below the 10 unit threshold for allocation in the BLP also contribute to housing supply.

**7.2.10** It is important to note that the BLP housing requirement does not represent the only source of new dwellings that can be accommodated. Ancillary accommodation created through the extension of properties and some forms of shared accommodation do not require planning permission but will still make an important contribution to meeting housing needs. Contributions will also arise from changes to permitted development rights, which in the case of office to residential conversions have been made permanent.<sup>(4)</sup>

**7.2.11** The housing supply position set out in Table 2 is marginally higher than the identified need set out in the Berkshire (including South Bucks) SHMA (2016) which allows a degree of flexibility in housing delivery.

<sup>4</sup> The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016



CATEGORY :	AMOUNT
Completions since 1st April 2013	1,476
Commitments (sites with planning permission)	2,296
Small sites allowance/windfall (unidentified sites)	1,840
Sites identified in the HELAA <sup>(5)</sup>	362
Allocations (defined in 7.4 'Policy HO1 Housing Development Sites')	8,286
<b>Total</b>	<b>14,260</b>

Table 2 : Housing supply

### Housing delivery and targets

**7.2.12** Government policy requires the Council to set out the expected rate of housing delivery through a housing trajectory for the plan period and to identify a supply

of deliverable sites to provide five years of housing against its housing requirements. Housing delivery in the first three years of the plan period was as follows:

TIME PERIOD :	2013/2014	2014/2015	2015/2016
South East Plan <sup>(6)</sup> housing target	346	346	346
Emerging Borough Local Plan housing target	420	420	420
No of new dwellings completed	360	514	602

Table 3 : Historic Housing Delivery

**7.2.13** The PPG recommends that the assessment of a local delivery record is likely to be more robust if a longer term view is taken, since this is likely to take account of the peaks and troughs of the housing market cycle. Housing delivery within the Borough has historically been above the Berkshire Structure Plan housing target, and South East Plan housing target of 346 with the exception of 2010/11 to 2012/13, due to the effects of the economic recession.

**7.2.14** Delivery rates have since recovered and are currently rising above past trends. The Council will publish annually, via the Monitoring Report, details of the five year housing land supply targets for the delivery of housing for each year over the plan period. Targets for the delivery of housing for each year over the plan period are presented below and indicate the implications of achieving the objectively assessed need over the first five year period. The projected housing delivery over the plan period is set out in Appendix C.

<sup>5</sup> Sites that have been identified as being deliverable/developable in the HELAA but are below 10 units, plus a number of sites classified as 'potentially developable and potentially developable - other' which may come forward and where a 50% anticipated delivery rate has been applied. These sites may come forward for development through the planning application process.

<sup>6</sup> The South East Plan was the Regional Spatial strategy for the south east. It was revoked by government on 25 March 2013



**7.2.15** The five year housing land supply figure comprises sites considered to meet as closely as possible the criteria for deliverability as required by Paragraph 47 of the NPPF in that they are available, suitable and achievable within five years. Paragraph 48 of the NPPF permits an allowance for small sites in the five year supply, based on previous historical patterns of delivery within the Borough,

with sites with planning permission, and site allocations as identified in Policy HO1 Housing Development Sites also contributing. Further detail is set out in the supporting evidence. Housing delivery from past trends to the levels required to meet the need identified during the plan period will require a market adjustment and delivery of significant infrastructure, particularly for larger sites.

Year	2013/14	2014/15	2015/16	2016/17	2017/18
Units	420	420	420	420	420
Year	2018/19	2019/20	2020/21	2021/22	2022/23
Units	730	730	730	730	730
Year	2023/24	2024/25	2025/26	2026/27	2027/28
Units	850	850	850	850	850
Year	2028/29	2029/30	2030/31	2031/32	2032/33
Units	850	850	850	850	850

Table 4 : Housing Delivery Targets

## 7.3 HOUSING DEVELOPMENT SITES

**7.3.1** Sites are allocated for housing through a process that takes into account a large amount of information from technical studies, developers and landowners, consultation responses and many others. Allocated sites in 7.4 'Policy HO1 Housing Development Sites' are in the following five categories:

- Growth locations for development
- Maidenhead
- Windsor
- Ascot, Sunningdale and Sunninghill
- Other areas



## 7.4 POLICY HO1 HOUSING DEVELOPMENT SITES

### POLICY HO 1

#### Housing Development Sites

1. The Borough Local Plan will provide for at least 14,240 new dwellings in the plan period up to 2033. The Spatial Strategy sets out that development will be focussed on existing urban areas, primarily Maidenhead, but also Windsor and Ascot.

The following sites are allocated for housing development and defined on the Policies Map. Further information on the site allocations is presented on the site proformas. The proformas indicate the key requirements and considerations that need to be taken into account as sites come forward for development.<sup>(7)</sup>

SITE REFERENCE	SITE	ESTIMATED CAPACITY (NET)
	<b>Growth locations</b>	
	Maidenhead town centre	
<b>HA1*</b>	Maidenhead Railway Station	150
<b>HA2*</b>	Reform Road	150
<b>HA3</b>	Saint-Cloud Way	600
<b>HA4*</b>	West Street	240
<b>HA5*</b>	York Road	320
*	Broadway, Maidenhead <sup>(8)</sup>	Included in housing commitments
*	High Street East/York Stream, Maidenhead	
	Maidenhead Golf Course and associated sites	
<b>HA6</b>	Maidenhead Golf Course	2000
<b>HA7</b>	Land south of Harvest Hill Road, Maidenhead	380
<b>HA8</b>	Land south of Manor Lane, Maidenhead	220
<b>HA10*</b>	Ascot Centre	300
<b>HA11</b>	Land west of Windsor, north and south of the A308, Windsor	450

<sup>7</sup> Site reference numbers are not sequential due to changes made since the consultation on the Draft Borough Local Plan (2016), but have been retained for clarity and consistency.

<sup>8</sup> Outline permission granted for up to 225 units as part of a mixed use scheme in October 2015



SITE REFERENCE	SITE	ESTIMATED CAPACITY (NET)
	<b>Maidenhead</b>	
HA12	Boyn Valley Industrial Estate, Maidenhead	240
HA13	Exclusive House, Oldfield Road, Maidenhead	40
HA14	Land south of Ray Mill Road East , Maidenhead	60
HA15	Middlehurst, 90-103 Boyn Valley Road, Maidenhead	45
HA16	Osbornes Garage, 55 St Marks Road, Maidenhead	20
HA17	Tectonic Place, Holyport Road, Maidenhead	25
HA18	Land between Windsor Road and Bray Lake, south of Maidenhead	100
HA19	Whitebrook Park, including land east of Whitebrook Park, Lower Cookham Road, Maidenhead	175
HA20	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead	300
HA21	Land known as Spencer's Farm, north of Lutman Lane, Maidenhead	300
HA22	Land north of Breadcroft Lane and south of the railway line, Maidenhead	100
HA23	Land west of Monkey Island Lane, Maidenhead	100
HA24	Summerleaze, Summerleaze Road, Maidenhead	130
	<b>Windsor</b>	
HA25*	Minton Place, Victoria Street, Windsor	100
HA26*	Shirley Avenue (Vale Road Industrial Estate), Windsor	80
HA28	Windsor and Eton Riverside Station Car Park	30
HA29	Windsor Police Station, Alma Road, Windsor	35
	<b>Ascot, Sunninghill and Sunningdale</b>	
HA30	Ascot Station Car Park	35
HA31	Englemere Lodge, London Road, Ascot	10



SITE REFERENCE	SITE	ESTIMATED CAPACITY (NET)
<b>HA32</b>	Heatherwood Hospital, Ascot	250
<b>HA33</b>	Silwood Park, Sunningdale	75
<b>HA34</b>	Sunningdale Park, Sunningdale	230
<b>HA35</b>	Gas holder site, Bridge Road, Sunninghill	53
<b>HA36</b>	Broomhall Car Park, Sunningdale	28
<b>HA37</b>	White House, London Road, Ascot	10
	<b>Other Areas</b>	
<b>HA38</b>	Cookham Gas holder, Whyteladyes Lane, Cookham	40
<b>HA39</b>	Land east of Strande Park, Cookham	20
<b>HA40</b>	Land north of Lower Mount Farm, Long Lane, Cookham	200
<b>HA41*</b>	Land north and east of Churchmead Secondary School, Priory Road, Datchet	175
<b>HA42</b>	Land at Slough Road/Riding Court Road, Datchet	150
<b>HA43</b>	Land north of Eton Road adjacent to St Augustine's Church, Datchet	35
<b>HA44</b>	Land east of Queen Mother Reservoir, Horton	100
<b>HA45</b>	Land adjacent to Coppermill Road, Horton	27
<b>HA46</b>	Straight Works, Old Windsor	20
<b>HA47</b>	95 Straight Road, Old Windsor	11
<b>HA48</b>	Tithe Farm, Tithe Lane, Wraysbury	30
<b>HA49*</b>	DTC Research. Belmont Road, Maidenhead	31
<b>HA50*</b>	Grove Business Park, White Waltham	66
<b>TOTAL</b>		<b>8,286</b>

Sites marked with an asterisk (\*) are allocated for mixed use development.



## 7.5 MEETING HOUSING NEED

**7.5.1** The NPPF states that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends and the needs of different groups in the community. It also says that they should identify the size, type, tenure and range of housing that is required in particular locations reflecting local demand.

**7.5.2** The Borough seeks to deliver a wide variety of high quality homes that will provide the tenures, types and sizes of housing to meet the needs and demands of different people in the community. This will include housing for older people, people with disabilities, the travelling community and others in the community with specialist housing needs. The provision of new dwellings will take account of local need to allow for a genuine choice of housing options and the creation of sustainable, balanced and mixed communities.

### Housing Size and Mix

**7.5.3** The 2016 Berkshire SHMA identified a need for a focus on 2 and 3 bedroom properties in the market housing sector with an emphasis on 1 bedroom units in the affordable sector.

**7.5.4** Table 5 shows the mix of housing recommended across the whole housing market area in the 2016 SHMA. The policy for a mix of homes should be able to react to changing circumstances and ensure that it contributes to the mix of both the wider area as well as the development site itself. Therefore, the policy for a mix of homes does not prescribe the size of homes. Developers will be expected to have regard to the Borough-wide housing mix target set out in the 2016 SHMA (and subsequent successors) as a starting point when bringing forward proposals for individual sites.

	1 bed	2 bed	3 bed	4+ bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

Table 5 Housing Size Mix by tenure set out in 2016 SHMA for Eastern Berks & South Bucks HMA



## Specialist needs

**7.5.5** The NPPG identifies a number of groups which may have housing needs which differ from those of the wider population. From the SHMA 2016 we know that in the Royal Borough over the period 2013 - 2036:

- We have an ageing population with a significant projected growth in the over 65 year olds. The rate of increase in the 65+ population is expected to be 62%. This however, is the lowest rate of increase across the Berkshire SHMA area
- There is a projected increase of 9,622 people living with long term health problems or disability
- The population aged 15 or under is expected to increase by 10%
- The number of households headed up by someone aged under 35 is expected to increase by 12%. This age group have a high reliance on the private rented sector

We want a flexible housing stock that will help meet the wide range of accommodation needs so we will expect all new homes to be flexible, accessible, adaptable and age friendly. New homes should support the changing needs of individuals and families at different stages of life. Therefore we will expect that a proportion of new housing should meet the higher accessibility standards of Requirement M4(2) of the Building Regulations. Housing built to this standard will make reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with limited

mobility and some wheelchair users. The features of this enhanced accessibility housing mean that it is not suitable to be located on all sites or in all situations (such as steep slopes or flooding vulnerability). Therefore it is only required to be provided on sites of more than 20 units where the overall scale can reasonably accommodate the additional requirements having regard to townscape, design and amenity. Provision to meet the higher wheelchair user standard M4(3) will be encouraged where this is practicable given site considerations and financially viable to do so.

## Self and Custom build

**7.5.6** The Government is actively supporting the self and custom-build sectors for people who wish to design and build their own home. The Self Build and Custom Housebuilding Act 2015 requires relevant authorities to keep a register of people and interested associations that are seeking land to construct self build or custom build housing.<sup>(9)</sup>

**7.5.7** Self-build and custom housebuilding registers provide valuable information on the demand for self-build and custom housebuilding in a relevant authority's area and provide evidence base of demand for this type of housing. Future demand for such plots will be kept under review. Early interest in the register indicates that there is demand for the allocation of self build and custom housebuilding plots in the Borough. The site allocation proformas identify possible locations for self build and custom housebuilding plots to help meet this indicative demand.

<sup>9</sup> Further information regarding the register is available on the Council's website



## 7.6 POLICY HO2 HOUSING MIX AND TYPE

### POLICY HO 2

#### Housing Mix and Type

1. The provision of new homes should contribute to meeting the needs of current and projected households by having regard to the following principles:
  - a. provide an appropriate mix of dwelling types and sizes, reflecting the most up to date evidence as set out in the Berkshire SHMA 2016, or successor documents
  - b. be adaptable to changing life circumstances
  - c. for proposals of 20 or more dwellings, 5% of the dwellings should be delivered as accessible and adaptable dwellings in accordance with Building Regulations M4(2) unless evidence can be provided to demonstrate that the impact on project viability, or of physical or environmental impact would make such provision unsuitable
2. Development proposals for residential care will be permitted only where they meet local commissioning priorities or a demonstrable local community need has been established.
3. Development proposals should demonstrate that housing type and mix have been taken into account and demonstrate how dwellings have been designed to be adaptable.
4. Proposals for custom or self build housing on appropriate sites will be supported. Where the site proformas (Appendix D) identify a need for custom or self build plots on an allocated housing site, the Council will expect these to be delivered and serviced at the earliest stage possible in the development and respond to the size needs identified in the Council's Self Build Register.

## 7.7 AFFORDABLE HOUSING

**7.7.1** The Borough is considered to be one of the most prosperous areas in the country with very high house prices and lack of supply, particularly with regard to affordable housing. The Borough enjoys a close proximity to London with excellent transport links, a great number of employment and leisure opportunities and a vibrant local economy, and this serves to increase demand for housing which in turn leads to increased house prices.

**7.7.2** Affordability is a measure of whether housing can be afforded by certain groups of households and is defined by the relationship between local incomes and the local general housing market. Therefore, the ability of a household to satisfy its own housing

requirement is fundamentally a factor of the relationship between local house prices and household income.

**7.7.3** The high cost of home ownership in the Borough has always presented an issue of affordability for many of the Borough's residents and leaves many people unable to afford market housing. In addition the high cost of renting on the open market leaves many local people unable to afford this tenure and can lead to increasing dependency on benefits. This increases the demand for the provision of affordable housing. The SHMA shows that there is a need for an additional 434 new affordable homes in the Borough every year.



**7.7.4** Affordability is a major concern to those on the lowest earnings, who are generally first time buyers. The Borough's affordability ratio of median house price to median gross annual residence based earnings is 12.02 which means that houses cost, on average, over twelve times the average salary.<sup>(10)</sup> Due to the high price of housing many lower paid and lower skilled jobs are filled by people who cannot afford to live in the Borough and this has led to an increase in commuting.

**7.7.5** The Council has a corporate policy to encourage affordable housing, including key worker housing. The Council seeks to encourage more residents to invest in securing their own housing in the Borough and thus the provision of a broader range of affordable housing products to meet the demand across the whole of the local housing market.

### Hierarchy of provision - alternative sites

**7.7.6** The Council will expect new affordable housing to be provided on site in the first instance. If, in accordance with the policy, a case is advanced justifying provision on an alternative site, it will be the responsibility of the applicant to identify a suitable alternative or donor site. To ensure no overall loss of affordable units, the alternative site will be expected to deliver those units foregone on the original site plus any affordable units that would be required should the alternative site in itself also trigger the requirement to provide affordable housing. In such circumstances the Council will require an amount of affordable housing commensurate with that which could have been secured had the site come forward in its own right in addition to the quantum of affordable housing to be provided to secure compliance with obligations for the original site.

**7.7.7** The delivery of affordable housing will be provided in accordance with the following order of priority:

- a. on-site as part of the development and distributed across the development as

- much as is reasonable and practical to create a sustainable, balanced community
- b. on an alternative site, only if provision would result in a more effective use of available resources or would meet an identified housing need, such as providing a better social mix and wider housing choice
- c. financial payment to be utilised in providing affordable housing on an alternative site

**7.7.8** Planning conditions and/or obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative affordable housing provision.

### Viability

**7.7.9** In exceptional circumstances, where the provision of affordable housing in accordance with this policy is not economically viable, the Council will expect the submission of open book financial appraisal information alongside the planning application. Applicants will be expected to pay for an independent review of the information submitted.

**7.7.10** If the Council is satisfied that affordable housing cannot be provided in accordance with this policy, it will seek to negotiate alternative provision. Reference may be made to the economic viability analysis provided for the Community Infrastructure Levy (CIL) which is now implemented.

### Affordable Housing Delivery

**7.7.11** On the basis of the results of the SHMA and the HELAA, it is clear that the Council will not be able to deliver sufficient affordable housing to meet the level of identified need. The Council will therefore explore opportunities to deliver affordable housing from other sources of sites. The details will be determined on a site-by-site basis through negotiation.



**7.7.12** The proportion of affordable housing should not prejudice the provision of other planning elements necessary and reasonably related to the scheme. This will not override the objective of achieving sustainable development in the Borough.

**7.7.13** This policy applies to all sites where new residential development is proposed, including mixed use schemes and proposals where there is a net increase in the number of units on a site. This will include sheltered and extra care accommodation and other forms of residential accommodation where relevant.

**7.7.14** Financial contributions collected by the Council in lieu of on site provision will be used to fund new affordable homes through the following mechanisms:

- the provision of grant funding to Registered Providers
- the provision of grant funding directly to a developer
- a local housing company, providing it is a Registered Provider

**7.7.15** The Council will prepare and keep under review an Affordable Housing Delivery SPD which will provide detailed information regarding the implementation and delivery of this policy. Specifically, the SPD will include:

- a formula for calculating financial contributions in lieu of on site provision
- details of the size and type of units that the Council will expect to be delivered on site
- details of the distribution of affordable housing across developments (e.g. approach to ‘pepper potting’ and ‘clustering’)
- the Council’s approach to rounding
- details of any exceptional circumstances
- advice on the open book approach to viability assessments
- details on the requirement for affordable units to be secured in affordable tenure in perpetuity through the use of Section 106 agreements

## Rural exception sites

**7.7.16** The countryside areas of the Borough have high house prices and a very limited supply of affordable homes. This acts to restrict the ability for residents to live in a home in which they have an element of equity. There is a considerable component within the community across the Borough, particularly in the countryside areas who cannot afford the homes that are available on the open market. There is justification therefore for an exception to be made against normally restrictive policy such as Green Belt, to allow for affordable housing to be provided on sites that would not normally be considered for housing use.

**7.7.17** There are few opportunities to build in the countryside due to the Green Belt. Certain parts of the Borough are designated as ‘Rural Areas’ under current guidance and legislation and there are provisions within legislation that allow for the provision of affordable housing provided on an exception basis and which will remain affordable in perpetuity, secured as appropriate by planning obligations. The Borough will continue to work with a variety of housing providers including Registered Landlords and other developers to understand the needs of the local community for affordable housing and to explore the means to provide it on such rural exceptions sites.

**7.7.18** The provisions of the legislation that allows for rural exceptions housing sites also allows for an element of market housing on the site in order to enable the scheme to be viable. In these circumstances it will be expected that a development appraisal will need to accompany any planning application. The inclusion of any element of open market housing must serve to benefit the provision of rural affordable housing and must not inflate the ‘threshold land value’, that is, the minimum land value likely to trigger an owner to sell the land.



## 7.8 POLICY HO3 AFFORDABLE HOUSING

### POLICY HO 3

#### Affordable Housing

1. A minimum requirement of 30% affordable housing units will be sought on sites proposing over 10 net additional dwellings or which have a combined gross internal floor area over 1000m<sup>2</sup>. The tenure, size and type will be negotiated on a site by site basis, having regard to housing needs, site specifics and the following factors:
  - a. development proposals that provide for a wide range of affordable housing products in line with government initiatives
  - b. constraints on the development of the site imposed by other planning objectives
  - c. the need to achieve a successful housing development in terms of the location and mix of affordable homes
  - d. the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model) in which instance the Council will consider off site contributions in lieu of on site provision
2. If a site allocated or identified for housing is sub-divided to create two or more separate development schemes, one or more of which falls below the threshold of 10 units or 1000m<sup>2</sup> floor area, the Council will seek an appropriate level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.
3. The delivery of affordable housing will be provided in accordance with the following order of priority:
  - a. on-site as part of the development and distributed across the development to create a sustainable, balanced community
  - b. on an alternative site, only if provision would result in a more effective use of available resources or would meet an identified housing need, such as providing a better social mix and wider housing choice.
4. Planning obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative affordable housing provision.

#### Rural exception sites

5. Development proposals for limited affordable housing within the Green Belt, to meet local needs only, will be permitted as an exception where all of the following criteria are met:
  - a. a demonstrable local community need for affordable housing has been established
  - b. the number, size and tenure of the dwellings are suitable to meet the identified need
  - c. the site and the development proposal are well related to an existing settlement and not located in the open countryside
  - d. the proposal is designed to respect the characteristics of the local area including the countryside setting, and
  - e. schools with capacity, health, shops and other community facilities are within reasonable travelling distance



## 7.9 GYPSIES AND TRAVELLERS

**7.9.1** Gypsies and Travellers form part of the community within the Borough with particular housing needs. To plan positively and manage development to meet the needs of this group, a separate Local Plan is being developed. This will be informed by a Gypsy and Traveller Accommodation Assessment study which is being undertaken in 2017. In the meantime there is a need to provide guidance for

consideration of applications that may come about before the Gypsy and Traveller Local Plan is adopted. Best practice set out in the national Planning Policy for Traveller Sites 2015, states that locally specific criteria should be used to guide both the allocation of sites in plans, and form the policy used to assess applications which come forward on unallocated sites.

## 7.10 POLICY HO4 GYPSIES AND TRAVELLERS

### POLICY HO 4

#### Gypsies and Travellers

1. The need for Gypsy and Traveller Accommodation will be addressed through the proposed Gypsy and Traveller Local Plan.<sup>(11)</sup> The current Gypsy and Traveller Accommodation Assessment will identify need for transit and permanent pitches to meet needs in the area. Meanwhile applications for planning permission will be considered positively in the light of national planning policy and the criteria listed below.
  - a. the site is suitably connected by sustainable modes of transport to a settlement with health care, retail, and school facilities with capacity
  - b. the impact of development including in combination with existing pitches would not harm the landscape, heritage assets, biodiversity or visual character and amenity of the area, in particular the Green Belt
  - c. the site can be safely accessed by pedestrians, vehicles and caravans to and from the highway
  - d. the site is not located in an area at high risk of flooding as defined by the Council's strategic flood risk assessment and shown on the Policies Map
  - e. adequate on-site utilities, including water resources and supply, waste disposal and treatment, are provided for the benefit of residents and also in order to avoid adverse impacts on the natural environment
2. Planning permission for Gypsy and Traveller and Travelling Showpeople accommodation will be granted providing all of the following criteria are met:
  3. In addition to the above, the following criterion applies to Travelling Showpeople accommodation only: the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan.
  4. Due to the nature of this housing need, there will be continuing cooperation with neighbouring local planning authorities to ensure that the appropriate demand is identified and provision made.

<sup>11</sup> See Local Development Scheme for further details



## 7.11 HOUSING DENSITY

**7.11.1** It is important to ensure that developments make the most effective and efficient use of land. It is considered that the minimum net density of 30dph would be appropriate across the district. The Spatial Strategy sets out how high intensity development will make the most efficient use of previously developed sites in sustainable locations. The Maidenhead town centre Area Action Plan (2011) supported tall buildings across the Opportunity Areas to capitalise on the transport links, services and facilities available. The efficient use of each site will ensure less land is needed in total. Higher density development is therefore supported on the allocated sites in Maidenhead town centre,

and to a lesser extent sites on the edge of the town centre. All allocated sites will have regard to the approximate densities proposed on individual site proformas. Net densities of sites allocated may vary should more detailed information become available.

**7.11.2** Lower density schemes below 30dph will only be acceptable where the character or amenity of the locality would be clearly harmed or where site constraints, for example, heritage or access problems result in a reduced developable area or capacity. Higher density development does not apply to plots for self and custom housebuilding.

## 7.12 POLICY HO5 HOUSING DENSITY

### POLICY HO 5

#### Housing Density

1. All new housing will be developed at a density that is consistent with achieving good design, including making the most efficient use of the land available and having regard to the character and location of the area.
2. Proposals for higher density residential schemes in sustainable locations in and around town centres will be permitted, particularly those with good access to transport nodes and interchanges. The density of development will be informed by:
  - a. the layout of the proposal compared to the prevailing character of the surrounding area
  - b. the need to ensure satisfactory residential amenity for both the proposed accommodation and nearby residential properties
  - c. the accessibility of the location and the availability of existing and proposed services, facilities and infrastructure



## 7.13 LOSS AND SUB-DIVISION OF DWELLINGS

**7.13.1** The sub-division of dwellings can provide additional residential accommodation that makes more efficient use of existing properties, particularly due to the limited number of suitable development sites available in the Borough. This also provides access to existing services and facilities available in settlements. However, it is important to consider the individual and cumulative impact such changes can have on the character of properties and residential areas. Residential developments will be expected to provide a high quality of amenity for their occupants, including sufficient internal space and external amenity space.

**7.13.2** Given the pressure on existing housing stock the Borough wishes to offer protection to land that benefits either from a planning permission that allows for residential

development or that comprises part of the extant housing stock. This will also help towards creating a balanced and mixed community in line with national guidance. Offering protection to existing housing stock will also help to reduce the need to travel by providing accommodation within the Borough and going some way to reducing the pressure on the Green Belt to provide housing land. Proposals that result in the net loss of housing will ordinarily be resisted, unless there is clear justification for such a loss.

**7.13.3** There may be circumstances where development proposals would result in the partial loss of residential accommodation to non residential use. Such proposals will be carefully considered in relation to the impact on remaining residential accommodation.



## 7.14 POLICY HO6 LOSS AND SUB-DIVISION OF DWELLINGS

### POLICY HO 6

#### Loss and Sub-division of Dwellings

1. Development proposals for the sub-division of dwellings to form additional dwellings or housing in multiple occupation in areas excluded from the Green Belt will be permitted where the proposal can demonstrate it meets all of the following criteria:
  - a. no loss of small family accommodation
  - b. respect for the character and appearance of the original property
  - c. be compatible with the character and appearance of the area
  - d. provide satisfactory levels of residential amenity for future occupiers and would not unacceptably affect the residential amenities of nearby properties
  - e. provide a satisfactory standard of accommodation, including adequate living space, appropriate noise insulation, layout of rooms between units of accommodation and a quality external and internal environment
  - f. provide usable outdoor amenity space
  - g. provide suitable space for refuse and recycling storage and drying space
  - h. provide satisfactory access, car parking and secure cycle parking
2. Development proposals should not result in a net loss of existing dwellings or land that provides for residential uses unless such a loss is justified by specific circumstances. The Council will only support development proposals that would result in the net loss of residential accommodation where one or more of the following criteria are met:
  - a. retention of the residential use would be undesirable due to proven environmental constraints
  - b. the development proposal would provide an essential community service or another form of residential accommodation
3. Development proposals that would result in the partial loss of an existing unit of residential accommodation to non residential use will only be permitted where one or more of the following criteria are met:
  - a. the nature and intensity of the non residential use would not detract from the occupation of the retained residential accommodation, or
  - b. the retained residential accommodation would be of a satisfactory standard including living space and residential amenity





# ECONOMY



## 8.1 CONTEXT

**8.1.1** The Borough is a key driver of economic activity in the prosperous Thames Valley. The BLP seeks to meet the changing development needs of business and support a borough economy fit for the twenty first century. Planning supports sustainable economic development and policies are intended to guide and support economic development which ensures that local residents will benefit from a thriving and healthy economy.

**8.1.2** The Borough has a strong local economy, with good representation in the service sector, knowledge-based firms and other professional occupations. There is a smaller but important manufacturing base. Within the Borough, employment has historically been concentrated in the principal towns: Windsor and Maidenhead. However the East Berkshire Local Economic Assessment suggests that employment in both of these towns has decreased over recent years, flagging this as a concern.

**8.1.3** The financial and business services sector is particularly strong accounting for around a third of jobs in the Borough. The information and communication, and wholesale and retail sectors provide significant employment. Another very important sector for the Borough is tourism, including international business tourism. The Borough has several attractions of international importance including Windsor Castle (and Windsor Great Park); Legoland; and Ascot Racecourse. There is a smaller but important manufacturing base.

**8.1.4** While the local economy has restructured in recent decades to become more business and service oriented, and this trend is likely to continue, a healthy economy still needs a broad and diverse base with many different types of business sectors represented. This helps insulate the Borough from structural economic changes and any future economic downturn, and ensures that residents have access to as wide a range of employment opportunities as possible.

**8.1.5** Unemployment in the Borough has historically been below regional and national rates. In common with other areas, the claimant count rose in the late 2000s/early 2010s but remains low compared to other areas. The labour market is tight with high rates of economic activity, and the workforce is well skilled and educated. The Borough is one of the most buoyant parts of the Thames Valley and has intrinsic growth potential but this may be limited by the considerable land constraints. Currently, many of its highly qualified residents are commuting out of the Borough to work. This plan seeks where possible to align local jobs with residents aspirations and to encourage and sustain high levels of enterprise, particularly focused around the Thames Valley Berkshire Sector Propositions of Digital Technologies, Life Science & Healthcare and Energy & Environment.



## 8.2 ECONOMIC DEVELOPMENT

**8.2.1** The economic strengths of the Borough influence its ability to support new businesses and employment floorspace in future. These strengths include:

- good transport accessibility
- a location within the economically buoyant M4 corridor and close to London and Heathrow
- high rates of new business formation and entrepreneurship
- a workforce with high level job skills
- high proportions of knowledge-based businesses
- good quality of life factors
- attractiveness to inward investment

**8.2.2** Alongside these strengths, challenges exist which may act to limit the growth of the local economy and these include high housing costs and wage levels, high levels of out-commuting to London and a highly constrained development land supply. A long term trend has been apparent of a restructuring of the local economy which has seen a move away from traditional industrial uses and towards higher value, office-based employment uses.

**8.2.3** Economic growth in Berkshire is influenced by the Thames Valley Berkshire Local Enterprise Partnership (TVBLEP). RBWM is working closely with the LEP and the other Berkshire authorities to ensure that the aspirations of the TVBLEP's Strategic Economic Plan for Berkshire (SEP) can be accommodated in a way that recognises the Borough's very special character and the considerable land supply constraints it faces. The Berkshire SEP articulates how the LEP will achieve the ambition of creating 20,000 new jobs across Berkshire by 2021.

**8.2.4** Employment floor space will be managed and appropriate development and redevelopment supported including the promotion of appropriate infrastructure to support home and flexible working patterns. This will be supported by the Borough's Economic Development Strategy.

**8.2.5** TVBLEP and the six Berkshire authorities jointly commissioned Nathaniel Lichfield and Partners (NLP) to undertake identification of the functional economic market areas (FEMAs) that they operate within and also to analyse the land requirements necessary to accommodate jobs in the main "B Class" sectors which together broadly cover office, manufacturing and warehousing land uses. These studies form a key part of the detailed analysis for the implementation of the SEP and are an essential element of the plan making process.

**8.2.6** The evidence base to support the identification of economic development needs for RBWM draws on these Economic Development Needs Assessments (EDNAs) produced by NLP. The studies have been carried out by NLP in accordance with the Planning Practice Guidance to provide an assessment of future business needs and requirements for employment land and floorspace within each FEMA, focusing on the group of 'B Class' sectors. However, RBWM recognises that not all jobs fall within these use classes; growth in the service industry, retail, leisure and tourism is also expected to provide further economic growth.

**8.2.7** Two core FEMAs operate across the Borough which reflect the varied characteristics and economic roles associated with different parts of it. The Borough's position within two FEMAs illustrates the equally strong relationships that RBWM exhibits with more



central parts of Berkshire as well as areas to the north and east. In labour market terms, eastern parts of the Borough share a Travel to Work Area (TTWA) with Slough and Heathrow, while northern and western parts of the Borough have stronger functional economic relationships with western M4 corridor locations such as Reading and Wokingham.

**8.2.8** Three separate FEMAs were identified as follows: Western Berkshire FEMA comprising West Berkshire, a Central Berkshire FEMA comprising Bracknell Forest, Reading, Windsor and Maidenhead and Wokingham and an Eastern Berkshire FEMA comprising Slough, Windsor and Maidenhead and South Bucks.

**8.2.9** The evidence from the studies help to inform the economic policies for the BLP. The outputs of the EDNAs include jobs forecasts and projections, and B Class floorspace requirements for the need arising from RBWM. The analysis used three scenarios for future economic growth to 2036 based on labour demand, past trends of completion of employment space and labour supply.

**8.2.10** The derivation of floorspace requirements from forecast growth is highly sensitive to the assumptions made during

the analysis. The conversion of jobs change to floorspace requirement by type of property that the EDNA has made provide an approximation on the macro-economic scale of sub-regional planning, but may not be the most appropriate to the specific circumstances and markets within individual districts.

**8.2.11** For RBWM the assessment for B8, B2, and B1(c) figures appears at odds with market trends. To check the validity of the findings in the local context, RBWM undertook an assessment of the appropriateness of the broad sector classifications used in the Berkshire EDNAs to the local circumstances in RBWM. This sensitivity analysis has identified a higher net need for B1 floorspace and a lower requirement for B8 warehousing; which would be analogous to market trends.

**8.2.12** The sensitivity analysis made use of the Office of National Statistics Inter Departmental Business Register (IDBR) to study the property requirements of businesses currently operating within the borough. The analysis suggested the change in jobs and resulting net employment floorspace needs by use class for the scenarios tested are:

USES	IDBR informed Labour Supply Jobs Growth for Plan Period (20 years)
Offices B1	5,908
Manufacturing B2	519
Warehousing B8	349
<b>TOTAL B CLASS JOBS GROWTH</b>	<b>6,776</b>
<b>TOTAL JOBS GROWTH IN ALL SECTORS</b>	<b>11,291</b>

Table 6 Labour Supply Jobs Growth for the borough for the Plan Period (20 years)



USES	IDBR informed Labour Supply Net Floorspace Need for Plan Period (20 years)
Offices B1	81,233
Manufacturing B2	24,543
Warehousing B8	24,921
<b>TOTAL B CLASS FLOORSPACE</b>	<b>130,697</b>

Table 7 Net Employment Space Requirements (sqm) for RBWM for Plan Period (20 years)

**8.2.13** Earlier Local Plan consultations suggested a jobs target based on past completion trends. However latest evidence suggests there have been significant changes within the property industry and economy more generally and employment density is increasingly more closely aligned to the nature of the business or sector which they accommodate than the property use class. Therefore a jobs and floorspace target based on the forecast Labour Supply scenario is now deemed more appropriate.

**8.2.14** The EDNA forecasts indicate that there will continue to be a strong demand for office space within the Borough accompanied by continued demand for industrial and warehousing floorspace, driven by the need for premises suited to modern business needs. In response, policies within the BLP aim to protect existing employment floorspace and support the creation of further employment floorspace both through the policy approach and allocation of specific sites.

**8.2.15** Sustainable economic development provides local employment opportunities, attracts people to spend time and money in the Borough and can enhance daytime activity. It generates wealth and can help establish town centres and employment areas as the vibrant and successful hearts of their communities.

**8.2.16** Policies within this chapter set out how the availability of employment land and premises will be managed flexibly, to ensure the efficient future use of sites, and encourage and enable the provision of a sufficient supply to meet identified needs. Offices will be focused in town centres and business areas.

**8.2.17** Given the challenges of meeting new floorspace supply by intensification and modernisation of existing employment areas, the need to understand more fully, future floorspace requirements for modern business and the many recent changes in working practices, it is proposed to protect the Land south of the A308(M), west of Ascot Road and North of the M4 (known as the Triangle Site) for future employment development in the longer term, potentially beyond the BLP plan period. The employment policies of the plan would be reviewed after 5 years to establish whether there was a need to allocate the site for employment development and release it from the Green Belt.



## 8.3 POLICY ED1 ECONOMIC DEVELOPMENT

### POLICY ED 1

#### Economic Development

1. A range of different types and sizes of employment land and premises will be encouraged to maintain a portfolio of sites to meet the diverse needs of the local economy. Appropriate intensification, redevelopment and upgrading of existing sites and premises will be encouraged and supported to make their use more efficient and to help meet the forecast demand over the plan period and to respond to modern business needs.
2. The Royal Borough will seek to make provision for at least 11,200 net new jobs across a range of floorspaces including at least 130,700m<sup>2</sup> of B Class use floorspace comprising 81,300m<sup>2</sup> of B1 uses, 24,500m<sup>2</sup> of B2 uses and 24,900m<sup>2</sup> of B8 uses, in the period up to 2033. It will do this by ensuring a flexible supply of high quality employment floorspace making some new allocations, utilising existing employment areas and promoting a more intensive use of these sites through the recycling, refurbishment and regeneration of existing older or vacant stock and promotion of flexible working practices.

## 8.4 GROWTH AND SKILLS

**8.4.1** The general approach towards economic development is to make the best use of existing employment land and to aim for a diverse and knowledge-based economy based around higher value, lower impact activities including high-tech employment uses. Economic growth that does not require the importing of extra labour or the use of extra land is encouraged. This is often referred to as smart growth, and is seen as an essential element of the Borough's future economic success.

**8.4.2** Smart growth can achieve higher prosperity without increasing the ecological or physical footprint of business. This reflects wider changes in society that are seeing a move away from traditional, rigid workplace-based working patterns and towards a more flexible and responsive way of working, including in particular much greater use of home-working.

**8.4.3** The EDNA identifies there will also be a rise in smarter and more flexible forms of working, this is supported by our sensitivity analysis. This reflects national trends and is

likely to become a more important factor in the local economy in future. To reflect the need for flexibility and support smart growth in the economy, the BLP aims to support home-working and other forms of flexible working, including the provision of the infrastructure necessary to support this.

**8.4.4** The Borough will continue to work with key stakeholders and infrastructure providers to improve broadband coverage and enable the provision of new infrastructure, in particular the implementation of the Superfast Berkshire project.

**8.4.5** Besides allowing economic growth without a commensurate increase in employment floorspace, this type of working also facilitates a greater number of people to be economically active or increase their level of economic activity. This in turn aids the development of the Borough's economy and the principle of flexible working and the infrastructure necessary to support this forms a central part of this strategy and is strongly encouraged.



**8.4.6** Home working will be supported owing to its economic value to the Borough, and this will be applied within the context of determining whether its impact on the local area is acceptable. Neighbourhood Plans may offer further detail and guidance on the assessment of such proposals.

## 8.5 RANGE OF USES

**8.5.1** The presence of a range of types of businesses provides a number of benefits for Borough residents. These include the opportunity to access a sustainable choice of local employment opportunities and useful services. In addition, the availability of suitable business premises means that residents who wish to set up their own business will find it easier to do so.

**8.5.2** Nationally, permitted development rights to convert offices and light industrial units to housing will inevitably reduce the supply of employment floorspace in the Borough. Any changes arising will be monitored during the plan period and the supply of floorspace will be managed to ensure that an appropriate supply of premises continues to be made available to support the needs of the local economy. The Royal Borough may consider the use of available planning powers, to ensure that this supply remains to ensure a vibrant and adaptive local economic base can thrive and prosper.

## 8.6 SMALL BUSINESSES

**8.6.1** The Borough has a high level of new business formation, and the small business sector is vital to the social and economic well-being of the borough. Enabling small businesses to develop and thrive can strengthen the local economy and increase business vibrancy, as well as leading to greater employment opportunities for local people. The Borough supports the

development of small businesses in a flexible and sustainable way, through planning applications and the allocation of land.

**8.6.2** Access to broadband is a high priority for many small businesses, and it is important that homes are broadband-enabled to allow for effective home-working. The Borough will continue to work with key stake holders and infrastructure providers to improve broadband coverage and enable the provision of new ICT infrastructure. In particular the Superfast Berkshire project and its necessary supporting infrastructure is supported.

## 8.7 EMPLOYMENT SITES

**8.7.1** It is considered likely that the need for new or replacement employment floorspace can be largely met through intensification and redevelopment leading to more efficient use of existing sites, alongside a small number of new allocations. The BLP responds to these pressures by enabling economic development and the intensification of economic activity in appropriate locations. These locations are mainly those where economic activity is already concentrated. The Triangle Site, Maidenhead, remains in the Green Belt but has been designated as protected land to meet potential longer term employment needs.

**8.7.2** This policy approach helps to reinforce the current floorspace provision and enable the delivery of a flexible supply of floorspace that is responsive to the needs of local businesses. Sites are allocated for mixed use development comprising economic and residential uses, to further support the Borough's economy by helping to meet housing needs. Stafferton Way, Maidenhead is a mixed use area, containing a retail park, public car park and an employment area at the western end. It is intended that the employment area will remain in employment use as a Business Area.



## 8.8 POLICY ED2 EMPLOYMENT SITES

### POLICY ED 2

#### Employment Sites

1. The BLP will retain sites for economic use and employment as defined on the Policies Map.
2. The following sites, forming part of the strategic growth location in Maidenhead and the growth location in Ascot as identified in 5.2 'Policy SP1 Spatial Strategy', are allocated for mixed uses:
  - a. Maidenhead town centre:
    - i. Railway station
    - ii. Reform Road, Maidenhead
    - iii. West Street, Maidenhead
    - iv. York Road, Maidenhead
    - v. Broadway, Maidenhead
    - vi. High St/York Stream, Maidenhead
  - b. Ascot Centre
3. Employment sites listed below are defined on the Policies Map as Business Areas:
  - a. Vanwall Business Park, Maidenhead
  - b. Norreys Drive, Maidenhead
  - c. Foundation Park, Cox Green
  - d. Windsor Dials, Windsor
  - e. Centrica, Millstream Windsor
  - f. Alma Road, Windsor
  - g. Stafferton Way, Maidenhead, Employment Uses only
4. Employment sites listed below are defined on the Policies Map as Industrial Areas:
  - a. Furze Platt Industrial Area, Maidenhead
  - b. Woodlands Business Park, Maidenhead
  - c. Cordwallis Industrial Area, Maidenhead
  - d. Howarth Road, Off Stafferton Way, Maidenhead
  - e. Prior's Way Industrial Estate, Maidenhead
  - f. Vansittart Road Industrial Area, Windsor
  - g. Fairacres Industrial Area, Windsor
  - h. Ascot Business Park, Ascot
  - i. Queens Road Industrial Estate, Sunninghill
  - j. Manor House Lane Employment Estate, Datchet
  - k. Baltic Wharf, Maidenhead
5. The sites listed below are defined on the Policies Map as Mixed Use Areas:
  - a. Land north and east of Churchmead Secondary School, Priory Road, Datchet
  - b. DTC Research, Belmont Road, Maidenhead
  - c. Shirley Avenue (Vale Road Industrial Estate), Windsor
6. Established Employment sites in the Green Belt
  - a. Maidenhead Office Park, For B1 and industrial Uses
  - b. Ashurst Manor, Sunninghill, For B1 use
  - c. Lower Mount Farm, Cookham, for Industrial Uses
  - d. Ditton Park, Riding Court Lane, for B1 uses
  - e. Horizon Building, Honey Lane, Maidenhead, for B1 Uses
  - f. Grove Park, Business Park, White Waltham, Mixed Uses
  - g. Silwood Park, Sunningdale, Technology Park Uses



7. Within industrial areas (as defined on the policies map) there will be a strong presumption in favour of retaining premises suitable for industrial, warehousing and similar types of uses, (including premises, suitable for medium, smaller and start-up businesses). Proposals for new premises suitable for these types of uses will be supported. Other uses will only be permitted if they are ancillary to industrial or warehousing uses, do not result in the loss of industrial or warehousing premises or demonstrate a sufficient benefit for the economy of the Borough.
8. Within business areas and mixed use areas, intensification of employment activity will be encouraged subject to the provision of appropriate infrastructure and safe access. An element of residential development may also be

acceptable in mixed use areas but it must ensure that the overall quantum of employment floorspace within the mixed use area as a whole is not reduced, except where identified in the proforma in this plan.

9. Within industrial, business and mixed use areas, development proposals that improve and upgrade the facilities available to support businesses will be supported.

### Protected Site

10. Land south of the A308(M), west of Ascot Road and North of the M4 (known as the Triangle Site), while still remaining in the Green Belt, is protected for potential future long term Employment Uses.

## 8.9 OTHER SITES AND LOSS OF EMPLOYMENT FLOORSPACE

**8.9.1** The BLP takes a positive approach to ensuring that a suitable range of floorspace is provided to meet the needs of other businesses important to the Borough economy. This includes lower cost premises suitable for small and start-up businesses, together with premises for industrial and warehousing operations.

**8.9.2** Existing employment sites have been assessed and those with the greatest ability to provide a range of types of accommodation suitable for the needs of a diverse range of local businesses have been identified as industrial areas. By ensuring that a sufficient portfolio of sites will remain available to service

businesses in a variety of economic sectors the policies aim to support the needs of the local economy.

**8.9.3** Proposals for economic development uses may come forward on sites that are not currently allocated for employment uses. Where the site is not already in employment use, an assessment will be made of the benefits arising from the proposal, and this will be compared with the benefits of retaining the existing use. Each case will need to be determined on its merits, according to local circumstances and where the site is already in employment use, the proposals will be supported in principle.



**8.9.4** The policy approach gives general support to new economic development while ensuring that any loss of employment land is properly justified by evidence. It is important that existing and new businesses are supported by ensuring that a suitable supply of employment land and premises continues to be available. This policy therefore takes a cautious approach towards the loss of employment land and premises, to ensure that a sufficient supply of sites continues to exist to meet the needs of the local economy.

**8.9.5** The requirement for marketing evidence in this policy applies when a proposal is made that would result in the loss of an economic use or a net reduction in the quantity of employment land or premises. In such

instances this policy requires justification for the change and a demonstration that it would not cause unacceptable harm to the local economy. Other relevant information such as the quality and vacancy level of the premises and the appropriateness of the location for economic use may also be submitted.

**8.9.6** Recent legislation on extensions to permitted development rights allows the conversion of offices and light industrial premises to residential uses. Changes arising from these rights will be monitored during the plan period and the supply of floorspace will be managed to ensure that an appropriate supply of premises and sites continue to be made available to support the needs of the local economy.



## 8.10 POLICY ED3 OTHER SITES AND LOSS OF EMPLOYMENT FLOORSPACE

### POLICY ED 3

#### Other Sites and Loss of Employment Floorspace

##### Other Sites

1. Development proposals for employment on sites currently in employment use will be supported.
2. Development proposals for employment development on sites currently used for non-employment purposes will be considered on their merits. Where benefits arising from the proposed use would exceed the benefit of retaining the existing use, the development proposal will be supported.

##### Loss of Employment Floorspace

1. Where a change is proposed from an economic use to another use, development proposals must provide credible and robust evidence of an appropriate period of marketing for economic use and that the proposals would not cause unacceptable harm to the local economy. A further consideration to be taken into account will be the significance to the local economy of the use to be lost.
2. Marketing evidence should prove that both the land and the premises have been widely advertised and marketed for a wide range of economic uses for at least one continuous year immediately prior to submission of a relevant planning application. The exercise should be formally agreed with the Local Planning Authority prior to its commencement and demonstrate that the price and terms on which the land or premises were marketed were reasonable by comparison with similar examples in the local area. See Appendix E for marketing evidence details which will be used to assess the acceptability, or otherwise, of the information submitted and the marketing undertaken.
3. Information should be provided detailing any interest received from potential buyers or tenants since the marketing commence. Where interest has been received and that interest has not been pursued, this must be explained. The requirement for marketing evidence applies when a proposal is made that would result in the loss of an economic use or a net reduction in the quantity of employment land or premises.
4. Marketing evidence will be assessed within the context of:
  - a. the overall quality of the site as an employment location
  - b. the level of occupation/vacancy of the site
  - c. consideration of the suitability of conversion for start up and micro businesses
  - d. whether the employment use generates any adverse impacts on the adjoining area
  - e. possible benefits from relocating the economic use; possible benefits from using the site for alternative uses
  - f. the achievement of other plan objectives



## 8.11 FARM DIVERSIFICATION

**8.11.1** Agriculture and related industries have played an important part in the local economy in the area. However, farm businesses are under increasing pressure to respond to economic changes and trends within the farming industry. Farm diversification can help to sustain existing farm businesses to ensure long-term viability and provide rural employment opportunities. Such activities should respect the character of their rural location and protect or enhance the area's countryside. Existing buildings should be re-used, where possible, to provide any accommodation needed in association with alternative uses.

**8.11.2** Farm diversification is not a new phenomenon and farm businesses increasingly need to find ways to offset the long-term trend of falling prices for agricultural goods and reduced farm incomes. Farming has long played a key role in tourism and many other aspects of the rural economy and is promoted within the NPPF as a means to help maintain a prosperous rural economy.

**8.11.3** The scale and character of the diversified activities will need to be sensitive to the character of their setting and must protect or enhance it. Existing buildings should be re-used where possible and any opportunity should be taken to seek environmental improvements and to improve the appearance of the holding as a whole through appropriate diversification schemes.

**8.11.4** The Royal Borough is keen to ensure that agricultural businesses can be sustainable, efficient and competitive. Therefore the authorities will encourage well-conceived proposals relating to the diversification of farm businesses where it is required for the efficient operation of an existing farm enterprise, promotes economic activity, maintains or enhances the environment, and is in accordance with all other policies in this Plan.



## 8.12 POLICY ED4 FARM DIVERSIFICATION

### POLICY ED 4

#### Farm Diversification

1. Proposals for farm diversification will be permitted providing they meet the following criteria:
  - a. the proposal is a subsidiary component of the farm enterprise and contributes to the continuing viability of the farm as a whole, retaining existing or providing new employment opportunities and services for the local community;
  - b. the scale and nature of the proposal must be appropriate within its rural location and where it is likely to create significant vehicular movements to and from the site it should be well located in relation to villages, settlements and towns;
  - c. the proposal should re-use or adapt any existing farm buildings which are suitable and where appropriate include the removal of any redundant buildings which are derelict or offer no opportunity for beneficial use;
  - d. In the Green Belt, very special circumstances will be needed for a new building. If a new building can be justified it should be sited in or adjacent to an existing group of buildings, be compatible in scale, design, siting and materials, must relate satisfactorily to the surrounding landscape and character, and must avoid where possible the loss of the best and most versatile agricultural land;
  - e. there would be no significant detriment to the amenity of nearby residents, the surrounding landscape, biodiversity or geodiversity, and no unacceptable effect on water quality or flooding on any watercourse in the vicinity of the site;
  - f. the proposal should have regard to the local road network and the associated traffic movement should not compromise highway safety or the free flow of traffic; and
  - g. where a retail use is proposed it must be directly related to the farm unit.
2. Proposals for retail development in the countryside, not related to a farm enterprise, will not be permitted and should be directed to villages, settlements and towns, in accordance with the Town Centres and Retail policies.







# TOWN CENTRES AND RETAIL

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## 9.1 CONTEXT

**9.1.1** Town centres offer an accessible focal point for a range of commercial premises, shops and leisure facilities for the surrounding communities. Attractive town centres can contribute to the image and character of an area, helping to attract business and investment.

**9.1.2** Changes in the retail sector coupled with the continued growth of online shopping mean that the role of town centres is evolving. It is essential that the attractiveness of town centres is supported by planning policy in order to maintain their vitality and viability.

**9.1.3** The Thames Valley has a complex network and hierarchy of town centres, with each fulfilling different but complementary roles. The retail offer in the Borough is dominated by the two town centres of Windsor and Maidenhead where a range of comparison goods shops, leisure services and services are provided.

**9.1.4** Further district centres at Ascot and Sunningdale and a number of local centres provide for predominantly convenience based shopping and service needs in other locations across the Borough. A survey of visitors undertaken to support the 2015 Retail and Town Centre Study confirmed that the retail catchment of RBWM extends into neighbouring areas, with residents from settlements

outside the Borough including Beaconsfield, Marlow, Staines and Slough, making use of the services on offer in the town centres of Windsor and Maidenhead. The nearby centres of Reading, Bracknell and central London offer the widest range of shops and services in locations that are easily accessible by both road and rail to local residents.

**9.1.5** It is important that the BLP provides for customer choice and a diverse retail offer within town centres, as well as other uses that encourage people to visit town centres and enhance their experience of visiting. Securing a town centre as a desirable place to shop and spend time is fundamental to its future success and the improvement of local image and character.

**9.1.6** The BLP strategy is to promote and maintain a range of uses within town centres, and define a hierarchy of centre including a strong, central core of retail and allied uses, to support their vitality and viability and promote customer choice. The BLP sets out a positive approach towards main town centre uses and defines a hierarchy of centres. It sets out the operation of the sequential test and impact assessment and provides a context within which to assess the appropriateness of development proposals.

## 9.2 HIERARCHY OF CENTRES

**9.2.1** The hierarchy of centres within the Borough is shown in this policy. It is important to note that centres do not operate in isolation and the Thames Valley has a complex network and hierarchy of town centres, with each fulfilling different but complementary roles.

**9.2.2** Residents will use centres both within and outside the Borough to fulfil their diverse

retail and leisure needs, with centres fulfilling a different function for different people. This pattern is replicated by residents across the region.

**9.2.3** Many shopping parades and individual stores of purely neighbourhood significance are not classed as centres for the purposes of policy. Similarly, large free-standing stores or retail parks in out of centre locations are also not classed as centres.



**9.2.4** Windsor is a highly attractive town centre which supplements the shopping and service needs of residents with stores catering to the needs of tourists. The town was 107th in the 2014 CACI Retail Footprint rankings having risen from 215th in 2010. There is a strong comparison retail offer in the town.

**9.2.5** The majority of the town's retail stores are concentrated within the King Edward Court shopping precinct, the Windsor Royal Station development, which is also hosts an arts and crafts market, and the more traditional high street on Peascod Street. Together these areas comprise a relatively high quality environment.

**9.2.6** Core shopping areas benefit from the proximity of Windsor Castle which generates high footfall. The cafes and restaurants around Windsor Royal Station help increase the footfall for a cluster of fashion retailers catering to the high end of the market which are located there. Businesses that serve the tourist market are concentrated to the north of Peascod Street and east of High Street.

**9.2.7** The town centre of Maidenhead has been the subject of a programme of public realm improvements which is ongoing. While the attractiveness of the centre has been hampered in recent years by high vacancy rates, the level of vacancies is now declining. A range of major and multiple retailers are located within the town, focused within the Nicholsons Centre shopping precinct and along the pedestrianised section of the High Street. There is a wide range of land uses within the town centre including a range of offices, hotels, cinema, restaurants and residential developments, which together help to ensure that the centre enjoys high levels of footfall.

**9.2.8** Ascot district centre has a variety of retail units which together cater for local convenience shopping and service needs. It is a pleasant centre with well maintained streets and shop units and enjoys a very low

vacancy rate. Ascot has a high proportion of comparison goods shops and a high number of independent retailers which benefit from the footfall generated by retail anchor stores.

**9.2.9** Visitors are attracted to Ascot because of the racecourse and their spend helps to support a number of retail outlets catering to the high-end of the market, and the many cafès in the High Street. A number of bars and pubs thrive from the patronage of racegoers and the evening economy is supported by racecourse activities. However, traffic congestion and a lack of suitable parking is perceived to be a problem by users of Ascot centre.

**9.2.10** Sunningdale district centre is attractive with well maintained streets enhanced by planters and shop canopies. The centre is fragmented with two distinct centres to the east and west separated by the railway line. Sunningdale has a variety of retail units with a very high proportion of comparison good retailers for a centre of this size and also a relatively high proportion of financial and business service units for a district centre, including a number of estate agents and a bank.

**9.2.11** The centre has a low vacancy rate. A Waitrose supermarket is the main anchor and the majority of visitors to Sunningdale travel by private car. Traffic congestion and the high costs of car parking are perceived to be a problem by users of Sunningdale centre.

**9.2.12** Local neighbourhood centres are located at Cookham; Cookham Rise; Datchet; Dedworth Road West, Windsor; Eton; Eton Wick; Old Windsor; Shifford Crescent, Maidenhead; Sunninghill; Vale Road, Windsor; Wessex Way, Cox Green; Wootton Way, Maidenhead and Wraysbury which provide for daily needs. The boundaries of these local centres are shown on the Policies Maps and in detail on maps in Appendix F.



## 9.3 POLICY TR1 HIERARCHY OF CENTRES

### POLICY TR1

#### Hierarchy of Centres

1. The area's centres will be supported and strengthened to ensure that they continue to be the focus of communities. Initiatives which safeguard and enhance their role and function will be supported.
2. The hierarchy of centres in the Borough is defined as follows:
  - Town Centres: Windsor; Maidenhead
  - District Centres: Ascot; Sunningdale
  - Local Centres: Cookham; Cookham Rise; Datchet; Dedworth Road West, Windsor; Eton; Eton Wick; Old Windsor; Shifford Crescent, Maidenhead; Sunninghill; Vale Road, Windsor; Wessex Way, Cox Green; Wootton Way, Maidenhead; Wraysbury. In addition, a new Local Centre will form part of the development of Maidenhead Golf Course
3. Windsor and Maidenhead will be the preferred location for the development of main town centre uses, followed by the District and Local Centres. The extent of the centres is defined on the Policies Map.
4. Development proposals for main town centre uses including retail development, leisure, entertainment facilities, offices and arts, cultural and tourism development will be supported in accordance with the hierarchy, provided they are appropriate in terms of their scale and design, and are well-related to the centre.

## 9.4 RETAIL CONTEXT

**9.4.1** The retail studies undertaken to aid the development of the BLP, support the view that a successful retail sector is key to securing a vital and viable town centre. The most recent retail study produced by Cushman and Wakefield in 2015 (the Retail Study), supports the view that a key method of supporting the retail sector is through securing a mix of uses within town centres to maximise the likelihood of linked trips, which have the effect of increasing the amount of time spent in the centres and the likelihood of a higher spend per trip.

**9.4.2** Borough residents are expected to continue to use centres both within and outside the Borough to fulfil their diverse retail and leisure needs, with centres fulfilling different functions for different people. The BLP aims to promote and maintain a range of uses within the defined centres, including a strong, central core of retail and allied uses, to support their vitality and viability and promote customer choice.



## 9.5 FRONTAGES AND DIVERSITY OF USE

**9.5.1** Town centre frontages are defined as primary and secondary. Primary frontages are those which include a high proportion of retail uses. Secondary frontages are those where there is greater opportunity for diversity of uses.

**9.5.2** Retail uses will be appropriate in both locations. While non-retail uses that support the town centre function such as restaurants, pubs and cinemas will be appropriate across a centre, there will be greater concentrations of these uses in secondary frontages. In Windsor, retail and service uses aimed at visitors will be appropriate in defined locations.

**9.5.3** It is important that the vitality and viability of centres is maintained and enhanced. An appropriate amount of supporting uses in primary shopping areas and primary frontages, for example food and drink outlets, is necessary to complement the shops and function of the area.

**9.5.4** Secondary frontages comprise areas where a greater variety of uses is apparent and there is opportunity for a greater diversity of retail and non-retail uses, and the promotion of entertainment and a street café culture. The strategy, which complements the desire to maintain a strong, central core of retail and allied uses, is to permit the flexibility to allow secondary frontages to contain a good mix of different uses.

**9.5.5** An appropriate mix of uses that would not cause unacceptable harm to the existing character, function, and vitality of the street or surrounding environment will be supported. The Maidenhead Waterways Restoration Project is a key driver for the rejuvenation of the town, and thus support is offered for proposals that would enhance the town's waterways in line with the Waterways Development Brief.

**9.5.6** The BLP is not prescriptive about the proportion of retail and non-retail uses that would be appropriate in any given area as the role played by frontages varies across the town centres. Where a non-retail use is proposed in a frontage, the make-up of units in that area of frontage will be assessed in order to determine the likely impact of the proposed use and its acceptability.

**9.5.7** Residential use is particularly helpful within town centres as it increases vitality, provides custom for town centre businesses and increases natural surveillance. Residential use at ground floor level would not be appropriate within retail frontages as it can create a dead space without visual interest or appeal. However, the residential use of upper floors forms a valuable part of the mix of uses that supports a successful town centre.



## 9.6 WINDSOR TOWN CENTRE

**9.6.1** The retail function of any town centre is defined by its Class A1 shops whilst other uses play a valuable role in creating a balanced town centre and an attractive experience for visitors. In Windsor, there is a need to balance the needs of residents with the needs of visitors and tourists.

**9.6.2** The forecasts for retail growth in Windsor are based on retaining the 2015 pattern of market shares over the forecast period. Under this assumption, it is expected that Windsor will have the capacity to accommodate a net tradable area of approximately 6,100m<sup>2</sup> comparison goods

floorspace and 800m<sup>2</sup> convenience goods floorspace between 2016 and 2033.

**9.6.3** Windsor town centre is highly constrained and it is considered that the modest capacity for additional retail floorspace over the plan period would be most appropriately accommodated through the intensification of the existing town centre, for example, through the reconfiguration of the existing layout of the King Edward Court shopping complex to provide additional retail floorspace, or the provision of mezzanine floors within existing units.

## 9.7 POLICY TR2 WINDSOR TOWN CENTRE

### POLICY TR2

#### Windsor Town Centre

1. Development proposals should promote and enhance the role of Windsor town centre and its vitality and viability. The retail role of Windsor town centre will be supported.
2. New development proposals within the primary shopping area, as defined on the Policies Map, should broaden the range of shopping opportunities and improve the image of the town as a sustainable and high quality shopping destination. In particular proposals to extend retail floorspace within existing stores and complexes and to extend department store provision within Windsor Town centre will be supported.
3. Development proposals for retail and service provision aimed particularly at visitors will be supported in a visitor development area that is appropriate to the character and function of the area, which includes Windsor Castle, Royal Windsor Shopping Centre, High Street and Thames Street.
4. Primary frontages, defined on the Policies Map, should include a high proportion of retail uses. Development proposals for non-retail uses within primary frontages will be permitted where they would enhance vitality and viability, be appropriate to the character and function of the area and retain prominent shop units within the primary frontage.
5. Development proposals in secondary frontages will be supported where they contribute to the existing character, function and vitality of the street or surrounding environment.
6. Development proposals for residential use on upper floors throughout Windsor town centre will be encouraged.
7. An allocation for a mixed use development comprising ground floor retail units with residential units is identified on the Policies Map at Minton Place.



## 9.8 MAIDENHEAD TOWN CENTRE

**9.8.1** The extent of Maidenhead Town Centre is set out on the Policies Map.

**9.8.2** The adopted Maidenhead Town Centre Area Action Plan (MTCAAP) continues to form part of the development plan for the Borough. It sets out policies relating to Maidenhead town centre and allocates development sites to meet future needs for town centre activities. Certain policies within the MTCAAP are superseded by policies in this BLP. These are set out in Appendix A.

**9.8.3** The forecasts for retail growth for Maidenhead are based on the 2015 pattern of market shares over the forecast period assuming development of an additional 2,300 dwellings within Maidenhead town centre to 2031. Under this assumption, the retail study forecasts that Maidenhead town centre will have the capacity to accommodate a net tradable area of approximately 3,250m<sup>2</sup> comparison goods floor space together with a net tradable area of approximately 1,750m<sup>2</sup> convenience goods floor space to 2031.

**9.8.4** The MTCAAP proposed a total of 25,000m<sup>2</sup> of retail floor space within the Broadway Opportunity Area allocation which is one of seven Opportunity Areas identified in the MTCAAP. It is recognised that since the adoption of the MTCAAP, a wider range of uses, including retail and non retail floorspace may be more appropriate in the town centre. Consent for the development of the majority of the Broadway Opportunity Area has been granted through “The Landing” development for up to 4,700m<sup>2</sup> of retail, restaurants, cafès and bars.

**9.8.5** A second retail led scheme as currently proposed by the MTCAAP for the rest of the Broadway Opportunity Area, known as ‘Nicholson’s Car Park,’ provides further retail capacity, anticipated to be up to approximately 2,500m<sup>2</sup> of A1 retail floor space. With the implementation of these two permissions it is anticipated that the retail provision of the Broadway Opportunity Area will fall significantly short of the 25,000m<sup>2</sup> anticipated by the MTCAAP.

**9.8.6** There are currently significant numbers of empty units within the town centre at Maidenhead, although the numbers are declining. The retail capacity forecasts take account of the empty units and the additional retail capacity provided by ‘The Landing’ together with proposals for the High Street/ York Road Opportunity Area which are being implemented.

**9.8.7** The Maidenhead Waterways Restoration Project is a key driver for the rejuvenation of the town, and support is offered for proposals that would enhance the town’s waterways in line with the Waterways Development Brief.

**9.8.8** The policy for Maidenhead town centre considers both the adopted MTCAAP and more recent retail forecasts which adjust the figures for anticipated retail floor space capacity. A review of the MTCAAP should seek to reflect the changing circumstances for retail provision while maintaining the requirements for high quality development to achieve a vibrant and vital town centre.



## 9.9 POLICY TR3 MAIDENHEAD TOWN CENTRE

### POLICY TR3

#### Maidenhead Town Centre

1. Development proposals should promote and enhance the role of Maidenhead town centre and its vitality and viability. The retail role of Maidenhead will be supported and development proposals for the regeneration of sites for town centre uses and those that protect, enhance or diversify retail activity, within the primary shopping area will be supported.
2. Reference should be made to the adopted Maidenhead Town Centre Action Area Plan with regard to the most appropriate locations and requirements for town centre uses and activities. Subsequent revisions of retail floor space projections should be taken into account in development proposals.
3. Primary frontages, defined on the Policies Map, should include a high proportion of retail uses. Development proposals for non-retail uses within primary frontages will be permitted where they would enhance vitality and viability, be appropriate to the character and function of the area and retain prominent shop units within the primary frontage.
4. Development proposals in secondary frontages will be supported where they contribute to the existing character, function and vitality of the street or surrounding environment. In particular, proposals to expand the cultural, entertainment and food offer of Maidenhead will be encouraged.
5. Proposals that make more efficient use of sites through intensification, higher densities or innovative design will be encouraged, provided that it is of exemplar design, supported by adequate infrastructure and transport and environmental impacts are appropriately addressed.
6. Within the town centre, development for tall buildings which are of exemplar design will be encouraged providing they do not compromise the character and appearance of the centre and that of nearby Conservation Areas.
7. Development proposals for residential use on upper floors throughout Maidenhead town centre, and proposals that would enhance the town's waterways, will be encouraged.

## 9.10 DISTRICT CENTRES

**9.10.1** Ascot is a district centre serving the surrounding residential areas and providing a range of shops and services. Visitors are attracted to Ascot because of the racecourse and their spend helps to support a number of upmarket retail outlets and the many cafés in the High Street.

**9.10.2** A number of bars and pubs thrive from the patronage of race goers and other

racecourse activities. However, issues such as parking and the lack of a focus to Ascot prevent the High Street from meeting its full potential.

**9.10.3** Sunningdale is a district centre whose main function is to provide a range of shops and services to the surrounding area. Both local and specialist functions are catered for and a superstore draws trade from further afield.



**9.10.4** Both district centres serve their immediate settlement and its hinterland. They comprise groups of shops containing at least one supermarket or superstore and a range of non-retail services including banks, pubs and restaurants, as well as local public facilities such as libraries. The Borough's strategy is to maintain a broad mix of uses and the current function of these centres, so as to ensure the centres can continue to play a full role in the life of the area.

**9.10.5** A diverse range of appropriate uses including retailing will be appropriate. Analysis of retail capacity in the Retail and Town Centre Study 2015 shows limited scope for new retail floorspace in either district centre. The Neighbourhood Plan for the area Ascot, Sunninghill and Sunningdale Neighbourhood Plan 2011-2026 supports the provision of small retail units on sites in both centres and this is consistent with the capacity analysis.

## 9.11 POLICY TR4 DISTRICT CENTRES

### POLICY TR4

#### District Centres

1. Ascot and Sunningdale are district centres, defined on the Policies Map, whose main functions are to provide a range of shops and services to the surrounding areas. A broad mix of uses will be maintained within the centres to support their current functions and to help them meet their full potential.
2. Development proposals for retail use within district centres will be supported, particularly within the primary shopping areas as defined on the Policies Map.
3. Non-retail uses and services will also be supported provided the overall function of the centre and opportunities for customer choice are maintained.
4. The scale of development that will be appropriate in district centres will be smaller than that in town centres, and will be determined by reference to the scale and function of the centre in question. Development proposals should not be of such a scale that they would elevate the centre to a higher level in the retail hierarchy.
5. Development proposals for residential use on upper floors in district and local centres will be supported. Where there is a considerable proportion of vacant property in a centre, residential or other uses at ground floor level will also be considered by the Borough provided that they would not adversely affect the function of the centre within the retail hierarchy.
6. Special considerations will apply in situations of sustained high levels of vacancy, for example where more than 30% of the units in a centre have been vacant for more than a year. Where there is a sustained high level of vacancy, the Council will consider active town centre uses as a first resort with residential or other uses at ground floor level as a last resort.
7. A diverse range of appropriate uses including retailing will be appropriate and there is limited scope for new retail floorspace in either district centre. The Neighbourhood Plan for the area, Ascot, Sunninghill and Sunningdale Neighbourhood Plan 2011-2026, supports the provision of small retail units on sites in both centres.



## 9.12 LOCAL CENTRES

**9.12.1** Local centres perform a more limited role, acting as the focus for convenience and service uses that serve their immediate community. The Borough's local centres are all different in terms of their size and the precise role they play in the life of their community, but in general they include a range of small shops serving a localised catchment. Typically they may include a convenience store, newsagent, sub-post office, pharmacy, hot-food takeaway or launderette, as well as various local services.

**9.12.2** The local centres identified in 'Policy TR5 Local Centres' exclude small parades of shops of purely neighbourhood significance. The Borough's strategy is to ensure that local centres continue to provide a broad range of services for their local community, mainly serving specialist local needs or the immediate day to day needs of their local area.

## 9.13 POLICY TR5 LOCAL CENTRES

### POLICY TR5

#### Local Centres

1. Development proposals for retail use within local centres will be supported, particularly within the primary shopping areas as defined on the Policies Map. Non-retail uses and services will also be supported provided the overall function of the centre and opportunities for customer choice are maintained.
2. The scale of development that will be appropriate in local centres will be determined by reference to the scale and function of the centre in question. Development proposals should not be of such a scale that they would elevate the centre to a higher level in the retail hierarchy.
3. Development proposals for residential use on upper floors in local centres will be supported. Where there is a considerable proportion of vacant property in a centre, residential or other uses at ground floor level will also be considered by the Borough provided that they would not adversely affect the function of the centre within the retail hierarchy.
4. Special considerations will apply in situations of sustained high levels of vacancy, for example where more than 30% of the units in a centre have been vacant for more than a year. Where there is a sustained high level of vacancy, preference will be given to active town centre uses. Residential or other uses at ground floor level will also be considered by the Borough provided they would not adversely affect the function of the centre within the retail hierarchy.
5. Local centres defined on the Policies Map will be supported to provide a broad range of services for their local community, mainly serving specialist local needs or the immediate day to day needs of their local area.



## 9.14 IMPACT AND CONDITIONS

**9.14.1** The scale of retail development that is appropriate within the Borough will be determined with reference to retail capacity work (Retail and Town Centre Study 2015 and subsequent updates). Applications for retail development will be considered against the policies in this section and the retail capacity identified for each centre. Where retail capacity work specifies a maximum floorspace figure for a particular centre in a particular period, permission will only be granted for retail development in excess of that figure if its impact on other centres within the development's catchment has been assessed and judged to not cause undue harm to those centres.

**9.14.2** Retail capacity guidance and policy indicates that any new floorspace should be located in accordance with the sequential approach. It should also be noted that it is possible to sell all types of goods from a town centre location. The sequential test will be operated in such a manner as to ensure that development is located in the centre to which it is most appropriate, with preference being given to those centres higher up the hierarchy.

**9.14.3** National policy allows local authorities to set a proportionate threshold at a local level, above which proposals for retail, leisure and office development must be accompanied by an impact assessment. The national threshold of 2,500m<sup>2</sup> (gross external area) is considered appropriate for leisure and office use within the Borough.

**9.14.4** For retail uses, a threshold of 1,000m<sup>2</sup> (gross external area) is considered appropriate within the urban areas of Maidenhead and Windsor. This figure approximates to the size of a small retail warehouse and marks a perceptual cut off point between town centre type and out of centre type retail units.

**9.14.5** While larger units than this would normally be acceptable in central locations such as within Maidenhead and Windsor town centres, their location out of centre would indicate that a different form of retailing was likely to occur from the unit in question. Such different store formats can generate different shopping patterns and have detrimental effects on town centres.

**9.14.6** A threshold of 500m<sup>2</sup> (gross external area) is considered appropriate for retail uses elsewhere. This approximates to a large convenience store or small supermarket, the establishment of which in an out of centre location has the potential to have a significant effect on the functioning of smaller centres in the locality. In the case of both thresholds as set out in policy, there is no bar to development occurring but it is appropriate to assess fully the impact of a proposed development to inform properly the decision made on any such planning application.

**9.14.7** Where impact assessments indicate significant adverse impacts on the existing vitality and viability of the centre, development will be refused. What constitutes a significant adverse impact will be based on the circumstances of each case.

**9.14.8** The cumulative impact of recent/committed proposals may also be relevant. Where the evidence shows there is no significant adverse impact the positive and negative effects of the proposal will be balanced, together with locational and other considerations, to reach an overall judgement.



**9.14.9** Conditions will be used to ensure that the impacts of retail development are acceptable and will remain in line with good development management practice. Such conditions could include restricting the subdivision or amalgamation of units, the maximum gross floorspace and net sales area or the range of goods that may be sold.

**9.14.10** Flexible unit sizes are preferred to cope with flexible future trends and appropriate conditions for use will vary for individual proposals. In general, fewer restrictions will be appropriate in town centres, while it will be appropriate to exercise a greater element of control over any retail developments in other locations.

## 9.15 POLICY TR6 STRENGTHENING THE ROLE OF CENTRES

### POLICY TR6

#### Strengthening the Role of Centres

1. Main town centre uses must be located within the centres defined in the hierarchy of centres where sites are suitable, viable and available. Subject to operation of this sequential test and as set out elsewhere in policy, offices may also be located in defined business areas.
2. Unless a development proposal is intended to meet a particular local need that occurs only in a specific location or catchment area, development proposals must assess in-centre sites in the following order of preference:
  - a. sites in town centres (Maidenhead, Windsor)
  - b. sites in district centres (Ascot, Sunningdale)
  - c. sites in local centres
3. Where suitable and viable in-centre sites are not available, edge of centre locations must be considered. If suitable and viable edges of centre sites are not available, out of centre sites should be considered. When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well-connected to the centre.
4. Flexibility should be demonstrated on issues such as the format and scale of development. All centres within each individual level of the hierarchy are of equal status for the purposes of this sequential test.
5. Outside the defined centres, retail development including subdivision of existing retail units or widening the range of goods allowed to be sold will be resisted unless the proposal passes the sequential test outlined above, or is intended to meet a particular local need that occurs only in a specific location.
6. Development proposals for retail, leisure and office development larger than the thresholds set out below, located outside defined centres must be accompanied by an assessment of their impact on the vitality and viability of and investment in defined centres within their catchment:
  - a. retail development: 1,000m<sup>2</sup> within Maidenhead and Windsor urban areas; 500m<sup>2</sup> elsewhere
  - b. leisure development: 2,500m<sup>2</sup>
  - c. office development: 2,500m<sup>2</sup>
7. Neighbourhood Plans may set different thresholds where local considerations, supported by evidence, indicate this is appropriate.



## 9.16 SHOPS AND PARADES OUTSIDE DEFINED CENTRES

**9.16.1** Not all town centre uses can be accommodated within existing centres. In recognition of this a number of retail parks and large free-standing stores have been developed.

**9.16.2** Individual shops and small parades, located outside centres, can play a vital role in their local community. They can provide convenient access to day to day requirements and may be the sole accessible store for less mobile residents.

**9.16.3** It is important that the community function of shops is supported. The policy takes a cautious approach towards the loss of small parades and individual shops, to ensure

that the needs of communities can continue to be met in the future, but allows for change of use when the use of the shop to the local community can no longer be demonstrated.

**9.16.4** Where a centre is suffering from a significant proportion of vacant property, it is appropriate to plan flexibly and positively for the future of the area and facilitate alternative uses. With this in mind, special considerations will apply in situations of sustained high levels of vacancy, for example where more than 30% of the units in a centre have been vacant for more than a year. Where there is a sustained high level of vacancy, residential or other uses at ground floor level may be considered.

## 9.17 POLICY TR7 SHOPS AND PARADES OUTSIDE DEFINED CENTRES

### POLICY TR7

#### Shops and Parades Outside Defined Centres

1. Development proposals that enhance the community function of shops and parades located outside centres defined on the Policies Map will be supported.
2. Where it is proposed to change the use of a shop outside a centre, an assessment will be made of its value to the local community. If the shop fulfils a function of benefit to the local community, development proposals must provide credible and robust evidence of an appropriate period of marketing for retail use.
3. Where evidence suggests that a shop does not fulfil a function of benefit for the local community, or where a community benefit exists to changing to another use, marketing evidence will not be required.



## 9.18 MARKETS

**9.18.1** Markets are part of the overall retail economy. In addition to providing consumers with a more varied shopping experience, they also have the benefit of supporting local producers and can enhance the overall experience of visiting a town centre.

**9.18.2** Markets and similar community events can add distinctiveness and diversity to a town centre's overall shopping experience. They attract people into a town centre, helping to make it more lively, and can significantly enhance a town centre's overall image and identity.

## 9.19 POLICY TR8 MARKETS

### POLICY TR8

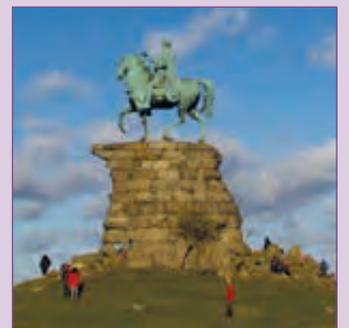
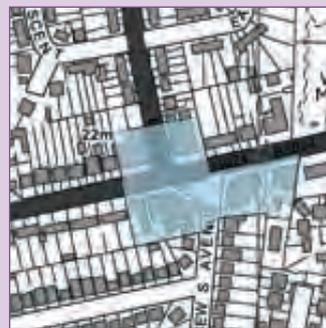
#### Markets

1. Existing and proposed markets within town, district and local centres will be supported. Development proposals that include the operation of events and markets within town, district and local centres and that incorporate suitable spaces and appropriate infrastructure for events and markets, such as electricity points and lighting, will be supported.
2. Development proposals should show how they are not creating an adverse impact on the residential amenity of nearby properties, especially with regard to noise.





# VISITORS AND TOURISM



## 10.1 CONTEXT

**10.1.1** Visitors and tourism can contribute to enhancing quality of life through delivering rewarding experiences for visitors, and a greater variety of jobs and training opportunities. They can support urban renaissance and rejuvenation, and diversify and develop the rural economy.

**10.1.2** The Borough's economy is supported by a vibrant visitor and tourism market. This is particularly important to Windsor and Eton, Ascot and Thames-side settlements. One of the objectives of the BLP is to enable the continued success and evolution of the Borough's distinct visitor economy.

**10.1.3** Key objectives include:

- supporting and promoting the key heritage attractions of Windsor, Ascot and the River Thames
- providing sufficient visitor accommodation and facilities
- promoting opportunities for visitor related development

**10.1.4** To work towards these objectives, the Council will work with partner organisations through the Visitor Management Forum to support the tourist economy. An integrated approach will be taken to ensure that these objectives are reflected in local activities such as town centre management and regeneration, open space strategies, heritage enhancement initiatives, countryside management and environmental stewardship. Visitor and tourism policies encourage development which supports the sustainable growth of the tourism industry.

**10.1.5** The National Planning Policy Framework (NPPF) includes tourism under a category with arts and culture, as a main town centre use. This definition can include theatres, museums, galleries and concert halls, hotels and conference facilities. The NPPF also identifies the need for Local and Neighbourhood Plans to support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, while respecting the character of the countryside.

## 10.2 TOURISM IN THE BOROUGH

**10.2.1** Windsor is one of the major tourist attractions of south east England, experiencing very high levels of tourism and day visitor activity which make a major contribution to the local economy. Windsor Castle is the oldest and largest inhabited castle in the world and is an international tourist destination. The effects of high visitor numbers on traffic congestion and pressures on local services and residents require careful management.

**10.2.2** The River Thames is also a major tourist attraction and of considerable importance to tourism and the visitor economy in the Borough. The river provides high quality

landscapes along its length and is widely used for a range of informal leisure activities, bringing direct economic benefits to its surrounding area.

**10.2.3** Legoland Windsor is one of Britain's most popular paid for tourist attractions, with over 2 million visitors per year in 2016, rising from 1.1 million when it first opened in 1996. In addition, of the many events that take place in the Borough each year, the Royal Ascot race meeting attracts the most visitors, with around 300,000 people travelling to the racecourse over the five days of racing each year.



**10.2.4** There are many other visitor attractions and events in the Borough, including Windsor Race Course, the Royal Windsor Horse Show, Eton College, Cookham's Stanley Spencer Gallery, Windsor Great Park, golf in

Sunningdale, Thames Valley Athletics Centre, River Thames' locks, Bisham Abbey and Windsor Festival. In many cases, tourism and visitors are important in helping to maintain key heritage assets.

## 10.3 KEY CHALLENGES AND ISSUES KEY CHALLENGES AND ISSUES

**10.3.1** The number of visitors received by the Borough is increasing annually, both from overseas and domestically. Between 2006 and 2014, visitor numbers increased from 6.7 million to just under 7.7 million trips per year.

**10.3.2** The number of day visitors currently represents almost 91% of the total number of visitors received. Overall, an estimated 716,000 staying trips were spent in Borough in 2014, of which around 523,000 were made by domestic visitors (73%) and 193,000 by overseas visitors (27%); both figures representing an increase over 2013.

**10.3.3** Staying trips in 2014 resulted in an estimated 1,930,000 visitor nights in the Borough, a growth of 3.8% compared to 2013. Total expenditure from overnight visitors in 2014 was £208 million, of which almost £93.3 million came from overseas and £114.7 million from domestic visitors.

**10.3.4** Approximately 6,971,000 visitor day trips were made to the Borough in 2014 generating an additional £276.4 million in visitor trip expenditure. Compared to 2013, the volume of day trips increased by 1.6%, and trip expenditure also increased by 1.9%.

**10.3.5** Direct expenditure generated by visitors and tourism in the Borough in 2014 was £465 million. Adding additional indirect and induced effects (which generate a further £158.2 million) translates to £623.2 million worth of income for local businesses. Compared to 2013, this represents an increase of 2.5% in total tourism value.

**10.3.6** This visitor-related expenditure is estimated to have supported over 7,000 full time equivalent jobs in Windsor & Maidenhead. Many of these jobs are part-time or seasonal in nature and are spread across a wide range of service sectors from catering and retail to public service jobs such as in local government as well as tourism.

**10.3.7** The visitor accommodation usage in the Royal Borough is different to many locations and there have been some recent new developments, but there may need to be a wider choice of accommodation, based on existing buildings, towns and villages to meet visitor demands and aspirations. This will be monitored throughout the plan period by the Tourism Development Forum, which is made up of local businesses, representatives from the tourism industry and Councillors.

**10.3.8** The Borough's Local Transport Plan highlights the burden placed on local transport infrastructure by the fact that 51% of visitors arrive by car, with parking capacity and traffic congestion being particular issues for Windsor and Eton. Schemes are being prepared to help address these issues in the short to medium term, by aiming to provide a ring of small park and ride sites, together with improvements to local car parks, bus and cycle facilities and variable message signing.



## 10.4 POLICY VT1 VISITOR DEVELOPMENT

### POLICY VT 1

#### Visitor Development

1. Maidenhead and Windsor town centres will be the main focus for major visitor related development. Development will be acceptable in other settlement locations provided that the type and scale of activity and the number of trips generated are appropriate to the accessibility of the location by walkers, cyclists and users of public transport. Proposals for hotel development at Windsor and Ascot racecourses will be supported if a case of very special circumstances is made in each case.
2. Development proposals for visitor development will be expected to:
  - a. be consistent with the sequential approach to site selection within that settlement or as an exception show evidence that the proposed development is locationally specific and consistent in terms of scale, impact and function with their location
  - b. contribute positively to the character of the area, the amenity of surrounding land uses and the retention and enhancement of heritage assets
  - c. contribute, where appropriate, towards town centre rejuvenation and environmental enhancement and a sustainable, safe, attractive and accessible environment
3. Development required to meet the changing needs of visitors at existing visitor attractions will be supported if the proposal does not have an adverse impact on local environment, amenity or traffic.
4. Development proposals for visitor development in rural locations will be supported where the proposals promote the rural economy and contribute positively towards the ongoing protection and enhancement of the countryside.
5. Visitor development proposals located in the Green Belt will be expected to demonstrate that they maintain the character of the Green Belt in that location, protect historic and heritage assets, are in conformity with current Green Belt guidance, policy and legislation, and are supported by a case of very special circumstances.





# HISTORIC ENVIRONMENT



## 11.1 CONTEXT

**11.1.1** The Borough enjoys a wide diversity of built character. Many of the oldest settlements in the Borough are located close to the River Thames, which has played an important role in its economic and cultural development. For example, both the villages of Hurley and Datchet pre-date Roman occupation and continue to be thriving communities due in part to the advantages of a riverside location.

**11.1.2** The Borough is steeped in history; the area has evolved around old settlement patterns, and receives its royal title from strong connections with the Crown. Windsor Castle is a prominent medieval building of international

importance located in the wider floodplain of the River Thames built on an outcrop of chalk, and influenced the development of the town for trade and more recently tourism.

**11.1.3** The character and diversity of its urban and rural areas, and its high quality historic built environment make the Borough very distinctive. This character can vary settlement to settlement. The scale and extent of the Borough's Conservation Areas vary from small hamlets (such as White Waltham) to villages (such as Cookham Dean) and towns like Windsor; all of which have unique historic and architectural interest.

## 11.2 CONSERVATION AND HERITAGE

**11.2.1** The objective of conserving and enhancing the special qualities of the Borough's built and natural environment can be achieved through ensuring that development proposals respect both individual identity and the sense of place. The historic environment is irreplaceable and meeting this objective is essential to ensure that residents, visitors and future generations can enjoy the historic environment of the Borough in the future.

**11.2.2** Heritage assets are defined a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. This includes designated heritage assets and assets identified by the Council as local planning authority (including local listing).

**11.2.3** The evidence base comprises the Historic Environment Record maintained by Berkshire Archaeology and the Heritage at Risk Register maintained by Historic England. The Borough also has a Townscape

Assessment that provides useful descriptions and information about those urban and suburban areas not lying within the Green Belt.

**11.2.4** The character of villages and hamlets in the countryside are defined in the Landscape Character Assessment. A Historic Landscape Character Assessment is currently being undertaken for East Berkshire, including the Royal Borough, and this Assessment will form a key evidence document to support the development of a Heritage Strategy Supplementary Planning Document.

**11.2.5** The Borough has also undertaken Conservation Area Appraisals for many of the Conservation Areas. These appraisals will be used to guide the design of development proposals, and to help determine the appropriateness of development involving or in proximity to heritage assets. Conservation Areas will be subject to a rolling programme of Conservation Area Appraisals. A list of all the Conservation Areas in the Borough can be found on the Council's website.



**11.2.6** In accordance with the NPPF, the Borough considers its heritage assets to be “an irreplaceable resource” and it will protect all heritage assets in line with their significance. All development proposals will be expected to have regard to both the national and local historic contexts.

**11.2.7** The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats. Furthermore, the

Council will proactively seek solutions for assets at risk through discussions with owners, through a willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, as a last resort, using its statutory powers.

**11.2.8** Further details of how the Historic Environment policies will be implemented will be set out in the Heritage Strategy Supplementary Planning Document.

## 11.3 POLICY HE1 HISTORIC ENVIRONMENT

### POLICY HE 1

#### Historic Environment

1. The historic environment will be conserved and enhanced in a manner appropriate to its significance. Development proposals should seek to conserve and enhance the character, appearance and function of heritage assets and their settings, and respect the significance of the historic environment.
2. Heritage assets are an irreplaceable resource and works which would cause harm to the significance of a heritage asset (whether designated or non-designated) or its setting, will not be permitted without a clear justification to show that the public benefits of the proposal considerably outweigh any harm to the significance or special interest of the heritage asset in question.
3. A local register of heritage assets at risk will be maintained.

## 11.4 WINDSOR CASTLE AND GREAT PARK

**11.4.1** Windsor Castle, home to Her Majesty Queen Elizabeth II, is one of the most recognisable heritage assets in the United Kingdom. Dating from 1165 the Castle and most of the buildings within the walls are Grade 1 Listed Buildings and therefore in the top 2.5% of all Listed Buildings in the country. Windsor Castle is both the largest inhabited castle in the world and the longest occupied Royal Palace in Europe whilst also being a Royal home. Windsor Great Park is also Grade 1 Listed on the Register of Historic Parks and Gardens.

**11.4.2** Windsor Castle is of extreme importance to the Borough, not only because of its historical and cultural significance but also the role that it has as a major visitor attraction. Visitors to Windsor and the surrounding areas make a substantial contribution to the ongoing success of the local economy. The Castle and its setting within The Great Park are visible to and from a large area, and these views provide the background setting for the buildings and its immediate surrounds.



**11.4.3** The Palace of Windsor Castle is owned by the Occupied Royal Palaces Estate on behalf of the nation and Windsor Great Park is managed by the Crown Estate. Both Windsor Castle and the Great Park are considered to be 'Crown Land' which is defined in Section 293 of the Town and Country Planning Act 1990 as land in which there is a Crown interest or a Duchy interest. From 2006 Crown land no longer enjoys immunity from planning control although there are some exceptions.

**11.4.4** There are provisions and arrangements in place to help facilitate development and restrict access to sensitive information in the interests of national security and defence including additional permitted development

rights. These rights which are set out in Part 19 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 make provision for the Crown and other Crown bodies to carry out certain types of development without a planning application needing to be made and this includes emergency development and development for national security purposes.

**11.4.5** The setting of Windsor Castle and Home Park sits within the wider setting of the Great Park. Both Home Park and Windsor Great Park are included on the Register of Historic Parks and Gardens and therefore benefit from added protection due to this status.

## 11.5 POLICY HE2 WINDSOR CASTLE AND GREAT PARK

### POLICY HE 2

#### Windsor Castle and Great Park

1. Development proposals that affect Windsor Castle, as defined on the Policies Map, should be accompanied by a statement showing how the development proposal:
  - a. seeks to enhance the architectural and historical significance, authenticity and integrity of Windsor Castle and its local setting within the Great Park, and
  - b. safeguards the Castle and its setting within the Great Park allowing appropriate adaptation and new uses that do not adversely affect the Castle, The Great Park and their settings, and
  - c. protects and enhances public views of the Castle including those from further afield
2. The Council will, subject to the other policies in the Plan, support development proposals that aim to meet the needs of visitors to the Castle and the Great Park.



## 11.6 LOCAL HERITAGE ASSETS

**11.6.1** Local heritage assets in the Borough form an important part of the historical and cultural fabric of the Borough. The BLP reinforces the significance of the local historic environment and although local heritage assets do not qualify for statutory listing they are nevertheless important to the Borough because of their cultural, architectural and historical contribution. A local list that details local heritage

assets will be included in the Heritage Strategy and updated via the Annual Monitoring Report.

**11.6.2** Retention and beneficial re-use of local heritage assets can be achieved through adaptation of the existing built fabric. There is a greater degree of flexibility when it comes to the alteration, re-use and adaptation of local heritage assets.

## 11.7 POLICY HE3 LOCAL HERITAGE ASSETS

### POLICY HE 3

#### Local Heritage Assets

1. Development proposals that affect local heritage assets detailed on the Local List will be expected to demonstrate how they retain the significance, appearance, character and setting of the local heritage asset.
2. There is a general presumption in favour of retaining local listed heritage assets and where this is not possible, recording of the heritage asset should be undertaken and submitted alongside development proposals.







# NATURAL RESOURCES

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## 12.1 CONTEXT

**12.1.1** Maximising energy efficiency and reducing resource consumption in new development, or retro-fitting existing buildings, can help to reduce CO2 emissions and associated climate change effects. The Borough requires new developments to be

as sustainable as possible, and to seek to move towards a low-carbon economy. Ways that development proposals can achieve this include reducing energy demand, and adopting sustainable methods of design and construction.

## 12.2 MANAGING FLOOD RISK AND WATERWAYS

**12.2.1** The River Thames and its tributaries is a dominant feature in the Borough. The Thames forms much of the northern boundary of the Borough and is a feature of eight parishes and an additional five wards. Fluvial flooding and flooding from local sources (for instance, from groundwater, surface water and sewers) are constraints to development in parts of the Borough which have been affected by serious flooding from the River Thames on a number of occasions in the last 100 years, with the risk of flooding predicted to increase as a result of climate change.

**12.2.2** The BLP seeks to minimise the impact of climate change and one of the key ways to achieve this is by adapting to climate change through the careful management of flood risk. This requires local planning authorities to develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities.

**12.2.3** How to address the challenge of climate change and flooding is set out in the NPPF. The PPG also advises that the effective implementation of the NPPF on development within areas of flood risk does not remove the presumption in favour of sustainable development. The main source of flood risk in the Borough is fluvial flooding and although the Thames is the largest river in the Borough, there are a number of other watercourses including the Bourne Ditch, the Battle Bourne, Wraysbury and Horton Drains, that can contribute to potential flooding problems in local areas.

**12.2.4** The Borough is also at risk of flooding from the Colne Brook, the Colne, the Cut, Strand Water and White Brook as well as a number of streams and ditches. However, flooding may also occur directly from rainfall, rising groundwater, the overwhelming of sewers and drainage systems or potentially from the failing of man made features such as bunds, reservoirs and reservoir aqueducts, water supply tunnels, man made lakes, and flood alleviation channels.



**12.2.5** To help reduce flood risk to some urban areas in the Borough, the Jubilee River relief channel was developed, which provides an overflow storage channel for flood water. The Jubilee River scheme extends from Maidenhead to Eton (11.6 km in length), leaving the River Thames at Boulters weir and re-joining immediately upstream of Datchet, and has reduced the area of Maidenhead at risk from severe flooding. It was built as part of the Maidenhead, Windsor and Eton Flood Alleviation scheme, reducing the frequency and severity of flooding to properties within the Borough. The channel is designed to look and function as a natural living river, containing water all year round, and is sensitively landscaped to enhance the environment and create new habitats for wildlife in addition to reducing fluvial flood risk.

**12.2.6** There is also a number of formal raised flood defences that affect flooding within the Borough. These include the Cookham Bund, North Maidenhead Bund, Datchet Golf Course, Battle Bourne, Windsor Bourne Flood Storage area embankment and Myrke Embankments.

**12.2.7** The Borough has experienced major floods in 1894, 1947 and 2014. Other floods of lesser severity have occurred in 1954, 1959, 1974, 1981, 1990, 2000, 2003, 2007 and 2012. If not effectively managed, new development will affect the severity of flooding due to the resulting physical loss of floodwater storage capacity on a site and by impeding the flow of floodwaters across a site.

**12.2.8** As a consequence, the Borough has operated a policy of constraining new development in areas with a high risk from flooding since 1978. This has been supported in an overwhelming number of cases at appeal. Locating inappropriate or poorly designed development in areas at risk of flooding will increase the impact of flooding in the future, putting more people at risk and increase the cost of damages to property.

**12.2.9** The Borough's SFRA and Environment Agency (EA) flood maps show that it is predominantly locations along the River Thames that are at highest risk of flooding including, Wraysbury, Old Windsor, Cookham and Windsor. However, some other areas including around Waltham St Lawrence and White Waltham/Paley Street and up to Holyport, have flood risk owing to Twyford Brook and The Cut, which are both tributaries of the River Thames. Fluvial flood risk is therefore a constraint to development in several areas of the Borough which is not necessarily restricted to locations along the River Thames. Regard should be had to the Thames River Basin Management Plan (RBMP) produced by the Environment Agency.

**12.2.10** In addition some areas are more prone to experiencing surface water flooding. DEFRA has introduced the concept of a 'Surface Water Management Plan' (SWMP) "which outlines the preferred surface water management strategy in a given location. In this context surface water flooding describes flooding from sewers, drains, groundwater, and runoff from land, small water courses and ditches that occurs as a result of heavy rainfall.





## 12.3 POLICY NR1 MANAGING FLOOD RISK AND WATERWAYS

### POLICY NR 1

#### Managing Flood Risk and Waterways

1. Flood zones are defined in the National Planning Practice Guidance and the Council's Strategic Flood Risk Assessment (Level 1). Within designated flood zones development proposals will only be supported where an appropriate flood risk assessment has been carried out and it has been demonstrated that development is located and designed to ensure that flood risk from all sources of flooding is acceptable in planning terms.
2. In applying this test, development proposals should show how they have had regard to:
  - a. the availability of suitable alternative sites in areas of lower flood risk (the sequential test)
  - b. the vulnerability of the proposed use and the flood zone designation
  - c. the present and future flood risk
  - d. the scale of potential consequences
  - e. site evacuation plan in the event of potential flooding.
3. In all cases, development should not itself, or cumulatively with other development, materially:
  - a. impede the flow of flood water
  - b. reduce the capacity of the floodplain to store water
  - c. increase the number of people, property or infrastructure at risk of flooding
  - d. cause new or exacerbate existing flooding problems, either on the proposal site or elsewhere.
  - e. reduce the waterway's viability as an ecological network or habitat for notable species of flora or fauna.
4. Only water compatible uses and essential infrastructure development will be supported in the area defined as functional floodplain. The exception test will still apply.
5. Development proposals should:
  - a. increase the storage capacity of the floodplain where possible
  - b. incorporate Sustainable Drainage Systems in order to restrict or reduce surface water run-off
  - c. reduce flood risk both within and beyond sites wherever practical
  - d. be constructed with adequate flood resilience and resistance measures suitable for the lifetime of the development
  - e. incorporate flood evacuation plans where appropriate
6. Development proposals will be required to incorporate appropriate comprehensive flood risk management measures as agreed with the Environment Agency or the Council as Local Lead Flood Authority
7. Further development land associated with strategic flood relief measures will be safeguarded, including the proposed River Thames Scheme and the flood relief channel from Datchet to Wraysbury. Development should facilitate the improvement and integration of waterways in Maidenhead, including the completion of the Maidenhead Waterway Project.



## 12.4 TREES, WOODLANDS AND HEDGEROWS

**12.4.1** Trees, woodlands and hedgerows are an essential component of the Borough's natural and built environment and make a major contribution to its green character. They bring considerable environmental, social and economic benefits, providing amenity value and benefits beyond contributing to the character and identity of varied landscapes.

**12.4.2** They can help mitigate the impacts of climate change, improve air quality, reduce wind speeds, enhance biodiversity and help prevent flash floods. They play a major role in shaping the Borough's environment and people's appreciation of it.

**12.4.3** They are an integral feature of landscapes and rural settings across the Borough, helping to achieve the objective of conserving and enhancing the special qualities of the Borough's built and natural environment. Their loss either individually or cumulatively can have a significant impact on the character and amenity of an area.

**12.4.4** Trees, woodlands and hedgerows have an important contribution to make towards protecting and enhancing the quality of the townscape, and achieving the highest

quality of urban design. Similarly, trees and hedgerows in the urban fringe contribute significantly to landscape, historic, biodiversity and recreational values. Since unsuitable species, such as Leyland Cypress, may have an anti-social effect in the future, it is expected that planting schemes will carefully consider the selection of species. Native species of local provenance to be planted where appropriate.

**12.4.5** A number of trees and woodlands in the Borough are designated for their amenity or landscape value, and have 'Tree Preservation Orders' or are afforded protection if within Conservation Areas. Similarly, countryside hedgerows considered important for their landscape, historical or wildlife value may be protected against removal within the scope of the Hedgerow Regulations 1997.

**12.4.6** The retention of existing trees on a development site can help to soften the impact of new buildings and structures, as well as provide enhanced amenity and reduce the impact of vehicles in terms of noise and pollution. Trees and hedgerows, both new and existing, make an important contribution to the townscape of the Borough.



## 12.5 POLICY NR2 TREES, WOODLANDS AND HEDGEROWS

### POLICY NR 2

#### Trees, Woodlands and Hedgerows

1. Development proposals shall maximise opportunities for creation, restoration, enhancement and connection of natural habitats as an integral part of proposals, with reference to the Tree and Woodland Strategy for the Borough (or successive strategies).
2. Development proposals should carefully consider the individual and cumulative impact of proposed development on existing trees, woodlands and hedgerows, including those that make a particular contribution to the appearance of the streetscape and local character/distinctiveness.
3. Development proposals should ensure ancient woodland (including planted ancient woodland sites and wood pasture) will be maintained, protected and where suitable, enhanced. Ancient or veteran trees are to be safeguarded from harm or loss.
4. Development proposals should:
  - a. protect and retain trees, woodlands and hedgerows
  - b. where harm to trees, woodland or hedgerows is unavoidable, provide appropriate mitigation measures that will enhance or recreate habitats and new features
  - c. plant new trees, woodlands and hedgerows and extend existing coverage where possible
5. Where trees, hedgerow or woodland are present on site or within influencing distance of the site, or where there is reason to suspect the presence of protected species, applications will need to be accompanied by an appropriate tree survey, constraints plan, tree protection plan, and ecological assessment. Proposals will need to assess and demonstrate how they are sensitive to, and make provision for, the needs of protected species. The tree survey, tree constraints and tree protection plans shall comply with BS5837.
6. Applicants shall provide indicative planting schemes when submitting a planning application and allow adequate space for existing and new trees to grow so as to avoid future nuisance. When considered necessary, development proposals shall include detailed tree planting/landscaping proposals.
7. Where the amenity value of the trees, woodland and hedgerows outweighs the justification for development, planning permission may be refused.

## 12.6 NATURE CONSERVATION

**12.6.1** Planning has an important and positive role to play in protecting and enhancing the Borough's biodiversity, including the conservation of protected species, and helping natural systems to adapt to the impact of climate change. This includes ensuring that opportunities for biodiversity improvement are sought and realised as part of development schemes.

**12.6.2** Green networks and corridors provide opportunities for physical activity and increase accessibility within settlements and to the surrounding countryside. At the same time they enhance biodiversity and the quality of the external environment, and aid the movement of wildlife across its natural habitat.



**12.6.3** Green networks and corridors can encompass many types of feature including grass verges, hedgerows, woodland, parks and many other elements. Planning has an important role to play to ensure that, where possible, development proposals contribute to the creation and enhancement of green corridors and networks.

**12.6.4** The Local Plan will give appropriate weight to the roles performed by the area's soils. These are valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver.

**12.6.5** The plan will seek to safeguard the long term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) as a resource for the future in line with National Planning Policy Framework to safeguard 'best and most versatile' agricultural land.

**12.6.6** The high quality of the environment is a key feature of the Borough. Significant areas are recognised to be of importance in terms of nature conservation and landscape value.

Environmental quality is also a major economic asset, with a healthy environment contributing to a strong local economy. Residents benefit from the high quality of the Borough's environment, which is also of importance to both tourism and local businesses.

**12.6.7** The Borough's ecological value is reflected in a number of international, national and local designations. International designations afford the highest level of protection. Those that apply to the Borough are Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites (wetlands of international importance). National designations that apply in the Borough comprise Sites of Special Scientific Interest, while Local Wildlife Sites, formerly known as Wildlife Heritage Sites are designated at a local level.

**12.6.8** These sites are designated independently from the Local Plan process. International designations often overlap in that more than one designation applies to a particular site. Sites in the area that currently have SPA and SAC designations are shown on the Policies Map and all international designations within the Borough are shown in below. Other, national designations also apply to many of these sites.

International designation	Area wholly or partially within the Borough
Chiltern Beechwoods SAC	Bisham Woods
South West London Water Bodies SPA and Ramsar	Wraysbury and Hythe End gravel Pits and Wraysbury No. 1 Gravel Pit
Thames Basin Heaths SPA	Chobham Common
Thursley, Ash, Pirbright and Chobham SAC	Chobham Common
Windsor Forest and Great Park SAC	Windsor Forest and Great Park

Table 8 International designations



## 12.7 POLICY NR3 NATURE CONSERVATION

### POLICY NR 3

#### Nature Conservation

1. Designated sites of international and national importance, will be maintained, protected and enhanced. Protected species will be safeguarded from harm or loss.
2. Development proposals:
  - a. Will be expected to demonstrate how they maintain, protect and enhance the biodiversity of application sites including features of conservation value such as hedgerows, trees, river corridors and other water bodies and the presence of protected species
  - b. Will avoid impacts on habitats and species of principal importance, such as those listed under Section 41 of the NERC Act 2006
  - c. Either individually or in combination with other developments, which are likely to have a detrimental impact on sites of local importance, or compromise the implementation of the national, regional, county and local biodiversity actions plans, will not be permitted unless it can be demonstrated that the benefits clearly outweigh the need to safeguard the nature conservation value of the site
  - d. Will be required to apply the mitigation hierarchy to avoid, mitigate or as a last resort compensate for any adverse biodiversity impacts, where unavoidable adverse impacts on habitats and biodiversity arise. Compensatory measures involving biodiversity offsetting will be considered as a means to prevent biodiversity loss where avoidance and mitigation cannot be achieved
3. Development proposals will be expected to identify areas where there is opportunity for biodiversity to be improved and, where appropriate, enable access to areas of wildlife importance. Development proposals shall also avoid the loss of biodiversity and the fragmentation of existing habitats, and enhance green corridors and networks.
 

Where opportunities exist to enhance designated sites or improve the nature conservation value of habitats they should be designed into development proposals. Development proposals will demonstrate a net gain in biodiversity by quantifiable methods such as the use of a biodiversity metric.
4. Development proposals shall be accompanied by ecological reports in accordance with BS42020 to aid assessment of the proposal. Such reports should include details of any alternative sites considered, and any mitigation measures considered necessary to make the development acceptable.
5. The biodiversity of application sites should be protected and enhanced by measures to:
  - a. conserve and enhance the extent and quality of designated sites
  - b. conserve and enhance the diversity and distribution of habitats
  - c. restore and recreate habitats lost as a result of development
  - d. recognise the importance of green corridors, networks and open space including water bodies, green verges, woodland and hedges; they should also ensure that all new developments next to rivers will not lead to the deterioration of the ecological status of the waterbodies and where feasible will contribute to raising their status in line with the aims of the NPPF, the Water Framework Directive and Thames River Basin Management Plan (RBMP)
  - e. avoid the fragmentation of existing habitats
  - f. where appropriate recognise the importance of urban wildlife
  - g. conserve soil resources to protect below ground biodiversity which in turn helps retain and enhance above ground biodiversity





## 12.9 CONSERVATION AND IMPROVEMENT

**12.9.1** The Borough is committed to maintaining, protecting and enhancing the nature conservation resource in the Borough. It is important to ensure appropriate access to areas of wildlife importance and identify areas where there is the opportunity for biodiversity to be improved. Such opportunities, including restoring and creating links between sites, large-scale habitat restoration, enhancement and re-creation, should be pursued through development proposals.

**12.9.2** The Thames Basin Heaths Special Protection Area is a European designated site which is accorded priority protection and conservation. Policy NR4 Thames Basin Heaths Special Protection Area reflects the unique legal and ecological issues arising from the Thames Basin Heaths Special Protection Area and the potential for development to have an adverse impact on its integrity. It expands on the protection offered by Policy NR3 Nature Conservation and implements a solution to enable the potential adverse effects of development to be mitigated.

**12.9.3** The Thames Basin Heaths Special Protection Area (SPA) is designated under European Directives 79/409/EEC and 92/43/EEC because it offers breeding and feeding sites to populations of three heathland species of birds ; the Dartford warbler, Nightjar and Woodlark. It is a fragmented area extending across several local authority areas, and a small part of the Chobham Common section lies within the Borough at Sunningdale.

**12.9.4** The five kilometre zone of influence of the SPA extends across eleven local authority areas. It covers much of the southern part of the Borough, including the settlements of Sunninghill, Sunningdale, Cheapside and most of Ascot.

**12.9.5** The designation has a major impact on the potential for residential development both within the SPA and the areas adjoining it. New development which, either alone or in combination with other plans or projects, is likely

to have a significant effect on the integrity of the SPA, requires an Appropriate Assessment under the Habitats Regulations. Judgements of whether the integrity of the site is likely to be adversely and significantly affected should be made in relation to the features for which the European site was designated and their conservation objectives according to the statutory requirements of the Conservation of Habitats and Species Regulations 2010.

**12.9.6** Natural England has identified that net additional housing development up to five kilometres from the SPA, and large-scale housing development up to seven kilometres from the SPA, are likely to have a significant effect, either alone or in combination with other plans or projects, on the integrity of the SPA. Within this zone of influence, mitigation measures are required.

**12.9.7** Similarly, Natural England has identified that an exclusion zone for new housing of 400 metres linear distance from the SPA is appropriate, as mitigation measures are unlikely to be effective so close to the SPA. To enable residential development within the zone of influence but outside the exclusion zone to come forward in a timely and efficient manner, this policy sets out the extent of mitigation measures required.

**12.9.8** The Thames Basin Heaths Joint Strategic Partnership Board (made up of elected representatives from the local authorities affected by the Thames Basin Heaths SPA) has endorsed a Delivery Framework Thames Basin Heaths Special Protection Area Delivery Framework, 2009, which sets out a strategy for mitigating the impacts of development on the SPA. This framework explains that effective mitigation measures should comprise a combination of providing suitable areas for recreational use by residents (to draw recreational visits away from the SPA) and actions to monitor and manage access to the SPA itself. Such measures must be operational prior to occupation of new residential development, so as to ensure the integrity of the SPA is not damaged.



## 12.10 MITIGATION AND SUITABLE ALTERNATIVE NATURAL GREEN SPACE (SANG)

**12.10.1** An alternative area for residents to use for recreation, in the form of a strategic Suitable Alternative Natural Greenspace (SANG), has been provided in the Borough at Allen's Field, south of Ascot. This 9.5 hectare site has been assessed as having the capacity to mitigate the impact of 462 new dwellings. The Council monitors permissions issued and developments commenced, and will use this work to ensure that no permissions are issued in excess of the mitigation capacity of Allen's Field.

**12.10.2** While capacity remains, the Allen's Field SANG can be used to mitigate the impact of any sized residential development proposal within two kilometres of its boundary and inside the Borough. Proposals for fewer than ten dwellings do not need to fall within a relevant SANG catchment area, thus the Allen's Field SANG can also be used to mitigate the impact of proposals for a net increase of fewer than ten dwellings within five kilometres of the SPA and inside the Borough. The SPA includes a five kilometre zone of influence and 400 metre exclusion zone.

**12.10.3** Future levels of housing development expected in the area of influence of the SPA will require appropriate mitigation and it is likely

that new SANG land will need to be identified in the future. The Council will work with partner organisations to deliver an appropriate level of SANG mitigation to mitigate the impact of new development.

**12.10.4** Land is identified on the Policies Map as a southern extension to Allen's Field that will increase its mitigation capacity by 84 dwellings. Further new SANG may be identified in due course subject to agreement with Natural England and the landowner.

**12.10.5** Where large developments are proposed, bespoke SANG mitigation may be necessary. Applicants should engage positively with Natural England to discuss appropriate mitigation, in light of the particular location and characteristics of the development proposed.

**12.10.6** Measures proposed will be assessed on their own merits through the Habitats Regulations process. The mitigation measures adopted should be agreed with both the Council and Natural England, and secured by legal agreement. SANG size and associated catchment criteria are specified in the Thames Basin Heaths SPA Supplementary Planning Document.

## 12.11 MITIGATION AND STRATEGIC ACCESS MANAGEMENT AND MONITORING (SAMM)

**12.11.1** Access management is delivered in the form of the Strategic Access Management and Monitoring project (SAMM). This project is provided at a strategic level, to ensure a consistent approach is used across the Thames Basin Heaths SPA and that improvements to one site do not have an adverse impact on others.

**12.11.2** It delivers a suite of measures to monitor use of the SPA and manage access through a combination of education, surveys

and physical works. To ensure appropriate provision for SAMM, contributions from development proposals across all authorities affected by the SPA are collected and pooled. Natural England is currently responsible for delivering the project across all relevant areas.

**12.11.3** The Council has produced a Supplementary Planning Document on the application of mitigation measures regarding the SPA. This guidance will be revised and updated after adoption of the BLP.



## 12.12 POLICY NR4 THAMES BASIN HEATHS SPECIAL PROTECTION AREA

### POLICY NR 4

#### Thames Basin Heaths Special Protection Area

1. New residential development which is likely to have significant effects on its purpose and integrity will be required to demonstrate that adequate mitigation measures are put in place to avoid any potential adverse effects. The measures will have to be agreed with Natural England who will help take a strategic approach to the management of the Special Protection Area (SPA).
2. A precautionary approach to the protection and conservation of the SPA will be taken and development will only be permitted where the Council is satisfied that this will not give rise to significant adverse effects upon the integrity of the SPA.
3. No sites will be allocated nor planning permission granted, for a net increase in residential development within the 400 metres exclusion zone of the Thames Basin Heath SPA because the impacts of such development on the SPA cannot be fully mitigated. New residential development beyond 400 metres threshold but within five kilometres linear distance of the SPA boundary (the SPA zone of influence) will be required to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
4. Development proposals between five to seven kilometres linear distance from the SPA boundary, for 50 or more residential units, will be assessed on an individual basis to ascertain whether the proposal would have a significant adverse impact on the SPA. This assessment will involve a screening of the likely significant effects of the development and, where the screening suggests it is necessary, an Appropriate Assessment. Where a significant adverse impact is identified then mitigation measures will be required to be delivered prior to occupation and implemented in perpetuity.
5. Future levels of housing development expected in the area of influence of the SPA will require appropriate mitigation and it is likely that new strategic SANG land will need to be identified in the future. The Council will work with partner organisations to deliver an appropriate level of SANG mitigation to mitigate the impact of new development.
6. The following sites are defined on the Policies Map and allocated as SANG:
  - a. land south of Allen's Field (extension to Allen's Field strategic SANG)
  - b. land at Heatherwood Hospital and Sunningdale Park (bespoke SANGs which may also have a strategic role)
7. An applicant may wish to provide a bespoke SANG as part of development. Such bespoke SANG provision will usually be necessary only for larger developments of 50 or more dwellings. Where that is the case, all relevant standards including standards recommended by Natural England should be met and a contribution will have to be made towards SAMM. Access management measures will be provided strategically through cooperation between local authorities.
8. A minimum of eight hectares of SANG land (after discounting to account for current access and capacity) should be provided per 1,000 new occupants. SANG must be secured in perpetuity.





**12.13.8** Any wind energy proposals located within these designations will be assessed through the decision making process on planning applications and have not been used to determine areas classified as suitable or unsuitable for the purposes of the mapping exercise. Designations which have been identified as areas which are unsuitable for wind energy development include Ancient Woodland, Semi Natural Ancient Woodland, Scheduled Ancient Monuments and Registered Parks and Gardens.

**12.13.9** Maps have been produced to illustrate the potential suitability for wind energy development across the Borough including one for small scale wind development (<50m in turbine height) and medium/large scale wind development (=50 m in turbine tip height).

**12.13.10** Wind energy proposals of more than 50 megawatts are currently decided by the Secretary of State for Energy with the Local Authority a statutory consultee. National guidance has indicated that the government intends to amend legislation to allow all onshore wind energy proposals to be determined by local authorities.

## 12.14 POLICY NR5 RENEWABLE ENERGY

### POLICY NR 5

#### Renewable Energy Generation Schemes

1. Development proposals for the production of renewable energy and associated infrastructure will be supported. Renewable energy development should be located and designed to minimise adverse impacts on landscape, wildlife, heritage assets and amenity. Priority will be given to development in less sensitive areas including on previously developed urban land.
2. Development proposals should illustrate how the location and design of renewable energy generation proposals are appropriate to the chosen location, do not cause adverse harm to the area and in the case of more sensitive areas are small scale.
3. The following matters will be considered in the determination of renewable energy generation proposals:
  - a. potential to integrate the proposal with existing or new development
  - b. Best Practicable Environmental Option (BPEO) which should include an evaluation of the potential benefits to the community and opportunities for environmental enhancement
  - c. proximity to adequate transport networks
  - d. availability of suitable connections to the electricity distribution network.
  - e. impacts on Heritage Assets and their setting
4. Development proposals for wind energy development will only be supported where they are located in areas identified as being suitable for small or medium and large turbines on the Wind Mapping Exercise Maps and on sites allocated for wind energy development in Neighbourhood Plans.







# ENVIRONMENTAL PROTECTION

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## 13.4 AIR POLLUTION

**13.4.1** Air pollution in the Borough relates mainly to pollutants emitted from road transport sources, together with other pollutants as specified within the UK Air Quality Strategy. Local Authorities have a duty to declare Air Quality Management Areas (AQMAs) and work towards achieving

national air quality objectives in areas where residents are exposed to pollutants in excess of the objectives. It is therefore important to ensure that new development proposals, either individually or cumulatively, do not significantly affect residents within existing AQMAs by generating unacceptable levels of pollution.

## 13.5 POLICY EP2 AIR POLLUTION

### Air Pollution

1. Development proposals will need to demonstrate that they do not significantly affect residents within or adjacent to an Air Quality Management Area (AQMA) or to residents being introduced by the development itself.
2. Development proposals which may result in significant increases in air pollution must contain appropriate mitigation measures, thus reducing the likelihood of health problems for residents.
3. 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.

Development proposals should show how they have had regard to the UK Air Quality Strategy or any successive strategies or guidance, ensuring that pollutant levels do not exceed or come close to exceeding national limit values.

4. Development proposals should show how they have considered air quality impacts at the earliest stage possible; where appropriate through an air quality impact assessment which should include the cumulative impacts. Where relevant, air quality and transport assessments should be linked to health impact assessments, including any transport related mitigation measures that prove necessary.

## 13.6 LIGHT POLLUTION

**13.6.1** Many forms of artificial lighting can be beneficial but sometimes the installation of lighting can be intrusive and result in light pollution. 13.7 'Policy EP3 Artificial Light Pollution' sets out a development management approach to dealing with light pollution.

**13.6.2** National planning guidance states that through good design and planning policies,

the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation can be limited. Light pollution is caused by a number of factors including:

- sky glow - the orange glow seen around urban areas at night



- glare - the uncomfortable brightness of a light source when viewed against a dark background
- light trespass - the spill of light beyond the boundary of property on which the light source is located

**13.6.3** The Institute of Lighting Professionals (ILP) specify environmental zones and corresponding thresholds for exterior lighting control:

Zone	Surrounding	Lighting Environment	Examples
<b>E0</b>	Protected	Dark	UNESCO Starlight Reserves, IDA Dark Sky Parks
<b>E1</b>	Natural	Intrinsically dark	National Parks, Areas of Outstanding Natural Beauty etc.
<b>E2</b>	Rural	Low district brightness	Village or relatively dark outer suburban locations
<b>E3</b>	Suburban	Medium district brightness	Small town centres or suburban locations
<b>E4</b>	Urban	High district brightness	Town/city centres with high levels of night-time activity

Table 9 Exterior Lighting Control Environmental Zones

**13.6.4** The impact of artificial light pollution in all environments can have a significant effect on the character of the area, particularly in rural areas, making an area seem more urbanised, for example sporting facilities with floodlighting such as equestrian activities or driving ranges at golf courses. It can also intrude on the amenity of local residents or adversely affect the biodiversity of an area. Applicants should address the environmental zone in which the application is proposed and suggest mitigation measures and methodology accordingly.

**13.6.5** Reducing light pollution can also be beneficial in making developments more sustainable by using less energy. Light pollution can be substantially reduced, without adversely affecting the purpose of the equipment being installed, through ensuring that light is directed properly through effective shielding, switching off lights when not in use and avoiding 'over-lighting'.



## 13.7 POLICY EP3 ARTIFICIAL LIGHT POLLUTION

### POLICY EP 3

#### Artificial Light Pollution

1. Development proposals should seek to avoid generating artificial light pollution where possible and development proposals for new outdoor lighting schemes that are likely to have a detrimental impact on neighbouring residents, the rural character of an area or biodiversity, should provide effective mitigation measures. Development proposals which involve outdoor lighting must be accompanied by a lighting scheme prepared according to the latest national design guidance and relevant British Standards publications.
2. Development proposals should seek to replace any existing light installations in order to mitigate or reduce existing light pollution.
3. The distinction between urban areas and the countryside should be maintained. To determine whether development proposals involving artificial lighting have a detrimental impact, they should be assessed in accordance with the zone in which they are located (E2, E3 or E4) on whether they have the potential to cause harm to the health or quality of life, or to affect biodiversity.
4. Development proposals should show how they have addressed the environmental zone in which the application is proposed and suggest mitigation measures and methodology accordingly and will also require where appropriate development proposals include landscaping measures to effectively screen lighting installations. The use of overly sensitive 'movement triggered' lighting will be resisted where it would impact on the amenity of the area.
5. With particular reference to floodlighting schemes, development proposals should not have an adverse effect on adjacent areas and use suitable methods for data provision, such as an isolux diagram.

## 13.8 NOISE

**13.8.1** Noise can affect the local and natural environment and people's health and quality of life. It is therefore important to ensure that development proposals do not give rise to unacceptable impacts on the existing environment by generating unacceptable levels of noise, either individually or cumulatively and are not the recipients of unacceptable existing levels of noise. There are two different types of noise: neighbourhood noise and environmental noise.

**13.8.2** Neighbourhood noise is defined as noise generated within the community, such as construction noise, noise from licensed premises including cooking facilities, industrial

noise, air conditioning plants and street noise. Neighbourhood noise is controlled by specific legislation. Environmental noise is defined as transport noise from aircraft, road and rail.

**13.8.3** The Borough has mapped its areas where environmental noise is considered to be or is likely to be significant. In effect all developments within 50m of railway lines, within 100m of all A-roads and motorways and (owing to Heathrow Airport operations) within all the wards of Windsor, Datchet, Old Windsor, Horton & Wraysbury, Eton Wick and within 500m of White Waltham airfield will be affected by high levels of environmental noise.



## 13.9 POLICY EP4 NOISE

### POLICY EP 4

#### Noise

1. Development proposals should consider the noise and quality of life impact on recipients in existing nearby properties and also the intended new occupiers ensuring they will not be subject to unacceptable harm.
2. Development proposals that generate unacceptable levels of noise and affect quality of life will not be permitted. Effective mitigation measures will be required where development proposals may generate significant levels of noise (for example from plant and equipment) and may cause or have an adverse impact on neighbouring residents, the rural character of an area or biodiversity.
3. Development proposals in areas significantly affected by aircraft, road or rail noise will be supported if the applicant can demonstrate via a noise impact assessment, effective mitigation measures.
4. Development proposals will need to demonstrate how they have met the following internal noise standards for noise sensitive developments:
  - a. Internal noise levels within all habitable rooms shall not exceed an average noise level (LAeq) of 35 dB(A) during the daytime measured between 07.00am to 11.00pm
  - b. Internal noise levels within all habitable rooms shall not exceed an average noise level (LAeq) of 30 dB(A) during the night - time measured between 11.00pm and 07.00am
  - c. Internal noise levels within the bedroom environment shall not exceed a maximum noise level (LAm<sub>ax</sub>) of 45 dB(A) during the night - time measured between 11.00pm and 07.00am
  - d. Where feasible, measures shall be taken to ensure the external noise levels as part of the development do not exceed an average noise level (LAeq) of 55 dB(A) during the daytime measured between 07.00am and 11.00pm
5. The Council will require noise impact assessments to be submitted in circumstances where development proposals will generate or be affected by unacceptable levels of neighbourhood or environmental noise.

#### Neighbourhood Noise

6. Where neighbourhood noise associated with a particular development is likely to cause unacceptable harm to existing or future occupiers, the Council will require applicants to submit a noise assessment.
7. Development proposals will be expected to demonstrate how exposure to neighbourhood noise will be minimised by the use of sound insulation, silencers, noise limiters, screening from undue noise by natural barriers, man made barriers or other buildings and by restricting certain activities on site.

#### Environmental noise

8. Development proposals will need to carry out a noise impact assessment in compliance with BS7445-1: 2003 for development proposals affected by environmental noise, to determine the noise levels that affect the development, and will also need to submit noise insulation and ventilation measures in compliance with BS8233. In addition noise mitigation measures will also need to be adopted to provide some protection of outdoor amenities from excessive noise levels from road and rail noise.



## 13.10 CONTAMINATED LAND AND WATER

**13.10.1** The objective of utilising previously developed land often enables development in the most sustainable locations, but if the land is contaminated it is important that the health and quality of life of existing or future occupiers are not put at risk. Human activities can put groundwater resources at risk, both in terms of quality and quantity and such activities include landfill sites, chemical works, petrol stations, effluent from farming practices. Groundwater plays a vital role in the environment, providing drinking water and maintaining river flows. Regard should be had to the Water Framework Directive (WFD) which requires all waterbodies to achieve at least “good ecological classification” by 2027.

**13.10.2** Surface water and groundwater can be seriously affected by development and uses occurring within sites, therefore the Borough

requires adequate measures to protect the quality of water where appropriate. This is particularly important in groundwater Source Protection Zones (SPZ), which are areas identified by the Environment Agency as at risk from potentially polluting activities, often found around wells, boreholes and springs, and applicants should provide a full assessment of how they plan to achieve the mitigation of any impacts on such sources. SPZs are designated for all groundwater supplies intended for human consumption.

**13.10.3** There are several areas across the Borough covered by SPZs; those deemed to be at greatest risk are classified as Zone 1. Areas in the Borough with this classification include but are not limited to: Cookham Rise, Hurley, Maidenhead, Bray and north Datchet.

## 13.11 POLICY EP5 CONTAMINATED LAND AND WATER

### POLICY EP 5

#### Contaminated Land and Water

1. Development proposals will be supported where it can be demonstrated that proposals will not cause unacceptable harm to the quality of groundwater, including Source Protection Zones, and do not have a detrimental effect on the quality of surface water. Development proposals should demonstrate how they will achieve remedial or preventative measures and submit any supporting assessments.
2. Development proposals on, or near to land which is, or is suspected to be contaminated will be supported where the applicant can demonstrate that there will be no harm arising from the contamination to the health of future users or occupiers of the site or neighbouring land, and that the proposals will not cause unacceptable harm to the environment.
3. Development proposals will be reviewed under pollutant linkage (source-pathway-receptor) risk assessments which should be represented by a conceptual model for the proposed use. The Council will liaise with the Environment Agency and water companies where appropriate, in relation to measures that affect surface and groundwater.
4. Development proposals will be supported where it can be demonstrated that adequate and effective remedial measures to remove the potential harm to human health and the environment are successfully mitigated.







# INFRASTRUCTURE



## 14.1 CONTEXT

**14.1.1** The timely provision of suitable and appropriate infrastructure is crucial to the well-being of the Borough’s resident population, those who visit, provide services and invest and work in the Borough. Infrastructure has not always historically kept pace with development and there are some parts of the Borough where infrastructure demands are currently near to, or at, full capacity. Fundamental to delivering the spatial strategy is ensuring that the necessary social, physical and green

infrastructure is put in place to support the level of growth proposed and to serve the changes in the Borough’s demographic make-up that are expected to take place over the Plan period.

**14.1.2** The definition of infrastructure is wide and includes a range of services and facilities provided by both public and private bodies. For the purpose of the BLP, the definition of infrastructure is that set out below:

Transport infrastructure	Local and major transport, junctions, sustainable transport, parking
Green/Blue infrastructure	Public open space, play space, SANG, ROW
Social infrastructure	Education, health, sports and leisure facilities, emergency services, libraries and community centres
Utilities and hard infrastructure	Electricity, gas, water, sewerage, waste, telecommunications and broadband, flood defences

Table 10 Definition of Infrastructure

## 14.2 DEVELOPER CONTRIBUTIONS

**14.2.1** To provide new and improved infrastructure to support planned growth, it will be necessary for the Council to coordinate funding and delivery from individual developments. Development proposals should mitigate their own impact on the Borough’s infrastructure. Infrastructure may be secured via a number of mechanisms as appropriate to the circumstances.

**14.2.2** These may include Planning Obligations, Community Infrastructure Levy (CIL), or conditions attached to the grant of planning permission. The Borough will update the Planning Obligations and Developer Contributions SPD to provide further illustration of how this policy should be implemented.

**14.2.3** The Borough will work in partnership with infrastructure service providers and developers to ensure that the infrastructure needed to support development is delivered in a timely manner to meet the needs of the community arising from the development. In some cases it may be necessary for the infrastructure to be provided in advance of the development commencing.

**14.2.4** Development may be phased to ensure the timely delivery of infrastructure that has been identified as necessary to serve the development. Detailed decisions about this will be determined on the merits of individual schemes through the development management process.



**14.2.5** Spatial planning goes beyond traditional land use planning. It aims to create sustainable communities by ensuring that development policies are integrated with other policies and programmes that influence the nature and function of places. The provision of infrastructure is therefore central to supporting the spatial vision and spatial strategy set out in this document.

**14.2.6** Spatial planning is not limited to the activities of the Council. Fundamental to the delivery of the spatial strategy is the Council's ability to work with partners to deliver the spatial vision and in particular, to secure infrastructure provision.

**14.2.7** The Infrastructure Delivery Plan (IDP) that supports the BLP defines critical, essential and desirable social and community; health; community and public services; highways and transportation; utilities; and open space and environmental improvements infrastructure that is required. It provides schedules and a strategic view of the infrastructure needed to support the implementation of the BLP. The IDP sets out the capacity of existing

infrastructure, the impact of development on that infrastructure, and the likely funding sources available to meet future needs. The IDP will be regularly updated to take account of new information to inform the delivery of infrastructure projects.

**14.2.8** The Council has already implemented CIL from 1 September 2016, and the IDP is capable of forming the evidence base for a review of the CIL which will ensure that all new development contributes to the provision of new infrastructure.

**14.2.9** The Council's strategy is to optimise use of existing infrastructure, to reduce demand (for example, by managing travel demand) and to seek new infrastructure where required. The loss of existing facilities will therefore be resisted and land will be safeguarded for the provision of future infrastructure requirements where necessary. The Council will ensure a co-ordinated approach to infrastructure management and investment through partnership working with key infrastructure service providers.



## 14.3 POLICY IF1 INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

### POLICY IF 1

#### Infrastructure and Developer Contributions

1. Development proposals will be supported that deliver infrastructure to support the overall spatial strategy of the Borough, including making contributions to the delivery of infrastructure projects included in the IDP in the form of financial contributions or on site provision.
2. Implementation of the CIL ensures a consistent and co-ordinated approach to the collection of developer contributions. Alongside CIL, dedicated Planning Agreements (S.106 of the Town and Country Planning Act, 1990) will be used to provide the range of site specific facilities which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution.
3. Applicants will be subject to a requirement for a financial viability appraisal if it is considered that the level of affordable housing being sought will threaten the viability of the development proposal.
4. The loss of existing infrastructure will be resisted unless a suitable alternative can be provided or it can be demonstrated that the infrastructure is no longer required to meet the needs of the community. The Council will expect development proposals to demonstrate that consultation with an appropriate range of service providers and the community has taken place.
5. The Council will work in partnership with infrastructure service providers and developers to ensure that the infrastructure needed to support development is provided in a timely manner to meet the needs of the community. In some cases, it will be necessary for the infrastructure to be provided before development commences.
6. Development may be phased to ensure the timely delivery of the infrastructure that will be necessary to serve it. Each case will be determined on its individual merits during the development management process.

## 14.4 SUSTAINABLE TRANSPORT

**14.4.1** One of the key principles of sustainable development is to reduce the need to travel and to encourage sustainable modes of transport in a manner that provides access to safe, convenient and sustainable means of transport. The interface between the location of new development and the provision of sustainable modes of transport is therefore key to achieving this.

**14.4.2** Accordingly, the BLP seeks to locate new development close to offices, shops and local services and facilities and provide access to safe, convenient and sustainable modes of transport. This ties in with national guidance on transport which is contained within the NPPF. One of the core planning principles is to manage actively patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are most sustainable.



**14.4.3** Transport networks in the Borough are under pressure, giving rise to a number of issues affecting local residents and businesses, including:

- congestion on strategic road and rail networks during peak travel times; at peak hours on local roads, particularly in urban areas, and associated with tourist attractions and major events
- poor air quality linked to traffic emissions, with Air Quality Management Areas declared for parts of Maidenhead, Windsor, and Holyport
- traffic noise issues, with around 30 areas identified from initial modelling as potentially having actionable noise levels
- perceived road safety risks, particularly for pedestrians and cyclists
- higher than average levels of car ownership and per capita contribution to carbon emissions

**14.4.4** The Borough enjoys enviable levels of connectivity to London and to key regional and national destinations via the strategic road and rail networks. The M4 runs east-west through the middle of the Borough, serving Windsor (via Junction 6) and Maidenhead (via Junctions 8/9), while the M3, M25 and M40 are all within easy reach.

**14.4.5** The Borough also benefits from having ten rail stations, served by a combination of main line and branch lines services. Maidenhead is on the Great Western Main Line, which connects London Paddington with South West England and Wales, incorporating branch lines to Marlow and to Windsor and Eton Central. Windsor and Eton Riverside is the western terminus for services from London Waterloo, while Ascot lies on the junction of the Waterloo to Reading and the Ascot to Guildford lines. The Borough is also in close proximity to Heathrow Airport, the UK's primary international hub airport.

**14.4.6** Excellent connectivity coupled with the Borough's pleasant natural and historic setting makes the Thames Valley an attractive place to live, work and visit, and has helped to fuel historically high economic, population and visitor growth across the sub-region. It has also helped to create a highly mobile population.

**14.4.7** Transport issues by their nature do not respect local authority boundaries. The Thames Valley is a relatively densely populated area with numerous towns and villages, leading to high numbers of inter-urban trips for a wide range of journey purposes. The strategic road and rail corridors running through the Borough carry large numbers of through movements as well as catering for more local trips.

**14.4.8** The Borough is working with neighbouring local authorities, through the Berkshire Strategic Transport Forum and Thames Valley Berkshire Local Transport Body, to study and address sub-regional issues. The Borough recognises the need to improve rail access to Heathrow Airport from the west and south to encourage more sustainable travel patterns to and from this hub airport and relieve pressure on local and strategic road networks. The Borough endorses the proposed Western Rail Access to Heathrow rail link, which will reduce journey time from Windsor to the Airport by 30 minutes.

**14.4.9** The Elizabeth Line (Crossrail) is a new east-west railway providing direct links to and through Central London, which will serve to reduce journey times from Maidenhead. With the planned electrification to the Great Western Main Line and the arrival of the Elizabeth Line, Maidenhead station will see significant investment in the future facilitated through the Maidenhead Town Centre Area Action Plan and the Railway Station Opportunity Area.



**14.4.10** The Elizabeth Line is due to be delivered by 2019. The Borough will work in partnership with service providers, developers, public transport operators and neighbouring local transport authorities to support the delivery of sustainable transport improvements in the Borough and to improve access for residents, businesses and visitors to key services and facilities.

**14.4.11** Transport Assessments set out the transport issues related to development proposals and identify measures to reduce impacts and improve accessibility. Transport Assessments will be expected for development proposals with significant transport implications to fully assess the impacts of development and identify appropriate mitigation measures.

**14.4.12** Developer contributions will be secured to implement transport mitigation schemes. Where transport impacts are anticipated to be small, development proposals may be required to submit a Transport Statement, in line with Department for Transport Guidance on Transport Assessments.

**14.4.13** New developments that lead to an increase in the number of people travelling to a site can put pressure on the road network, particularly as car ownership in the Borough is higher than the national average. A Travel Plan can be utilised to manage the travel demands

of occupiers and visitors, employing measures to control the number of private vehicle trips to a site and influence a shift to sustainable transport choices for site users. The Council will require a Travel Plan from development proposals that generate significant traffic and a Travel Statement from smaller scale developments, in accordance with good practice guidance from the Department for Transport.

**14.4.14** The Council will support proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities. In particular, proposals to improve easy access between Maidenhead, Windsor Central, Windsor and Eton Riverside and Ascot Rail Stations and the town centres will be encouraged. Consideration will be given to the provision of development proposals with zero parking in Town Centres, providing it does not create new or exacerbate existing on-street car parking problems.

**14.4.15** Minimum standards will be set for residential development but in applying these standards, the Council will seek to ensure that this will not undermine the overall sustainability objectives of the BLP, including the effects on highway safety. The Council will ensure that changes made to transport infrastructure or increase in road vehicle usage will not have an adverse effect on the integrity of a SPA, SAC or Ramsar site.



## 14.5 LOCAL ECONOMIC PARTNERSHIP

**14.5.1** M4 corridor capacity improvements have been identified by the Thames Valley Berkshire Local Economic Partnership and the Thames Valley Berkshire Local Transport Body as a priority for sub-regional transport investment. Planned economic and housing growth across the Thames Valley will place an additional burden on local infrastructure and on transport networks in particular.

**14.5.2** This will bring new challenges in the planning, management and maintenance of local transport networks. The Borough will respond to these challenges, providing a framework within which transport improvements will take place to minimise the negative economic, social and environmental impacts of travel.

## 14.6 LOCAL TRANSPORT PLAN

**14.6.1** The Council's transport policy is currently set out in the Local Transport Plan – a long term strategy covering all forms of transport in the Borough. It has five overarching aims, which reflect both local priorities and the Government's over-arching principles which are reflected in Policy IF2 Sustainable Transport below:

- a. To improve access to everyday services and facilities for everyone
- b. To improve road safety and personal security for all transport users
- c. To support sustainable economic growth
- d. To improve quality of life and minimise the social, health and environmental impacts of transport
- e. To mitigate and adapt to the effects of climate change

**14.6.2** Policy IF2 Sustainable Transport seeks to optimise accessibility, particularly to and within the Borough's centres by ensuring that all transport infrastructure is well designed, safe and accessible; and promoting better integration of public transport facilities with a particular focus on improving public

transport connections. The Council will assess development proposals in accordance with the Council's Highway Design Guide and is seeking to reduce pedestrian and vehicular conflicts by establishing a clear and legible hierarchy of movement and access across the centres; prioritising pedestrian and cyclist accessibility; eliminating unnecessary vehicular movements through multi-trips; strengthening existing links to and within the Borough's centres with the rural hinterland and creating new links where necessary.

**14.6.3** In terms of car parking, development proposals should incorporate appropriate and effective parking provision and vehicle servicing arrangements consistent with the Council's Parking Strategy which will be used to negotiate the number of parking spaces which are provided. This should be read in conjunction with any locally specific parking standards included in Neighbourhood Plans. A Supplementary Planning Document will be produced, which will include parking standards and parking design and be in line with the Parking Strategy.



**14.7 POLICY IF2 SUSTAINABLE TRANSPORT****POLICY IF 2****Sustainable Transport**

1. Development proposals should support the policies and objectives of the Transport Strategy as set out in the Local Transport Plan.
2. The Council will develop and implement revised parking standards. Transport and parking proposals including any varied parking standards set out in Neighbourhood Plans that have been made will also be supported.
3. New development should be located close to offices and employment, shops and local services and facilities and provide safe, convenient and sustainable modes of transport. Development proposals that help to create a safe and comfortable environment for pedestrians and cyclists and improve access by public transport will be supported.
4. Development proposals should show how they have met the following criteria where appropriate:
  - a. be located to minimise the distance people travel and the number of vehicle trips generated
  - b. secure measures that minimise and manage demand for travel and parking
  - c. be designed to improve accessibility by public transport
  - d. be designed to improve pedestrian and cyclist access to and through the Borough's centres, suburbs and rural hinterland
  - e. facilitate better integration and interchange between transport modes particularly for Windsor, Maidenhead and Ascot town centres and railway stations
  - f. optimise traffic flows and circulation to minimise negative environmental impacts of travel including congestion, air pollution and noise
  - g. provide car and cycle parking in accordance with the current Parking Strategy, including disabled parking spaces, motorcycle parking and cycle parking as well as provision of electric vehicle charging points where appropriate
5. Transport Assessments and Statements and Travel Plans will be required to be prepared and submitted alongside development proposals, including residential schemes, in accordance with Department for Transport guidance and local authority requirements. Appropriate provision for public transport services and infrastructure will also be required.



## 14.8 GREEN AND BLUE INFRASTRUCTURE

**14.8.1** Natural England defines green infrastructure as “a network of high quality green and blue spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multi functional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.” (Natural England website, 2013)

**14.8.2** Green Infrastructure relates to a network of multi-functional open space and other environmental features. Together these are highly valued by local people and play a key role in the Borough’s landscape setting and local identity. The following can form part of green infrastructure networks:

- Parks and gardens
- Natural and semi-natural greenspaces
- Green corridors
- Outdoor sports facilities
- Amenity greenspace
- Provision for children and teenagers
- Allotments, community gardens/orchards and urban farms
- Cemeteries and churchyard
- Accessible countryside in urban fringe areas

- River corridors and waterways (blue infrastructure)
- Green roofs and walls

**14.8.3** In areas subject to strong intensification (for example, the Maidenhead strategic growth location) the need for a comprehensive, high quality network of green and blue infrastructure will be especially important. The use of water, green roofs and walls, pocket parks and streets is likely to be essential in providing a green and blue infrastructure network of adequate scale and quality to support high intensity developments.

**14.8.4** The waterways and water bodies in Windsor and Maidenhead are distinctive components of the environment and character of the Borough. The Council will seek to ensure this blue infrastructure is maintained and enhanced wherever possible. Development will be expected to contribute to this through either the provision of additional blue infrastructure or enhancement or extension of existing water bodies where appropriate. The Maidenhead Waterways Project is recognised as an important element of blue infrastructure in the Borough that provides public open space, recreation and amenity, as well as ecological benefits.

## 14.9 IF3 GREEN AND BLUE INFRASTRUCTURE

### POLICY IF 3

#### Green and Blue Infrastructure

1. The Council will encourage improvements to the quality and quantity of the green and blue infrastructure network in the Borough.
2. In the growth areas which are subject to high levels of intensification, developers will be expected to provide innovative and

high quality green and blue infrastructure networks as part of their proposals. High intensity schemes that do not support development with high quality green and blue infrastructure in terms of quantity and quality will be resisted.



## 14.10 OPEN SPACE

**14.10.1** Open space is an important feature of the Borough. In addition to public open space there are large areas of privately owned open space that residents and visitors can enjoy, including National Trust land around Pinkneys Green and Cookham, and Crown Land in Windsor Great Park.

**14.10.2** Both public and private open spaces underpin people's quality of life and well-being, providing green 'lungs' in urban areas and forming an essential part of creating sustainable and healthy communities. It is important that local residents have access to open spaces, including outdoor sports and leisure facilities, near to their homes. The NPPF protects existing open space through Paragraph 74.

**14.10.3** National planning guidance states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The NPPF defines as all open space of public value which offers important opportunities for sport and recreation and can act as a visual amenity (NPPF, annex 2).

**14.10.4** The Council's Open Space Study states that there is a need to provide a balance of different types of open space in order

to meet local needs, and that the provision of open spaces and recreation (including outdoor sports facilities) is key to a sustainable and thriving community. The Borough has an extensive green infrastructure network, with open space forming an intrinsic feature and characteristic of urban areas.

**14.10.5** Overall the Borough has an under provision of open space against recommended local standards. It is therefore important to protect and where appropriate increase provision in the future, particularly to meet the future needs associated with new development.

**14.10.6** The Indoor Sport and Leisure Facility Strategy for the Borough produced following a Built Facilities Assessment identifies the importance of existing current leisure stock at multi-use indoor centres across the Borough such as Windsor Leisure Centre, Charters Leisure Centre, Cox Green School, Furze Platt School and other dual use provision. The Strategy recommends that where any new state schools are built, site master planning and sports provision location and design should be orientated to accommodate community use, and secured via an appropriate and binding community use agreement.



## 14.11 POLICY IF4 OPEN SPACE

### POLICY IF 4

#### Open Space

- Existing open space in the Borough will be protected, maintained, and where possible, enhanced to increase capacity and make open space more usable, attractive and accessible. Improvements to the quality of open space will be encouraged and development proposals that create new open space will be supported.
- New open space will be required on housing sites as set out in the site pro forma and in line with the most up to date requirements contained in the Open Space Strategy.
- Development proposals to increase access to natural open space should be subject to evaluation of the impact of visitor numbers.
- Allotments within the Borough will be protected. There will be in principle support for new allotments, community gardens and orchards.
- Provision of an alternative open space is deemed appropriate as part of development proposals, in a 'close by' suitable location which is flexible in meeting the needs of community and lends itself to a greater range of functional uses required in that area. Open space will be required to be delivered in perpetuity. A "close by" location is defined in accordance with the accessibility criteria in Appendix G.
- The Council will encourage improvements to the quality and quantity of the Green Infrastructure Network in the Borough. The protection and enhancement of physical access, including Public Rights of Way, to open space is supported.
- Ockwells Park and Nature Reserve, Cox Green, Maidenhead is allocated on the Policies Map to provide Open Space.

## 14.12 RIGHTS OF WAY AND ACCESS TO THE COUNTRYSIDE

**14.12.1** The Borough has a network of over 300 kilometres of public rights of way, which currently provide for recreational use as well as routes for journeys to work and school. The Borough supports Safer Routes to School which promotes walking and cycling to school.

**14.12.2** Access to the public rights of way and cycle networks in the Borough make a significant contribution to people's health and well-being and sense of place. Access to these networks also contributes to the Plan's objective of helping to ensure a high quality of life for residents of all ages. Access - for

all - to a network of public rights of way and opportunities for recreation can make an important contribution to the health and well-being of communities as recognised in the NPPF.

**14.12.3** The Borough's "Public Rights of Way Management and Improvement Plan 2016-2026" (ROWMIP) identifies ways to improve access on public rights of way for all, especially those with visual and mobility impairments, walkers, cyclists, equestrians and people with pushchairs.



**14.13 POLICY IF5 RIGHTS OF WAY AND ACCESS TO THE COUNTRYSIDE****POLICY IF 5****Rights of Way and Access to the Countryside**

1. Development proposals will be supported provided that they protect and safeguard the existing rights of way network and do not adversely affect the recreational and amenity value of the existing rights of way network. Development proposals will need to demonstrate how they:
  - a. promote accessibility, linkages and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and bridleways
  - b. promote the integration of the development with any adjoining public open space or countryside
  - c. promote accessible and attractive cycle routes through the site and connecting the site to local schools, shops, stations and other community facilities
  - d. are consistent with the Borough's Public Rights of Way Management and Improvement Plan 2016 – 2026
2. Development proposals should, wherever possible, aim to realign the route of the Green Way to follow watercourses. Development proposals should also, wherever feasible, take the opportunity to realign the Thames National Trail to ensure it follows the river.
3. Opportunities will be sought to add to and enhance the existing National Cycle Network and to improve connections to it from local communities.
4. New walkways and pedestrian links are encouraged where they are needed as set out in the ROWMIP 2016-26 and the annual Milestones Statements (RBWM Milestones Statement and Public Rights of Way Improvement Plan Annual Reviews).
5. The Council will assess the potential for improving public access and recreation in individual situations against any detrimental impact which may be caused. Any initiatives to improve public access to the countryside identified in neighbourhood plans will specifically be encouraged.
6. Where appropriate, the following initiatives will be encouraged:
  - a. improvements to the existing public rights of way network including improving accessibility for disabled or elderly people and families with pushchairs
  - b. creation of new rights of way and cycle routes access agreements with local landowners to enable public access to suitable areas for informal recreation like woodland, meadows or riverside areas
  - c. management of existing facilities
  - d. improvement of public transport links to the countryside



## 14.14 NEW SPORTS AND LEISURE DEVELOPMENT AT BRAYWICK PARK

**14.14.1** The Magnet Leisure Centre on Saint Cloud Way in Maidenhead Town Centre was opened in 1975, and is therefore over 40 years old. It currently provides indoor swimming and other leisure facilities but due to its age, general condition and inability to meet current accessibility requirements, it is no longer considered to meet current standards or to be capable of being made fit for purpose in its current format. Current research has also indicated that, given the growth in population expected over the plan period and the associated step change in the pace of development, there is a need for a replacement facility to provide for the needs of the Borough.

**14.14.2** A number of development options were considered by the Borough's consultants. It is anticipated that at least two hectares will be required for a new built leisure facility and associated car parking. The first location that was considered was redevelopment of the existing site, but even with the addition of the adjacent ten pin bowling site this site was considered to be too small to accommodate a new leisure centre that met current standards and was also considered to be too constrained

by neighbouring uses. It is therefore necessary for the BLP to allocate a new site capable of accommodating development in a sustainable location as shown in Appendix H.

**14.14.3** A sequential site assessment was undertaken by the Borough's consultants. This sequential test was based on a policy approach that was compliant with the requirements of the NPPF. The sequential assessment considered strategic issues such as other planned development prescribed as part of the overarching Spatial Strategy of the BLP.

**14.14.4** The sequential assessment also drew on other parts of the evidence base that supports the BLP such as the Edge of Settlement Study. The sequential assessment concluded that a site at Braywick Park currently occupied by the golf driving range was the most sequentially preferable site which is available, suitable and deliverable for the provision of a new leisure centre and associated indoor and outdoor sporting facilities.

## 14.15 POLICY IF6 NEW SPORTS AND LEISURE DEVELOPMENT AT BRAYWICK PARK

### POLICY IF 6

#### **New Sports and Leisure Development at Braywick Park**

1. The site of the former golf driving range within Braywick Park is allocated for the provision of a new leisure centre and associated indoor and outdoor sports facilities to include parking and

associated infrastructure. The new facilities will be operational before the current Magnet Leisure Centre is decommissioned.



## 14.16 COMMUNITY FACILITIES

**14.16.1** Community facilities contribute to sustainable development by providing venues and services for a wide range of activities. Such facilities make a significant contribution to the well being of residents and they enhance the sustainability of communities ensuring a high quality of life for all residents. Community facilities include local shops, meeting places, indoor sports venues, schools, cultural buildings, public houses, places of worship, health care facilities, leisure centres, libraries, day care centres and post offices.

**14.16.2** They must be able to develop and modernise in a way that is sustainable in order to make it possible for them to remain in use. Some facilities, such as local shops and public houses are also commercial concerns. The Borough strongly supports retaining these facilities where they can raise the quality of community life and help promote thriving, inclusive and sustainable communities. Such facilities can also generate employment, have a positive impact on the local evening economy and may be used to underpin larger mixed use developments.

**14.16.3** Community facilities can now be registered as an Asset of Community Value which affords additional protection particularly in respect of the retention of such facilities.

**14.16.4** It is envisaged that community facilities will combine several functions and form a vital focus for social and recreational activities. For example a number of existing schools allow public use of sports pitches and recreational facilities outside of school hours, an approach that will be pursued when new schools are developed. The policy supports the principle of co-locating facilities, although transport and accessibility implications will be carefully reviewed when considering such proposals. Supporting the co-location of community facilities and services at sites of local and district significance includes supporting and strengthening the voluntary and community sector network of organisations in order to maximise the use and viability of community buildings.

**14.16.5** The policy ensures that any development proposals that would result in the loss of community, leisure and cultural facilities must be accompanied by an assessment of both existing facilities and the need for and value of the facility to the community. Where there is evidence that existing provision is not able to meet needs, the Council will work with partners to seek and where possible, enable new facilities.





## 14.18 UTILITIES

### Telecommunications

**14.18.1** Convenient access to modern technology plays a central part in Borough residents' lives. Advanced, high quality communications infrastructure is essential to support sustainable economic growth and enables many aspects of modern life including flexible working patterns and home working. The development of high speed broadband technology and other communications networks also play a vital role in enhancing the provision of local community facilities and services, particularly in rural areas.

**14.18.2** Rural communities and small businesses benefit particularly from enhanced broadband coverage. This has a number of benefits including support for the local economy, greater social inclusion, and reduced pressure on the environment by reducing the need to travel.

**14.18.3** The Superfast Berkshire project aims to improve broadband speeds and coverage across Berkshire in those areas not covered by commercial broadband roll-out. The project's intention is to implement sustainable, future-proof improvements in broadband infrastructure.

**14.18.4** It was scheduled to deliver superfast broadband coverage (greater than 24Mbps) to 92.3% of the county by the end of 2015, and has signed contracts to extend superfast coverage to 95.6% by the end of 2017. The project aims to ensure all remaining Berkshire premises can access basic broadband at speeds of at least 2Mbps.

### Water supply and sewerage

**14.18.5** Sustainable management of natural resources is important and the Borough is in one of the driest parts of the country. It also experiences a high level of demand for water and in some areas the demand is close to exceeding the available supply.

**14.18.6** The provision of water and waste water and sewerage infrastructure is an essential element of any new development. The Borough has worked with partners to prepare an Infrastructure Delivery Plan (IDP) that examines current infrastructure provision in the Borough and the changes made necessary by planned developments. Climate change is leading to more unpredictable weather patterns and this in turn affects the availability of water, so care must be taken to ensure that sufficient supplies and infrastructure are available to service any new developments.

**14.18.7** There is a demonstrable need for new water resource schemes in parts of south east England, and increased demand management to cater for water supply needs of current and future development and the protection of the environment. Should the water or sewerage undertakers or the Environment Agency identify sites that are required to deliver necessary water or sewerage infrastructure, these should be safeguarded through the planning process.



**14.18.8** Thames Water is currently the statutory sewerage undertaker for the whole Borough and also the statutory water undertaker for part of the Borough. Remaining parts of the Borough are currently supplied with water by Affinity Water (formerly Veolia) and South East Water.

**14.18.9** To ensure that sufficient water supplies and sewerage infrastructure are available to service any new developments, it will be necessary to examine existing provision and the impact that a development proposal is likely to have on capacity and water pressure. The major statutory undertaker in the Borough has provided information on the capacity of existing sewerage and water infrastructure to accommodate new development, and this has informed preparation of the plan and the Infrastructure Delivery Plan.

**14.18.10** Water companies' investment programmes are based on a five year cycle known as the Asset Management Plan (AMP) process, which in turn is informed on a strategic level by Water Resources Management Plans. In these plans, water companies forecast the available supply for water and likely supply over a 25 year period.

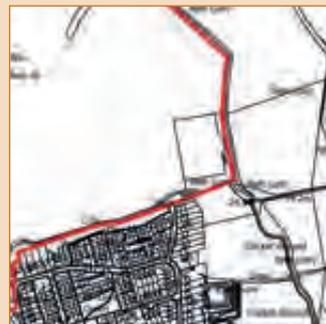
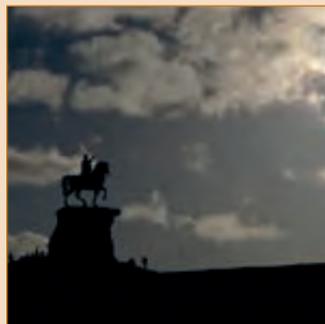
**14.18.11** If the forecast shows a deficit, then the plan sets out a range of demand management and new water supply options to meet that shortfall. The Borough will work with the Environment Agency and other partners that provide water and sewerage services across the Borough over the plan period to identify infrastructure needs and to ensure that adequate water supply and sewerage capacity is provided in a timely manner to meet planned demand.







# MONITORING & IMPLEMENTATION



## 15 MONITORING AND IMPLEMENTATION

**15.0.1** Policies in the BLP have been designed to deliver a sustainable pattern of growth and development across the Borough over the plan period. The BLP aims to protect the environment and heritage assets of the Borough and make appropriate provision for the identified levels of development.

**15.0.2** A robust monitoring framework is essential to ensure that the BLP delivers the right quantum of development, in the right location, at the right time and accompanied by the right infrastructure whilst also protecting the historic and natural environment. The Community Infrastructure Levy (CIL) has sought to mitigate any risks to delivery of the overall spatial strategy and the policies that aim to deliver that strategy and provide for sustainable development. The Council will use the results of monitoring to understand how well the BLP is performing in terms of delivering sustainable development and protecting and enhancing the environment and assets within it, and also to indicate whether a review of the plan is necessary.

**15.0.3** The delivery of necessary infrastructure to support the level of growth and development prescribed by the BLP is set out in the Infrastructure Delivery Plan. It is extremely important to ensure that the identified infrastructure requirements are delivered and robustly monitored. The spatial strategy and the supporting policies indicate a step change in the pace of growth and development. Careful review of monitoring and implementation indicators will be published in the Monitoring Report and updated on an annual basis.

**15.0.4** Monitoring indicators are drawn directly from the objectives of the BLP and targets indicate how these objectives may be met. Related policies in the BLP are identified, and for each Monitoring Objective the achievement of targets will be assessed annually.

### MONITORING INDICATOR 1

#### Spatial Strategy

**Indicators:** Delivery of development in accordance with the Spatial Strategy

**Related Policies:** SP1

#### TARGETS:

Quantity & type of development delivered in the 3 growth locations set out in the Spatial Strategy

Quantity and type of development delivered in other settlements

Quantity and type of development delivered in Green Belt areas

Table 11 Spatial



## MONITORING INDICATOR 2

### Special qualities of the Borough

**Indicators:** Delivery of development in accordance with policy related to conserving and enhancing special qualities of the Borough; amount of development permitted on Green Belt sites

**Related Policies:** SP1, SP2, SP3, SP4, SP5, SP6, TR1, HE1, HE2, HE3

#### TARGETS:

No loss of Green Belt

No loss of listed buildings, historic parks and gardens, ancient monuments, ancient woodlands, sites of archaeological interest

No reduction in the extent of Conservation Areas and other designated areas

Number of Neighbourhood Plans made

Number of tall buildings approved in the Borough

Table 12 Special qualities of the Borough

## MONITORING INDICATOR 3

### Meeting housing needs

**Indicators:** Delivery of housing as compared with the housing trajectory; delivery of affordable and specific needs; delivery of housing on previously developed land; adaptation to existing homes to take account of changed circumstances for residents.

**Related Policies:** HO1, HO2, HO3, HO4, HO5

#### TARGETS: NUMBER OF DWELLINGS COMPLETED

Number of dwellings completed for the following periods:

2013-2018

2019-2023

2024-2028

2029-2033

Retain a five year housing land supply through the plan period

Number of affordable houses as a percentage of total dwellings completed

Number of units in different tenures delivered in accordance with the SHMA outputs

Housing mix delivered in accordance with SHMA outputs

Number of gypsy and traveller plots and pitches

Number of windfalls

Table 13 Meeting housing needs



## MONITORING INDICATOR 4

### Local business economy

**Indicators:** Actual growth of the local economic base in several sectors; provision of employment and retail floor space

**Related Policies:** SP1, ED1, ED2, ED3, TR2, TR3

#### TARGETS:

Delivery of office (Use Class B1) floorspace

Delivery of warehouse and other industrial (use Class B2, B8) floorspace

Loss of employment floorspace by type

Table 14 Local business economy

## MONITORING INDICATOR 5

### Town, district and local centres

**Indicators:** Promote the viability and vitality of the town centres in the Borough; promote appropriate shopping and services in district and local centres

**Related Policies:** SP1, ED1, ED2, ED3, TR2, TR3, TR4, TR5

#### TARGETS:

Delivery in Ascot Centre according to policies on allocated sites for housing, commercial and retail uses

Loss and gain of retail floorspace by use class

No change in the number of shops and community uses within designated district and local centres

Table 15 Town, district and local centres



## MONITORING INDICATOR 6

### Infrastructure

**Indicator:** Provision of utilities, services and facilities to support planned development

**Related Policies:** IF1, IF2, IF3, IF4, IF5, IF6, IF7, IF8

#### TARGETS:

Delivery of infrastructure according to the Infrastructure Delivery Plan (IDP)

Delivery of key infrastructure elements as set out in the IDP

Increase in the amount of the Borough provided with Superfast Broadband

Table 16 Infrastructure

Detailed provision in this area is co-ordinated and guided through the Infrastructure Delivery Plan (IDP)

## MONITORING INDICATOR 7

### Heritage

**Indicator:** Maintenance and protection of Listed Buildings, Scheduled Monuments, Conservation Areas and registered parks and gardens.

**Related Policies:** HE1, HE2, HE3,

#### TARGETS: PROTECTION OF THE HISTORIC ENVIRONMENT

Number of entries on the Local Heritage List

Number and percentage of Conservation Areas with an up-to-date Character Appraisal

No reduction in the extent of Conservation Areas

Number of assets on the Heritage at Risk Register

Table 17 Heritage



## MONITORING INDICATOR 8

### Environmental protection

**Indicator:** Specific protection of designated environmental areas and issues

**Related Policies:** EP1, EP2, EP3, EP4, EP5

#### TARGETS: PROTECTION OF THE ENVIRONMENT

Number of new Air Quality Management Areas declared

Number of applications and/or appeals refused or dismissed on air, light or noise pollution grounds

Number of applications likely to have a negative impact on air quality where mitigation is required

Number of planning applications and or appeals refused or dismissed on contaminated land or water grounds

Table 18 Environmental protection

## MONITORING INDICATOR 9

### Green and Blue Infrastructure

**Indicator:** Provision of open space; provision of leisure and recreation facilities and rights of way

**Related Policies:** SP1, SP2, SP3, NR1, NR2, IF3, IF4

#### TARGETS:

Amount of green and blue infrastructure in new development

Open space provided on allocated housing sites

Provision of specific new indoor and outdoor leisure and recreation facilities

Amount of public open space lost

Number of applications delivering new Rights of Way in accordance with Rights of Way Management and Improvement Plan

Table 19 Green and Blue Infrastructure



## MONITORING INDICATOR 10

**Climate change and biodiversity**

**Indicator:** Minimise the effect of flooding; amelioration of climate change impacts in development proposals; maintain and enhance natural environmental conditions

**Related Policies:** NR1, NR2, NR3, EP1,

**TARGETS:**

Amount of development permitted in designated flood zones

Number of dwellings permitted requiring the provision of SANG

Amount of SANG provided

Number of developments with effective SUDS features

Amount of priority habitat lost and gained

Amount of renewable energy delivered

Table 20 Climate change and biodiversity







# GLOSSARY



**GLOSSARY**

<b>Term</b>	<b>Definition</b>
<b>Affordable Housing</b>	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
<b>Air Quality Management Areas</b>	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
<b>Ancient Woodland</b>	A descriptive term for a group of native woodland habitats. These special areas have remained as woodland since at least 1600 and their soils are relatively undisturbed by people. Ancient woodland is the richest terrestrial habitat for wildlife, being home to more threatened species than any other, and represents the last fragments of the wildwood that once covered the country. ( <a href="http://www.woodlandtrust.org.uk">www.woodlandtrust.org.uk</a> )
<b>Biodiversity</b>	The variety of life in a particular habitat or ecosystem.
<b>Borough Local Plan (BLP)</b>	The plan currently being prepared by RBWM for the future development of the local area, in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.
<b>Community Infrastructure Levy (CIL)</b>	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
<b>Conservation</b>	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
<b>Cumulative impact</b>	Effects that result from incremental changes over time caused by past, present and foreseeable actions.
<b>Development Plan</b>	Comprehensive term for adopted Local Plans, Area Action Plans and Neighbourhood Plans within the Borough, plus one saved policy of the South East Plan, as defined in Section 38 of the Planning and Compulsory Purchase Act 2004.
<b>Economic Development</b>	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).



Term	Definition
Edge of Centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Green Belt	In the Royal Borough of Windsor and Maidenhead, Green Belt refers to the Metropolitan Green Belt. The designation accounts for 83% of the land area of the Royal Borough.
Green Networks / Green Corridors	The linking together of natural, semi-natural and man-made open spaces to create an interconnected network.
Greenfield	Any land that is not classified as PDL (previously developed land). Greenfield is not only countryside but also for example, open spaces in urban areas.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitable rooms	Habitable rooms are defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Infilling	The infilling of a small gap within an otherwise built up frontage or group of houses.
Isolux Diagram	A line through all points on a surface where the illumination is the same; called an isofootcandle line if the illumination is expressed in foot-candles. A series of such lines for various illumination values is called an isolux diagram.



Term	Definition
Main Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities; the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
National Planning Policy Framework (NPPF)	National planning guidance issued by the Government, setting out policy guidance on different aspects of planning. Local Planning Authorities must take the content into account in preparing Local Plans and decision making.
Neighbourhood Development Plan	Legal term for Neighbourhood Plan; see below.
Neighbourhood Plan	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Neighbourhood Plan Area	The land area covered by a Neighbourhood Plan.
Open Space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Out of Centre	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
Out of Town	A location out of centre that is outside the existing urban area.
Planning Obligation	A legally enforceable obligation entered into under Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

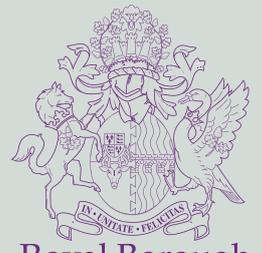


Term	Definition
Previously Developed Land (PDL)	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary Shopping Area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Primary and Secondary Frontages	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Ramsar Sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Sites of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Special Areas of Conservation (SAC)	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Special Protection Areas (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Strategic Access Management and Monitoring (SAMM)	A project overseen by Natural England that implements monitoring, warden arrangements and public education messages across the Thames Basin Heaths SPA.
Suitable Alternative Natural Greenspace (SANG)	The name given to green space of appropriate quantity and quality which is designated to provide mitigation for the potential impact of residential development on the Thames Basin Heaths SPA by providing recreational alternatives to visiting the SPA.



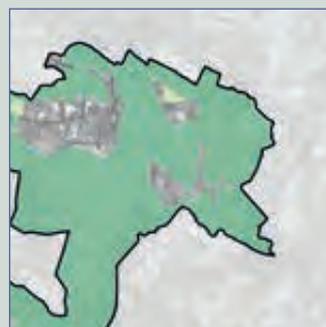
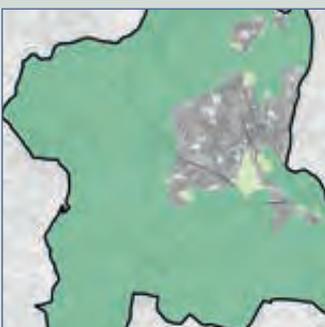
Term	Definition
Town Centre	Area including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Existing out of centre developments, comprising or including main town centre uses, do not constitute town centres.
Unavoidable Adverse Impacts	The negative effects on natural resources that would arise from a development and remain after its completion, and which cannot be prevented.
Visitor Attraction	A permanently established excursion destination, a primary purpose of which is to allow public access for entertainment, interest or education, rather than being a primary retail outlet or a venue for sporting, theatrical or film performance.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process. These normally comprise previously developed sites that have become unexpectedly available.
Woodland	Land under stands of trees with a canopy cover of at least 20% (or having the potential to achieve this), including integral open space, and including felled areas that are awaiting restocking. There is no minimum height for trees to form a woodland at maturity, so the definition includes woodland scrub but not areas outside woodland such as gorse and rhododendron.





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# APPENDICES



**A MAIDENHEAD TOWN CENTRE AREA ACTION PLAN SUPERSEDED POLICIES**

MAIDENHEAD TOWN CENTRE AAP POLICY	
Policy MTC 1 Streets & Spaces	Extant
Policy MTC 2 Greening	Extant
Policy MTC 3 Waterways	Extant
Policy MTC 4 Quality Design	Extant
Policy MTC 5 Gateways	Extant
Policy MTC 6 Tall Buildings	Superseded in part by Policy SP3 Design
Policy MTC 7 Retail	Superseded by Policy TR3 Maidenhead Town Centre
Policy MTC 8 Food & Drink	Extant
Policy MTC 9 Markets & Events	Superseded by Policy TR8 Markets
Policy MTC 10 Offices	Superseded by Policy ED1 Economic Development
Policy MTC 11 Visitor Accommodation	Superseded by Policy VT1 Visitor Development
Policy MTC 12 Housing	Superseded by HO1 Housing Development Sites
PolicyMTC 13 Community, Culture & Leisure	Extant
Policy MTC 14 Accessibility	Superseded by Policy IF2 Sustainable Transport
Policy MTC 15 Transport Infrastructure	Superseded by Policy IF2 Sustainable Transport
Policy OA 1 Broadway Opportunity Area	Superseded in part by HO1 Housing Development Sites and ED2 Defined Employment Sites
Policy OA 2 West Street Opportunity Area	Superseded in part by HO1 Housing Development Sites and ED2 Defined Employment Sites
Policy OA 3 York Road Opportunity Area	Superseded in part by HO1 Housing Development Sites and ED2 Defined Employment Sites
Policy OA 4 Railway Station Opportunity Area	Superseded in part by HO1 Housing Development Sites and ED2 Defined Employment Sites
Policy OA 5 High Street East / York Stream Opportunity Area	Superseded in part by HO1 Housing Development Sites and ED2 Defined Employment Sites
Policy OA 6 Stafferton Way Opportunity Area	Superseded in part by HO1 Housing Development Sites and ED2 Defined Employment Sites
Policy IMP 1 Compulsory Purchase Powers	Extant
Policy IMP 2 Infrastructure & Planning Obligations	Superseded by Policy IF1 Infrastructure and Developer Contributions

Table 22 Superseded Maidenhead Town Centre AAP Policies



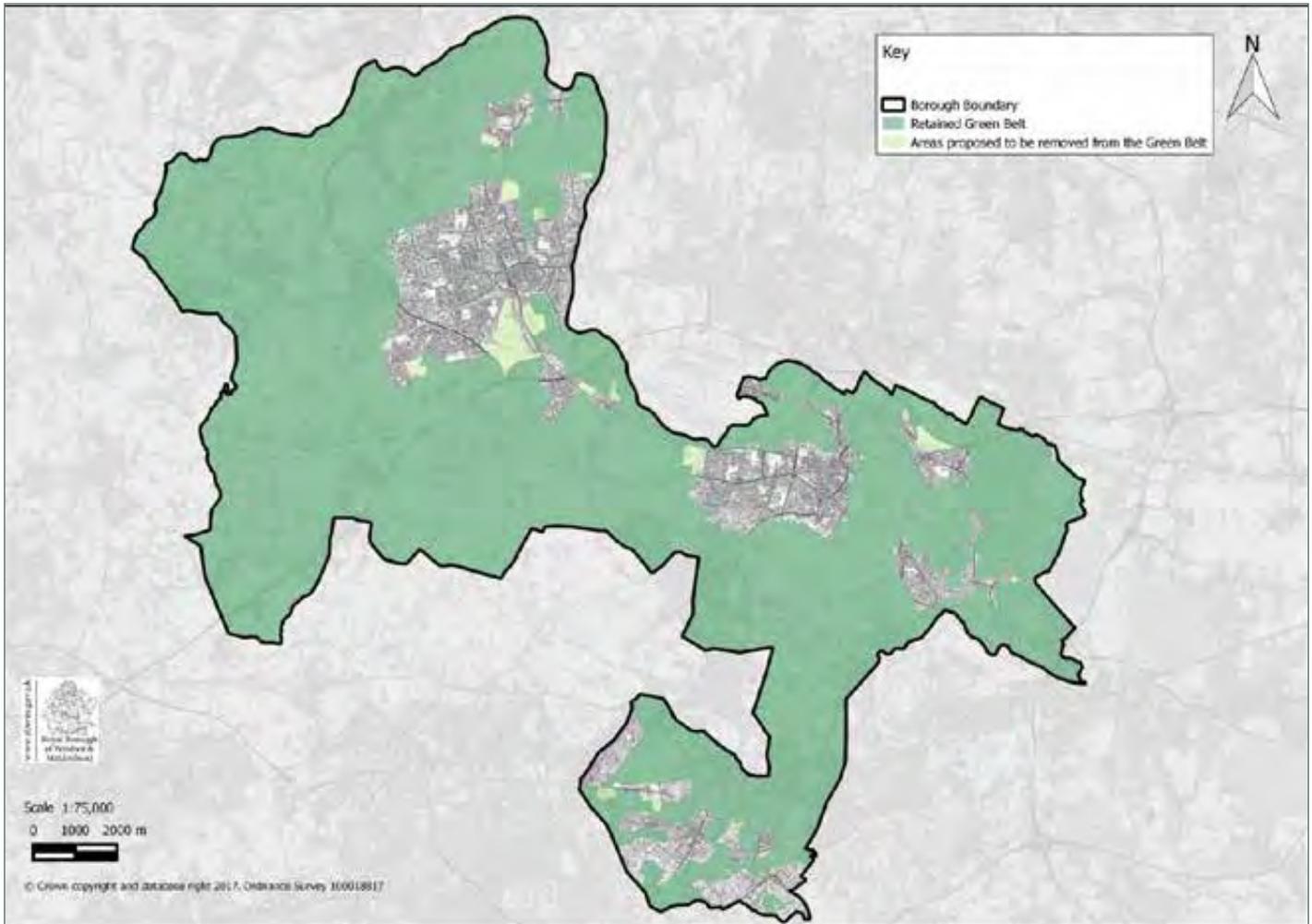
## B GREEN BELT BOUNDARY AMENDMENTS

AREA SITE	NAME	
Maidenhead	HA6 Maidenhead Golf Course, Maidenhead	
	HA7 Land south of Harvest Hill Road, Maidenhead	
	HA8 Land south of Manor Lane, Maidenhead	
	HA18 Land between Windsor Road and Bray Lake, south of Maidenhead	
	HA19 Whitebrook Park, including land east of Whitebrook Park, Maidenhead	
	HA20 Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead	
	HA21 Land known as Spencer's Farm, north of Lutman Lane Maidenhead	
	HA22 Land north of Breadcroft Lane and south of the railway line, Maidenhead	
	HA23 Land west of Monkey Island Lane, Maidenhead	
	HA24 Summerleaze, Summerleaze Road, Maidenhead	
	New sports and leisure development at Braywick Park	
	Windsor	HA11 Land west of Windsor, north and south of A308, Windsor
	Ascot	HA10 Ascot Centre
HA30 Ascot Station Car Park		
HA31 Englemere Lodge, London Road, Ascot		
HA32 Heatherwood Hospital		
HA34 Sunningdale Park, Sunningdale		
Datchet	HA41 Land north and east of Churchmead Secondary School, Priory Road, Datchet	
	HA42 Land at Slough Road/Riding Court Road, Datchet	
	HA43 Land north of Eton Road adjacent to St Augustine's Church, Datchet	
Cookham	HA39 Land east of Strande Park, Cookham	
	HA40 Land north of Lower Mount Farm, Long Lane, Cookham	
Other	HA44 Land east of Queen Mother Reservoir, Horton	
	HA48	

Table 23 Sites where amendments to Green Belt boundary are proposed



## B GREEN BELT BOUNDARY AMENDMENTS



Green Belt Boundary Amendments



**B GREEN BELT BOUNDARY AMENDMENTS — Maidenhead**



HA6 Maidenhead Golf Course, HA7 Land south of Harvest Hill Road,  
 HA8 Land south of Manor Lane, IF6 New sports and leisure development at Braywick Park



HA18 Land between Windsor Road and Bray Lake, south of Maidenhead



**B GREEN BELT BOUNDARY AMENDMENTS — Maidenhead**



HA19 Whitebrook Park, including land west of Whitebrook Park, Lower Cookham Road, Maidenhead



HA20 Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead



**B GREEN BELT BOUNDARY AMENDMENTS — Maidenhead**



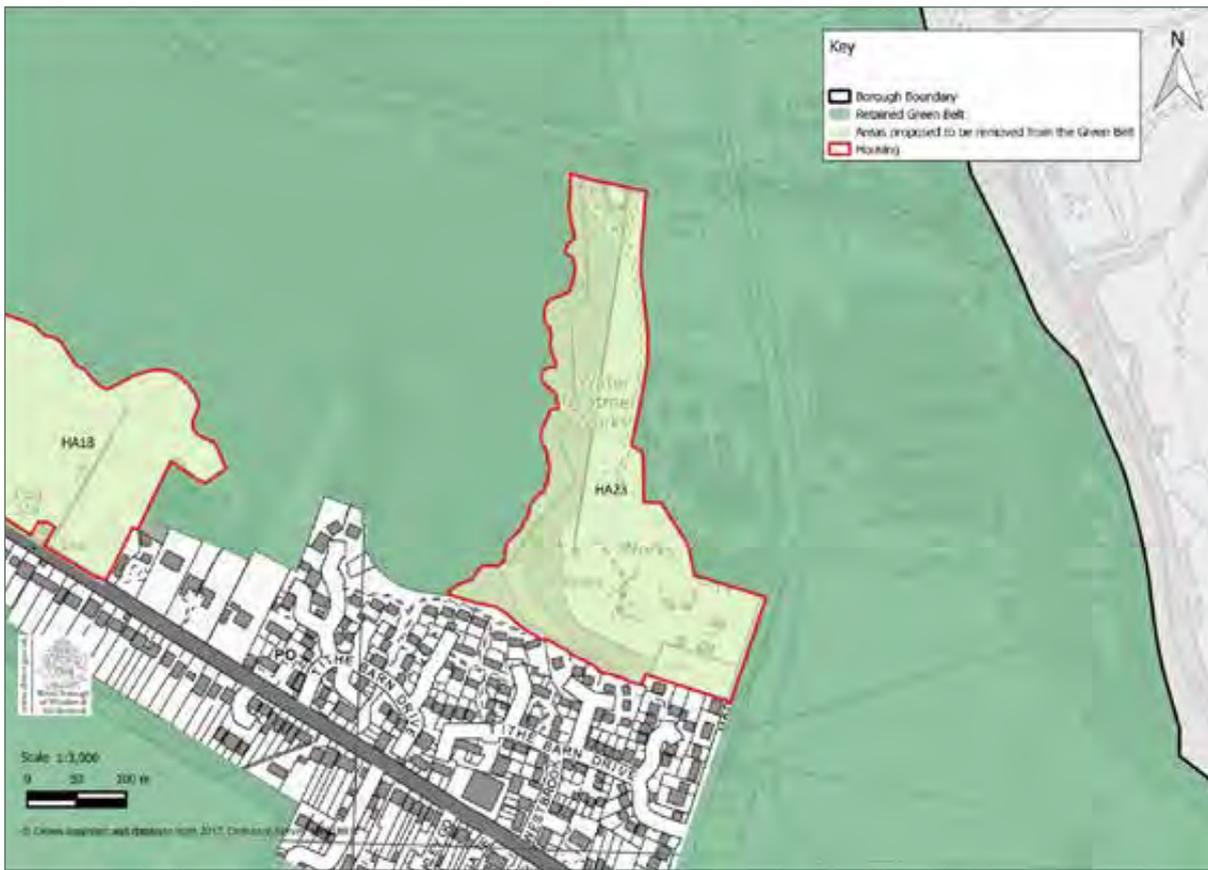
HA21 Land known as Spencer’s Farm, north of Lutman Lane, Maidenhead



HA22 Land north of Breadcroft Lane and south of the railway line, Maidenhead



**B GREEN BELT BOUNDARY AMENDMENTS — Maidenhead**



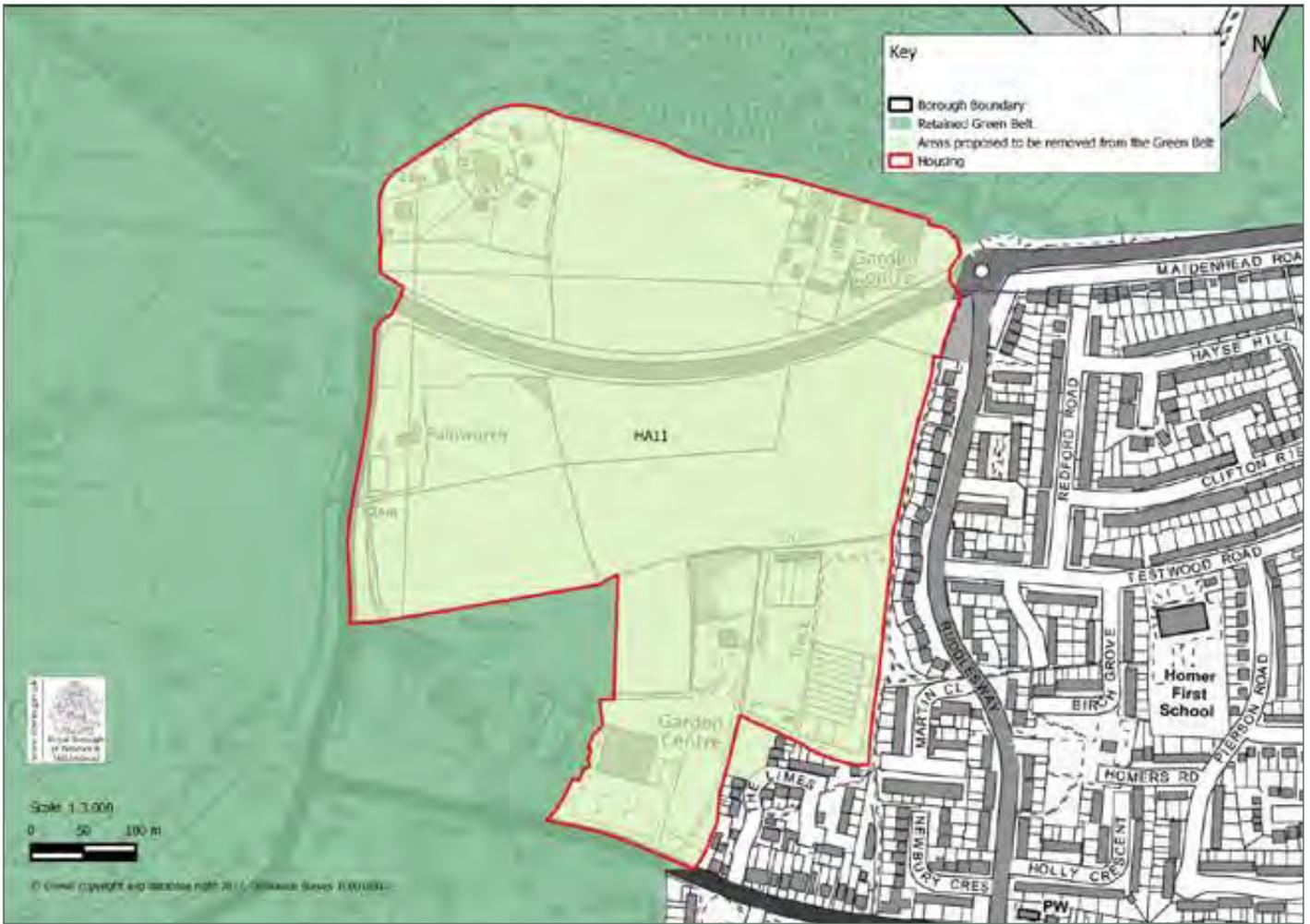
HA23 Land west of Monkey Island Lane, Maidenhead



HA 24 Summerleaze, Summerleaze Road, Maidenhead



**B GREEN BELT BOUNDARY AMENDMENTS — Windsor**



HA11 Land west of Windsor, north and south of the A308, Windsor





## B GREEN BELT BOUNDARY AMENDMENTS — Ascot



HA31 Englemere Lodge, London Road, Ascot and HA32 Heatherwood Hospital, Ascot



HA34 Sunningdale Park, Sunningdale



**B GREEN BELT BOUNDARY AMENDMENTS — Datchet**



HA41 Land north and east of Churchmead Secondary School, Priory Road, Datchet



HA42 Land at Slough Road/Riding Court Road, Datchet



**B GREEN BELT BOUNDARY AMENDMENTS — Datchet**



HA43 Land north of Eton Road adjacent to St Augustine's Church, Datchet



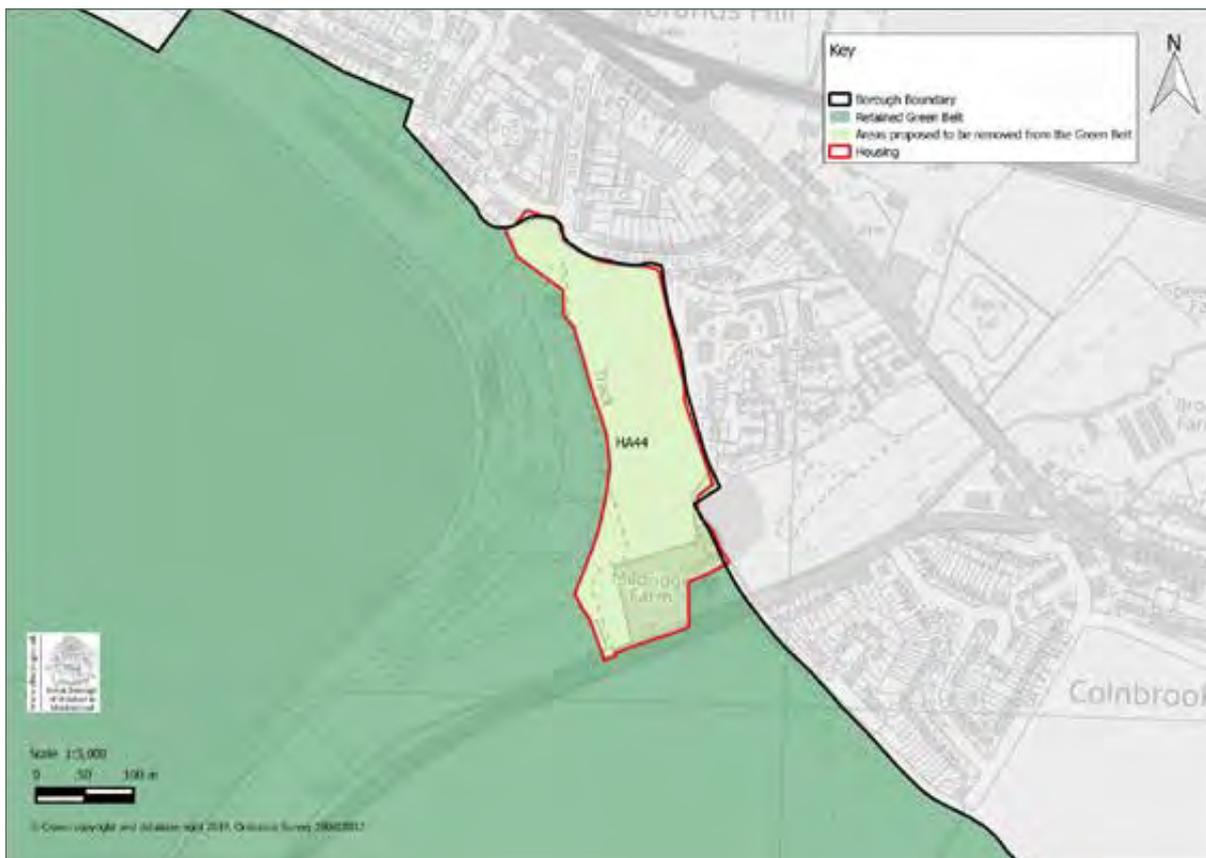
## B GREEN BELT BOUNDARY AMENDMENTS — Cookham



HA39 Land east of Strande Park, Cookham, and HA40 Land north of Lower Mount Farm, Long Lane, Cookham



**B GREEN BELT BOUNDARY AMENDMENTS — Other Areas**



HA44 Land east of Queen Mother Reservoir, Horton



HA48 Tithes Farm, Tithes Lane, Wraysbury



## C HOUSING TRAJECTORY

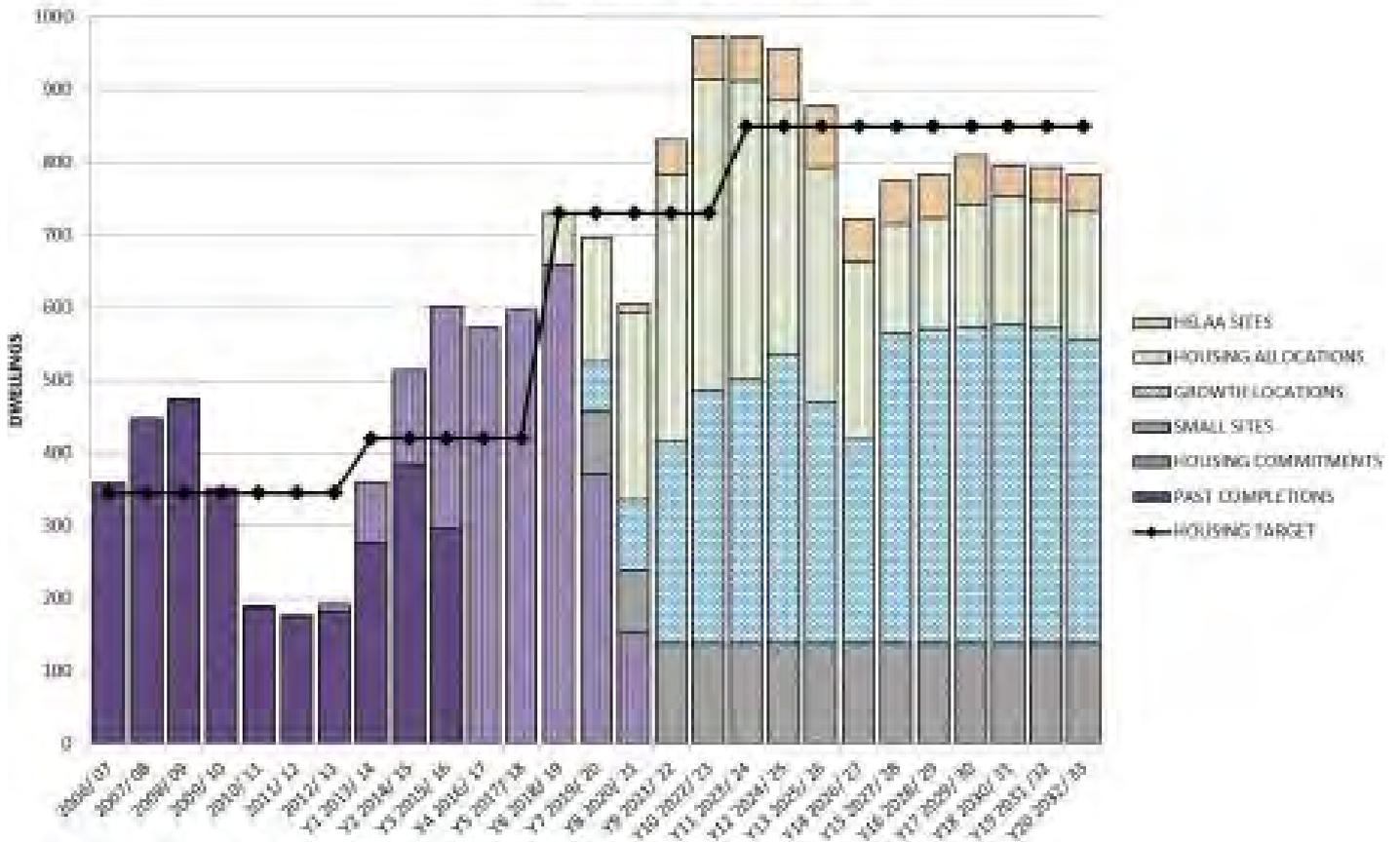
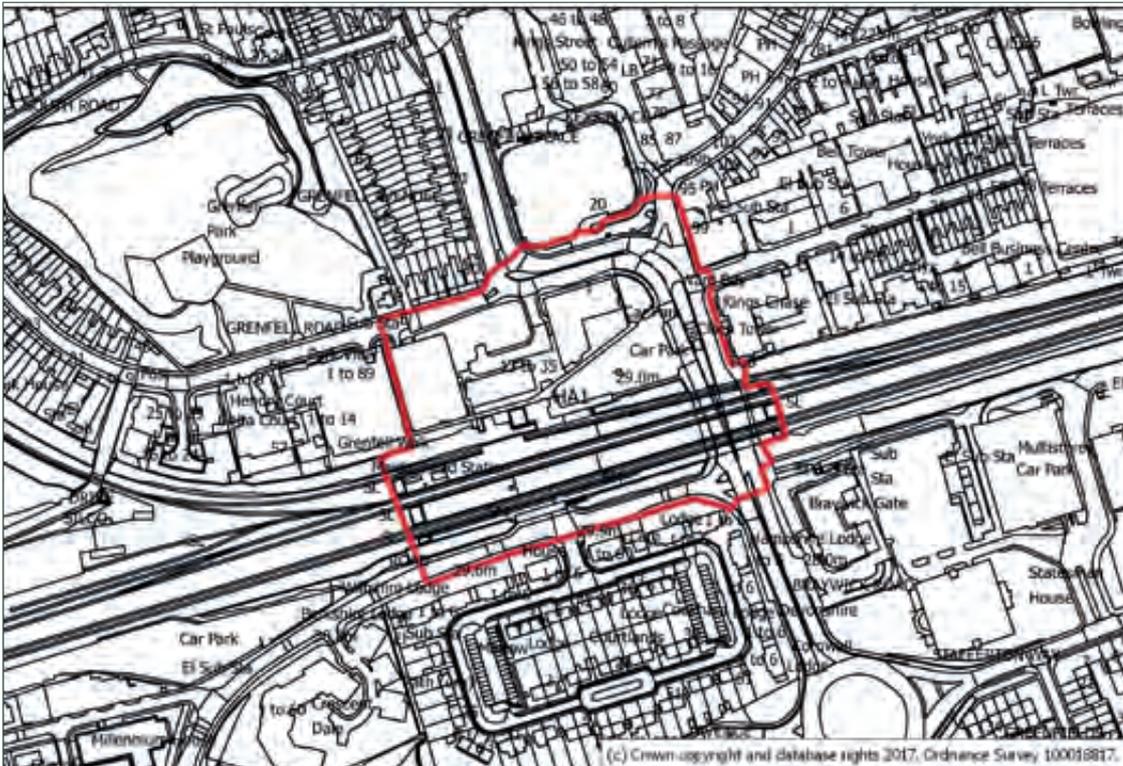


Figure 1 Housing Trajectory



**D HOUSING SITE ALLOCATION PROFORMAS**

**HA1: Maidenhead Railway Station**



Map HA1 Maidenhead Railway Station

HA1: MAIDENHEAD RAILWAY STATION	
Allocation	▶ Approximately 150 residential units as part of a mixed use development on previously developed land
Site size	▶ 3.11Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Provide appropriate mitigation measures to address the impacts of noise from the railway so to protect residential amenity</li> <li>▶ Relationship to public realm</li> <li>▶ Very limited on site parking</li> <li>▶ Facilitates delivery of transport interchange</li> <li>▶ Outstanding and distinctive design</li> <li>▶ Pedestrian permeability to the town centre and Stafferton Way</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Noise and air quality</li> <li>▶ Level changes</li> <li>▶ Servicing and refuse</li> <li>▶ Pedestrian permeability</li> <li>▶ Grade II Listed clock tower</li> </ul>

Table HA1 Maidenhead Railway Station





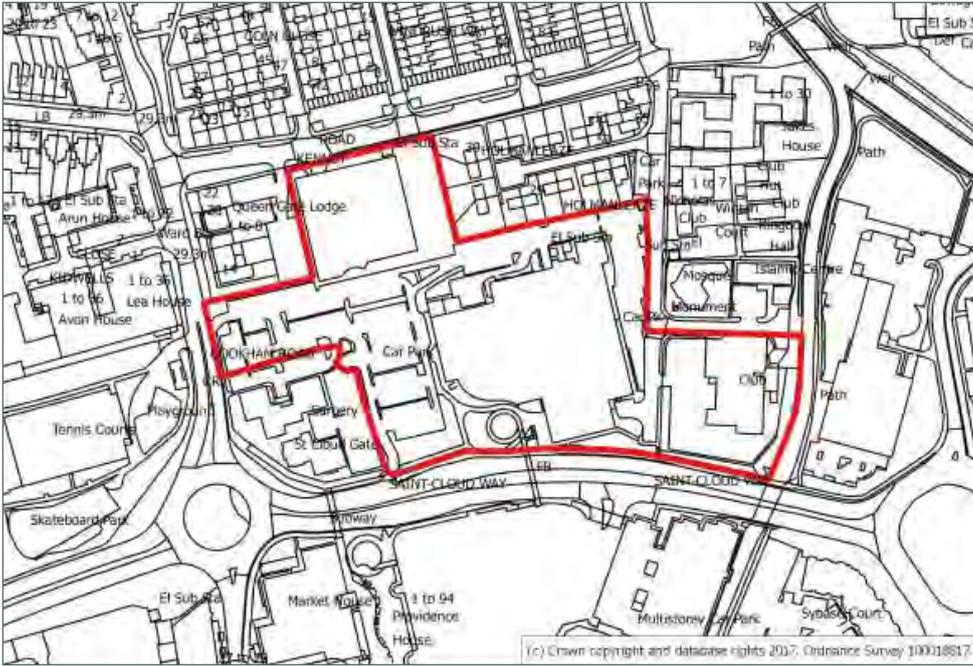
HA2: REFORM ROAD	
Requirements	<ul style="list-style-type: none"> <li>▶ Provide a landscape buffer between the residential development and non-residential uses, including the railway line</li> <li>▶ Enhanced vehicular access, including improved connectivity through the site</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Designed sensitively to conserve and enhance the setting of listed buildings and non-designated heritage assets</li> <li>▶ Provide pedestrian and cycle links through the site and to the Maidenhead Waterways and the town centre</li> <li>▶ Enhance pedestrian and cycle links along the waterway</li> <li>▶ Provide areas of public realm and have an appropriate setting to the waterway</li> <li>▶ Designed to be sensitive to the scale and heights of existing properties around the site, and its location on the edge of Maidenhead town centre</li> <li>▶ Provide appropriate mitigation measure to address the impacts of noise and air quality from the railway</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Design and integration of uses</li> <li>▶ Access arrangements onto the A4</li> <li>▶ Flood risk</li> <li>▶ Noise and air quality</li> </ul>

Table HA2 Reform Road



**D HOUSING SITE ALLOCATION PROFORMAS**

**HA3: Saint-Cloud Way**



HA3: Saint-Cloud Way

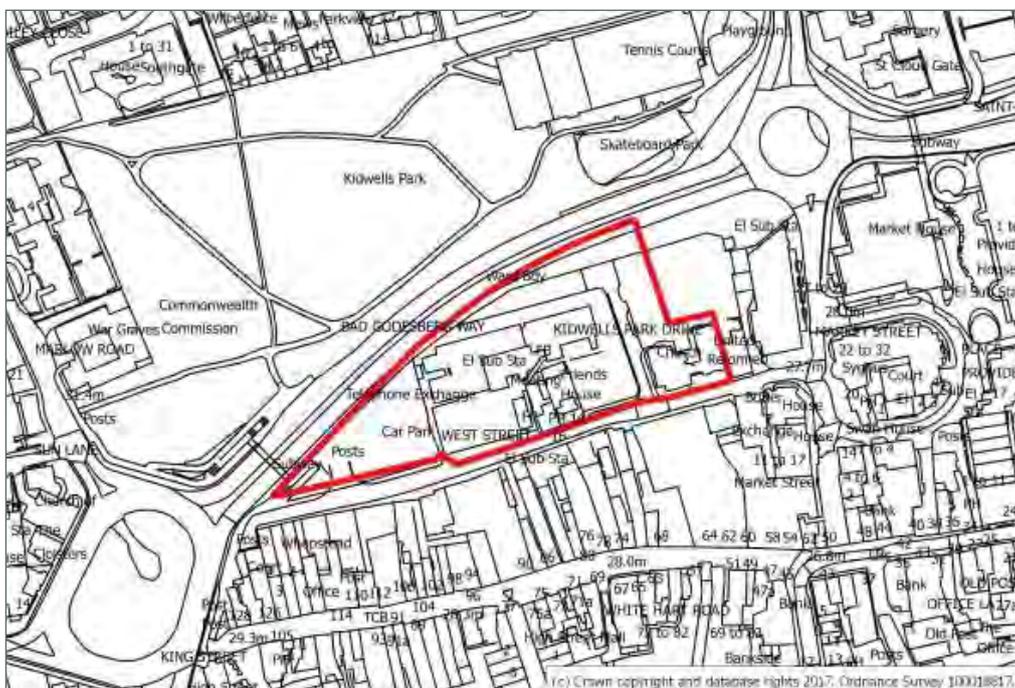
HA3: SAINT-CLOUD WAY	
Allocation	▶ Approximately 600 residential units on previously developed land
Site size	▶ Site size 2.58Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Designed sensitively to conserve and enhance the setting of the listed building</li> <li>▶ Opportunity to create a landmark building at the corner of Saint-Cloud Way and Cookham Road</li> <li>▶ Designed to be of high quality which supports the character of the area</li> <li>▶ Designed sensitively to consider the privacy and amenity of neighbouring residential properties</li> <li>▶ Designed to improve the pedestrian and cycle routes to the site into the town centre and to Kidwells Park</li> <li>▶ Provision of green infrastructure linking to existing green and blue infrastructure</li> <li>▶ Retaining adjacent medical centre unless acceptable provision is made elsewhere</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Vehicular access</li> <li>▶ Servicing and refuse</li> <li>▶ Pedestrian and cycle routes</li> <li>▶ Impact on neighbouring properties</li> <li>▶ Character and appearance, particularly from the A4</li> <li>▶ Heritage</li> <li>▶ Noise and air quality due to proximity of A4</li> </ul>

Table HA3 Saint-Cloud Way

**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

**HA4: West Street**



HA4: Saint-Cloud Way

HA4: WEST STREET	
Allocation	▶ Allocation Approximately 240 residential units as part of a mixed use development on previously developed land
Site size	▶ 1.13Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Reducing the barrier of the A4 and improving links to Kidwells Park and the town centre</li> <li>▶ Provision of green infrastructure</li> <li>▶ Provide pedestrian and cycle links through the site to improving the connectivity between Kidwells Park and the town centre</li> <li>▶ Re-provision of public car parking</li> <li>▶ Provide improvements to the quality of the public realm</li> <li>▶ Designed to be of a high quality that supports the character and function of the area</li> <li>▶ Retaining existing community uses unless acceptable provision is made elsewhere</li> <li>▶ Retain Listed building</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ An appropriate link between the site and the High Street to enhance the vitality and viability of the town centre</li> <li>▶ Heritage</li> <li>▶ Servicing and refuse</li> </ul>

Table HA4 West Street



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

**HA5: York Road**



Map HA5 York Road

HA5: YORK ROAD	
Allocation	▶ Approximately 320 residential units as part of a mixed use scheme on previously developed land
Site size	▶ 4.50Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Retain football pitch and enhance accessibility</li> <li>▶ Retaining existing community uses unless acceptable provision is made elsewhere</li> <li>▶ Provision of pedestrian and cycle links to the town centre, waterway and railway station</li> <li>▶ Provision of green infrastructure including a pocket park to link existing green and blue infrastructure</li> <li>▶ Replacement of existing public car parking</li> <li>▶ Respecting the setting of the library as a Listed building</li> <li>▶ Enhance the York Stream by improving its amenity value and accessibility</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Integrating waterways into new development</li> <li>▶ Refuse and servicing</li> <li>▶ Heritage</li> <li>▶ Flooding and surface water drainage</li> </ul>

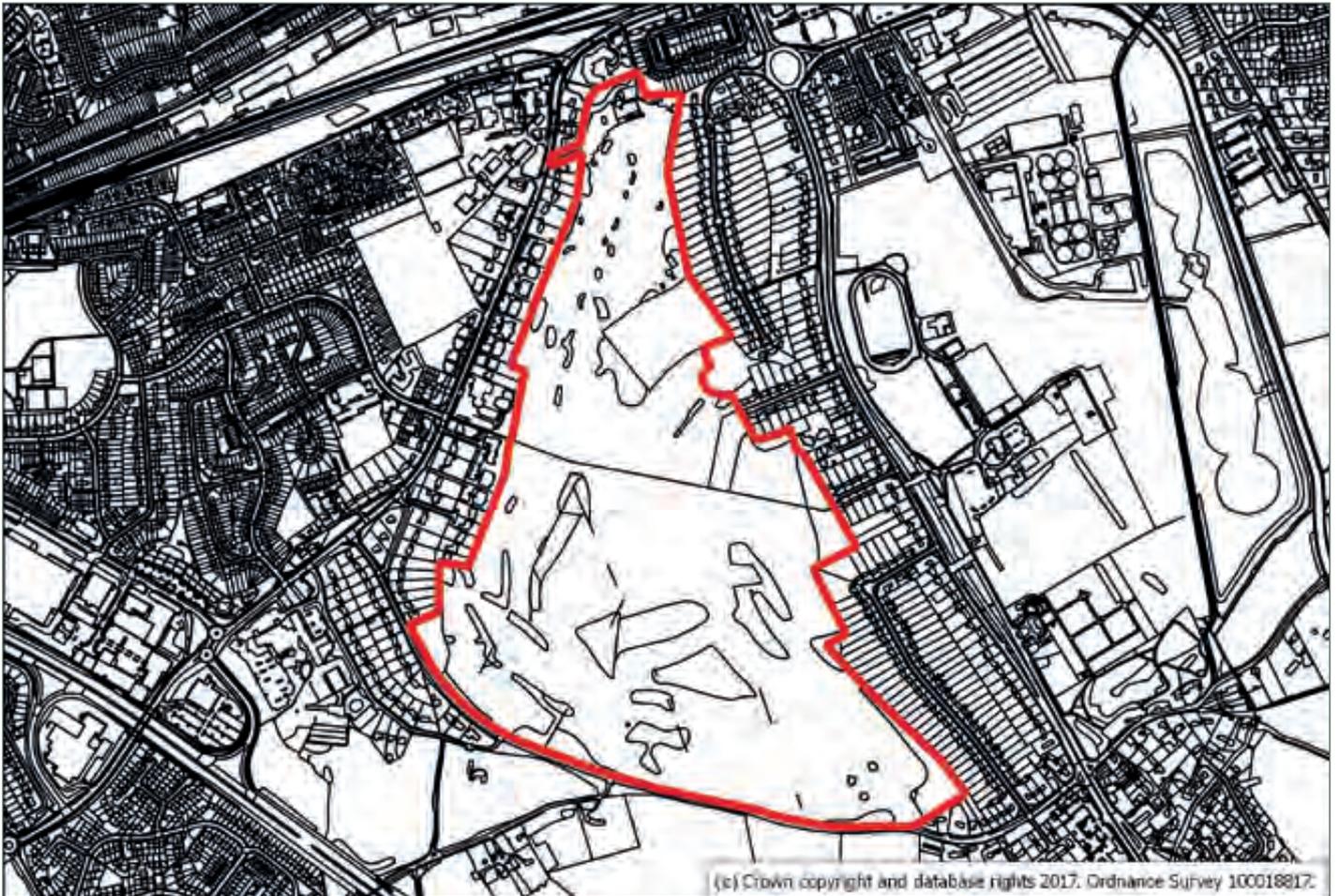
Table HA5 York Road



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA6: Maidenhead Golf Course



Map HA6: Maidenhead Golf Course

**HA6: MAIDENHEAD GOLF COURSE**

Allocation	<ul style="list-style-type: none"> <li>▶ Approximately 2,000 residential units on Green Belt land</li> <li>▶ Educational facilities including primary and secondary schools</li> <li>▶ Strategic public open space, formal play and playing pitch provision</li> <li>▶ Multi-functional community hub as part of a Local Centre</li> </ul>
Site size	<ul style="list-style-type: none"> <li>▶ 53.18Ha</li> </ul>



<b>HA6: MAIDENHEAD GOLF COURSE</b>	
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Provision of a strategic public open space</li> <li>▶ Provision of education facilities, including primary and secondary schools</li> <li>▶ Provision of a Local Centre to include small scale retail services, community facilities, health infrastructure and a local recycling point</li> <li>▶ Retain Rushington Copse, and ensure other mature trees and hedgerows are retained where possible</li> <li>▶ Safeguard protected species</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Enhanced vehicular access</li> <li>▶ Enhance the existing Public Right of Way from Clifton Close to Shoppenhangers Road</li> <li>▶ Provide appropriate mitigation measure to address the impact of noise and air quality on Maidenhead Town Centre AQMA</li> <li>▶ Provision of pedestrian and cycle links through the site to provide links between Harvest Hill Road, Shoppenhangers Road, Braywick Road and to National Cycle Route/Green Way</li> <li>▶ Designed sensitively to consider the impact of long distance views</li> <li>▶ Designed to be sensitive to existing properties around the site, and the sloping topography</li> <li>▶ Designed to take account of the impact of lighting</li> <li>▶ Off-site improvements to enhance access to Braywick Park</li> <li>▶ Alterations to Harvest Hill Road to facilitate pedestrian and cycle access across the town</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ On-site infrastructure provision and phasing</li> <li>▶ Highways</li> <li>▶ Biodiversity</li> <li>▶ Sloping topography</li> <li>▶ Public Right of Way across the site</li> <li>▶ Low carbon district heating</li> <li>▶ Development intensity</li> </ul>

Table HA6 Maidenhead Golf Course



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA7: Land south of Harvest Hill Road, Maidenhead



HA7 Land south of Harvest Hill Road, Maidenhead

HA7: LAND SOUTH OF HARVEST HILL ROAD AND KIMBERS LANE, MAIDENHEAD	
Allocation	▶ Approximately 380 residential units on Green Belt land
Site size	▶ 25.58Ha



**HA7: LAND SOUTH OF HARVEST HILL ROAD AND KIMBERS LANE, MAIDENHEAD**

**Requirements**

- ▶ Retain valuable trees where possible, particularly at site boundaries
- ▶ Retain boundary hedgerows where possible
- ▶ Retain and reinforce the tree landscape buffer to the A404(M) and A308(M)
- ▶ Avoid development in areas at risk of flooding to the south of the site
- ▶ Provide appropriate mitigation measure to address the impact of noise and air quality from the A404(M) and A308(M)
- ▶ Provide a tree landscape buffer between the site and the adjoining licensed waste site
- ▶ Designed sensitively to consider the impact of long distance views
- ▶ Designed sensitively to enhance the gateway into Maidenhead
- ▶ Designed sensitively to conserve and enhance the nearby setting of the listed building and scheduled monument
- ▶ Designed sensitively to conserve biodiversity of the area
- ▶ Designed to be sensitive to the scale and heights of the existing properties on Harvest Hill Road and Kimbers Lane
- ▶ Provide appropriate on-site public open space
- ▶ Off-site improvements to enhance access to Braywick Park
- ▶ Alterations to Harvest Hill Road to facilitate pedestrian and cycle access across the town
- ▶ Designed to take account of the impact of lighting

**Key considerations**

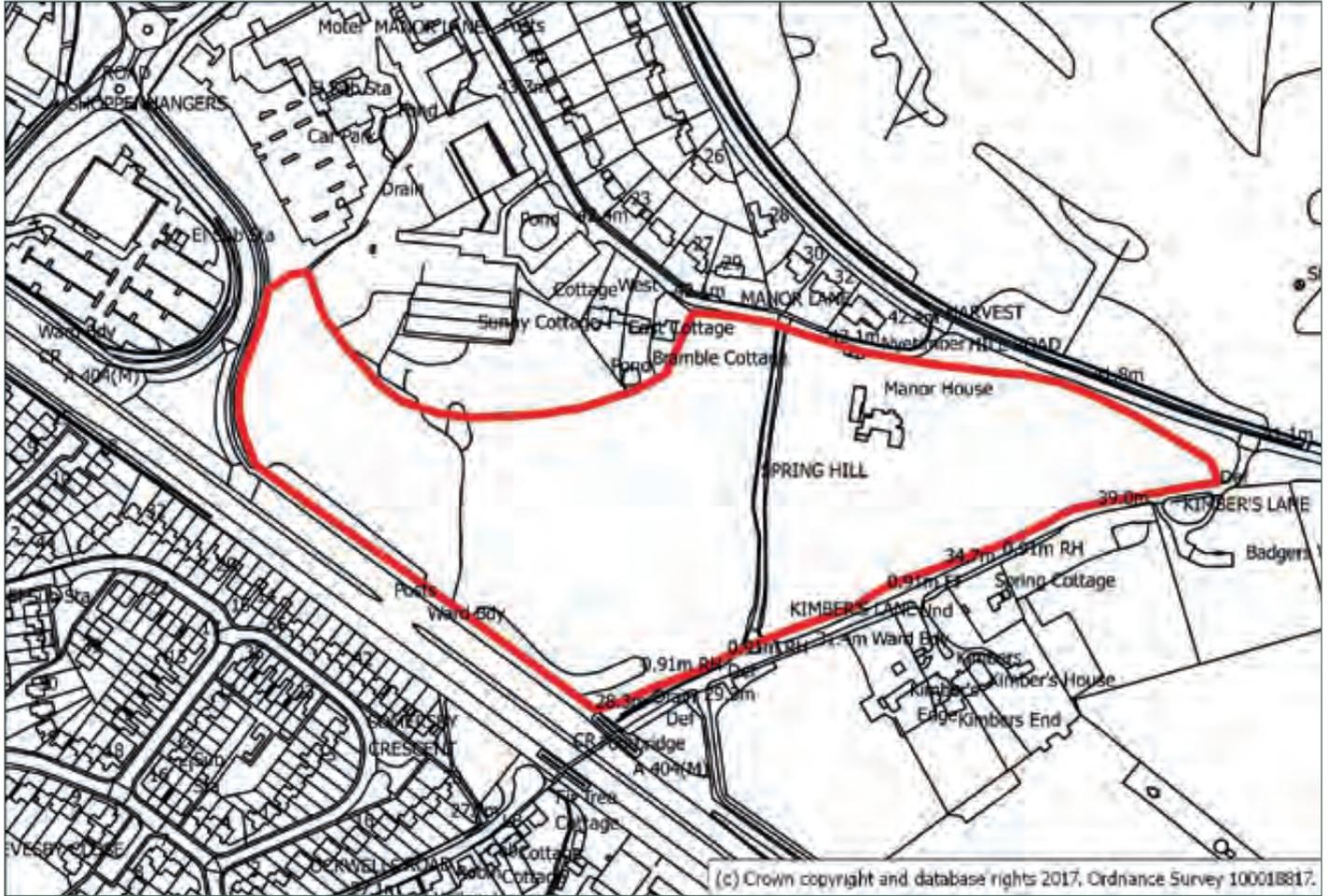
- ▶ Vehicular access
- ▶ Biodiversity
- ▶ Trees and hedgerows
- ▶ Character and appearance, particularly from the A404(M), A308(M)
- ▶ Heritage
- ▶ Noise and air quality due to proximity to the A404(M), A308(M) and licensed waste site
- ▶ Sloping topography



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA8: Land south of Manor Lane, Maidenhead



HA8: Land south of Manor Lane, Maidenhead

**HA8: LAND SOUTH OF MANOR LANE, MAIDENHEAD**

Allocation	▶ Approximately 220 residential units on Green Belt land
Site size	▶ 7.32Ha



**HA8: LAND SOUTH OF MANOR LANE, MAIDENHEAD**

<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Retain valuable trees where possible</li> <li>▶ Retain boundary hedgerows where possible</li> <li>▶ Retain and reinforce the tree landscape buffer to the A404(M)</li> <li>▶ Provide appropriate mitigation measure to address the impact of noise and air quality from the A404(M)</li> <li>▶ Provide appropriate on-site public open space</li> <li>▶ Designed sensitively to consider the impact of long distance views</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Designed to be sensitive to the scale and heights of the existing properties on Manor Lane and Kimbers Lane, and those granted planning permission on the former site of Shoppenhangers Manor</li> <li>▶ Provide pedestrian and cycle routes through the site to improve connectivity to the footbridge crossing the A404(M)</li> <li>▶ Alterations to Harvest Hill Road to facilitate pedestrian and cycle access across the town</li> <li>▶ Designed to take account of the impact of lighting</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Vehicular access</li> <li>▶ Biodiversity</li> <li>▶ Trees and hedgerows</li> <li>▶ Noise and air quality due to proximity to the A404(M)</li> <li>▶ Sloping topography</li> </ul>

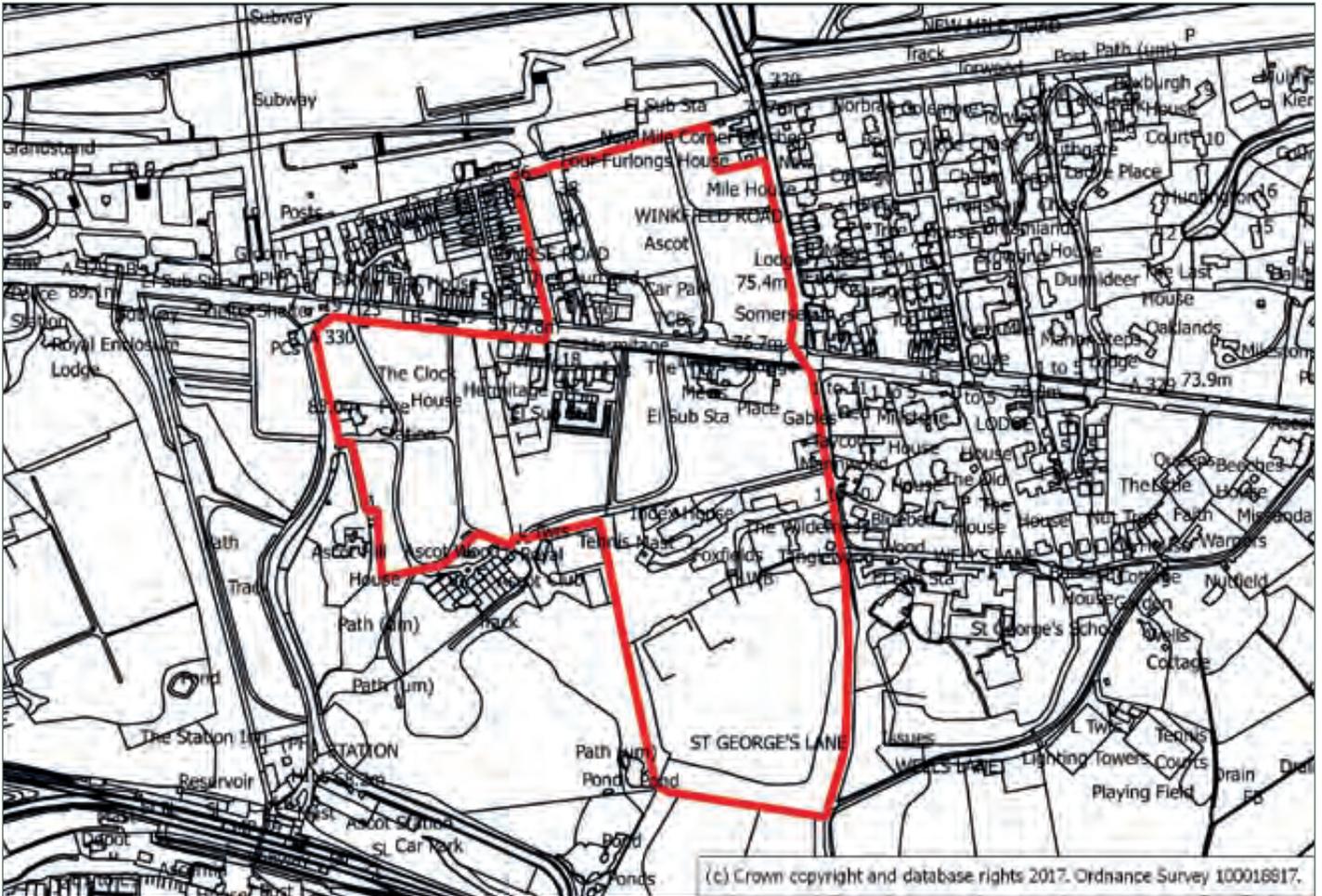
HA8: Land south of Manor Lane, Maidenhead



D HOUSING SITE ALLOCATION PROFORMAS

Housing Site Allocation

HA10: Ascot Centre



HA10: Ascot Centre

HA10: ASCOT CENTRE

Allocation	<ul style="list-style-type: none"> <li>▶ Approximately 300 residential units on some areas of Green Belt land</li> <li>▶ Strategic open space including retention/reprovision</li> <li>▶ Multi-functional community hub</li> <li>▶ Small scale retail including independent retailers</li> </ul>
Site size	▶ 18.69Ha



HA10: ASCOT CENTRE	
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Holistic mixed use development</li> <li>▶ Provision of public car parking</li> <li>▶ Provision of strategic public open space</li> <li>▶ Provision of community facilities</li> <li>▶ Provision of small scale retail services</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Retain mature trees and hedgerows where possible</li> <li>▶ Provide pedestrian and cycle links through the site, including from Ascot Railway Station</li> <li>▶ Provide improvements to the quality of the public realm specifically the High Street environment for pedestrians</li> <li>▶ Designed to be of a high quality which supports the character and function of the area</li> <li>▶ Maintain and enhance the public right of way on St George's Lane</li> <li>▶ Enhanced vehicular access, including improved connectivity through the site</li> <li>▶ Designed to be sensitive to the scale and heights of existing properties around the site, and the sloping topography</li> <li>▶ Designed sensitively to consider the impact of long distance views</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ On-site infrastructure provision</li> <li>▶ Ascot race day car and coach parking</li> <li>▶ Mitigation of the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England</li> <li>▶ Vehicular, cycle and pedestrian access and connectivity</li> <li>▶ Biodiversity</li> <li>▶ Sloping topography</li> <li>▶ Setting and character of Ascot</li> </ul>

Table HA10 Ascot Centre



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA11: Land west of Windsor, north and south of the A308, Windsor



HA11 Land west of Windsor, north and south of A308

**HA11: LAND WEST OF WINDSOR, NORTH AND SOUTH OF THE A308, WINDSOR**

Allocation	<ul style="list-style-type: none"> <li>▶ Approximately 450 residential units on Green Belt land</li> <li>▶ Strategic public open space</li> <li>▶ Formal pitch provision for football and rugby</li> <li>▶ Multi-functional community hub</li> <li>▶ Educational facilities</li> </ul>
Site size	▶ 27.76Ha



HA11: LAND WEST OF WINDSOR, NORTH AND SOUTH OF THE A308, WINDSOR	
Requirements	<ul style="list-style-type: none"> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Provide pedestrian and cycle links through the site to improve connectivity</li> <li>▶ Protect and enhance public rights of way</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity</li> <li>▶ Development to front the A308</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Improve pedestrian and cycle links between the northern and southern parts of the site</li> <li>▶ Designed to be of a high quality which supports and enhances local character</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Flooding and surface water</li> <li>▶ Heritage</li> <li>▶ Landscaping</li> <li>▶ On-site infrastructure provision and phasing</li> <li>▶ Highways</li> <li>▶ Biodiversity</li> </ul>

Table HA11 Land west of Windsor, north and south of the A308, Windsor



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

**HA12: Boyn Valley Industrial Estate, Maidenhead**



HA12 Boyn Valley Industrial Estate

**HA12: BOYN VALLEY INDUSTRIAL ESTATE, MAIDENHEAD**

<b>Allocation</b>	▶ Approximately 240 residential units on previously developed land
<b>Site size</b>	▶ 2.47Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Provide appropriate green landscaping on to the Boyn Valley Road frontage; retain existing valuable trees</li> <li>▶ Maintain access to the safeguarded area for Crossrail works from Silco Drive</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise from the railway so as to protect residential amenity</li> <li>▶ Provide pedestrian and cycle links through the site to improve the connectivity between Silco Drive and Boyn Valley Road</li> <li>▶ Provision of appropriate on site public open space</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Noise</li> <li>▶ Access, including pedestrian and cycle access to the town centre and railway station</li> <li>▶ Topography</li> <li>▶ Development intensity</li> </ul>

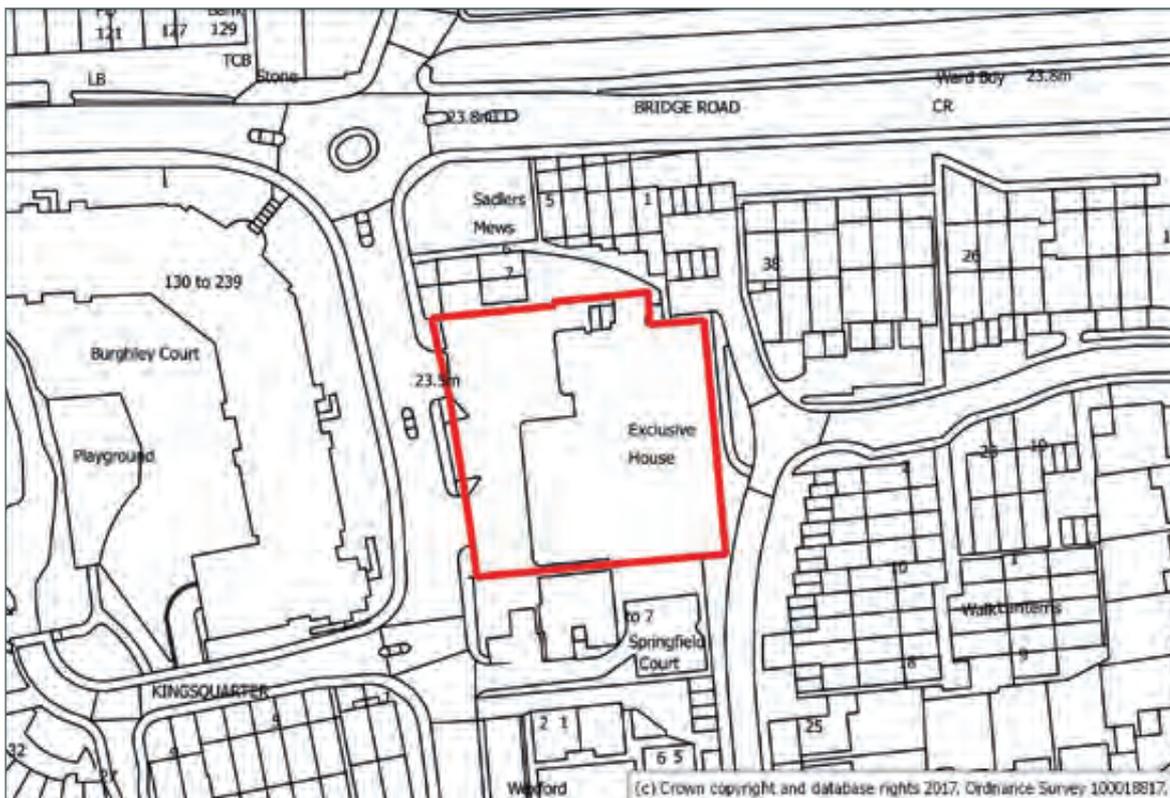
Table HA12 Boyn Valley Industrial Estate



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

**HA13: Exclusive House, Oldfield Road, Maidenhead**



Map HA13 Exclusive House, Oldfield Road, Maidenhead

**HA13 EXCLUSIVE HOUSE, OLDFIELD ROAD, MAIDENHEAD**

<b>Allocation</b>	▶ Approximately 40 residential units on previously developed land
<b>Site size</b>	▶ 0.27Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Provide appropriate green landscaping on to the Oldfield Road frontage</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Designed to be of high quality</li> <li>▶ Designed sensitively to consider the privacy and amenity of neighbouring residential properties</li> <li>▶ Provide appropriate mitigation measures to address the impact of air quality so as to protect residential amenity</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Access</li> <li>▶ Air quality</li> <li>▶ Impact on neighbouring properties</li> </ul>

Table HA13 Exclusive House, Oldfield Road, Maidenhead



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA14: Land south of Ray Mill Road East, Maidenhead



Map HA14 Land south of Ray Mill Road East, Maidenhead

**HA14 LAND SOUTH OF RAY MILL ROAD EAST, MAIDENHEAD**

<b>Allocation</b>	▶ Approximately 60 residential units on greenfield land
<b>Site size</b>	▶ 2.30Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Provision of public open space in areas of high flood risk</li> <li>▶ Designed to be of a high quality which supports the character and function of the area</li> <li>▶ Retain mature trees and hedgerows where possible</li> <li>▶ Provide pedestrian and cycle access onto Ray Mill Road East</li> <li>▶ Retain Public Right of Way along east and southern boundaries</li> <li>▶ Designed sensitively to consider the privacy and amenity of neighbouring residential properties</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Flood risk</li> <li>▶ Open space re-provision/enhancement</li> <li>▶ Access</li> <li>▶ Ecology</li> </ul>

Table HA14 Land south of Ray Mill Road East, Maidenhead



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA15: Middlehurst, 90-103 Boyn Valley Road, Maidenhead



Map HA15 Middlehurst, 90-103 Boyn Valley Road

HA15: MIDDLEHURST, 90-103 BOYN VALLEY ROAD, MAIDENHEAD	
Allocation	▶ Approximately 45 residential units on previously developed land
Site size	▶ 0.28Ha
Requirements	▶ Designed sensitively to consider the privacy and amenity of neighbouring potential residential properties
Key considerations	<ul style="list-style-type: none"> <li>▶ Topography</li> <li>▶ Access</li> <li>▶ Design</li> </ul>

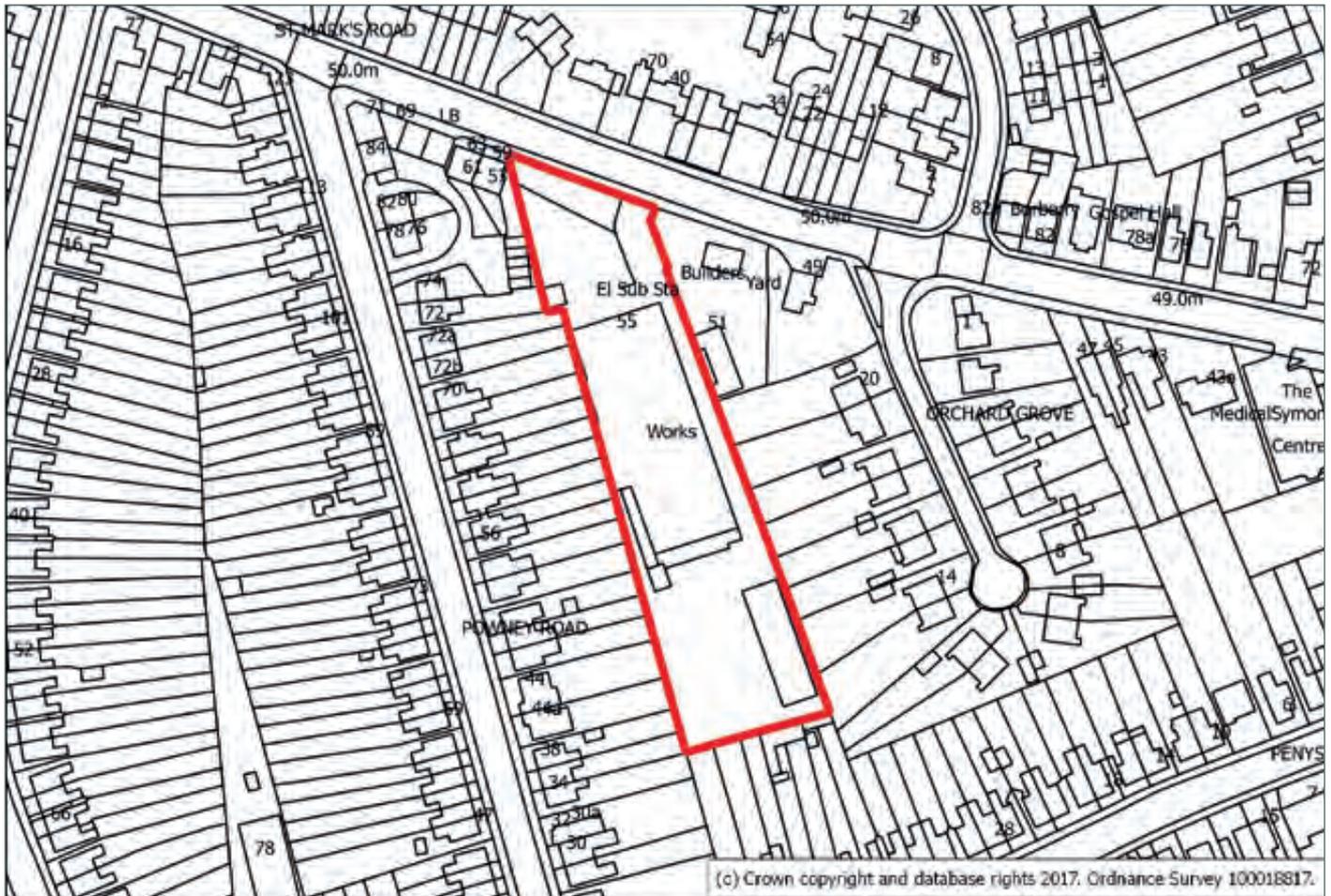
Table HA15 Middlehurst, 90-103 Boyn Valley Road



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA16: Osbornes Garage, 55 St Marks Road, Maidenhead



Map HA16 Osbornes Garage

HA16: OSBORNES GARAGE, 55 ST MARKS ROAD MAIDENHEAD	
Allocation	▶ Approximately 20 residential units on previously developed land
Site size	▶ 0.49Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Designed to be of a high quality which supports the character of the area</li> <li>▶ Designed sensitively to consider the privacy and amenity of neighbouring residential properties</li> <li>▶ Provide appropriate green landscaping to St Marks Road</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Design</li> <li>▶ Character and streetscene</li> <li>▶ Topography</li> <li>▶ Access</li> </ul>

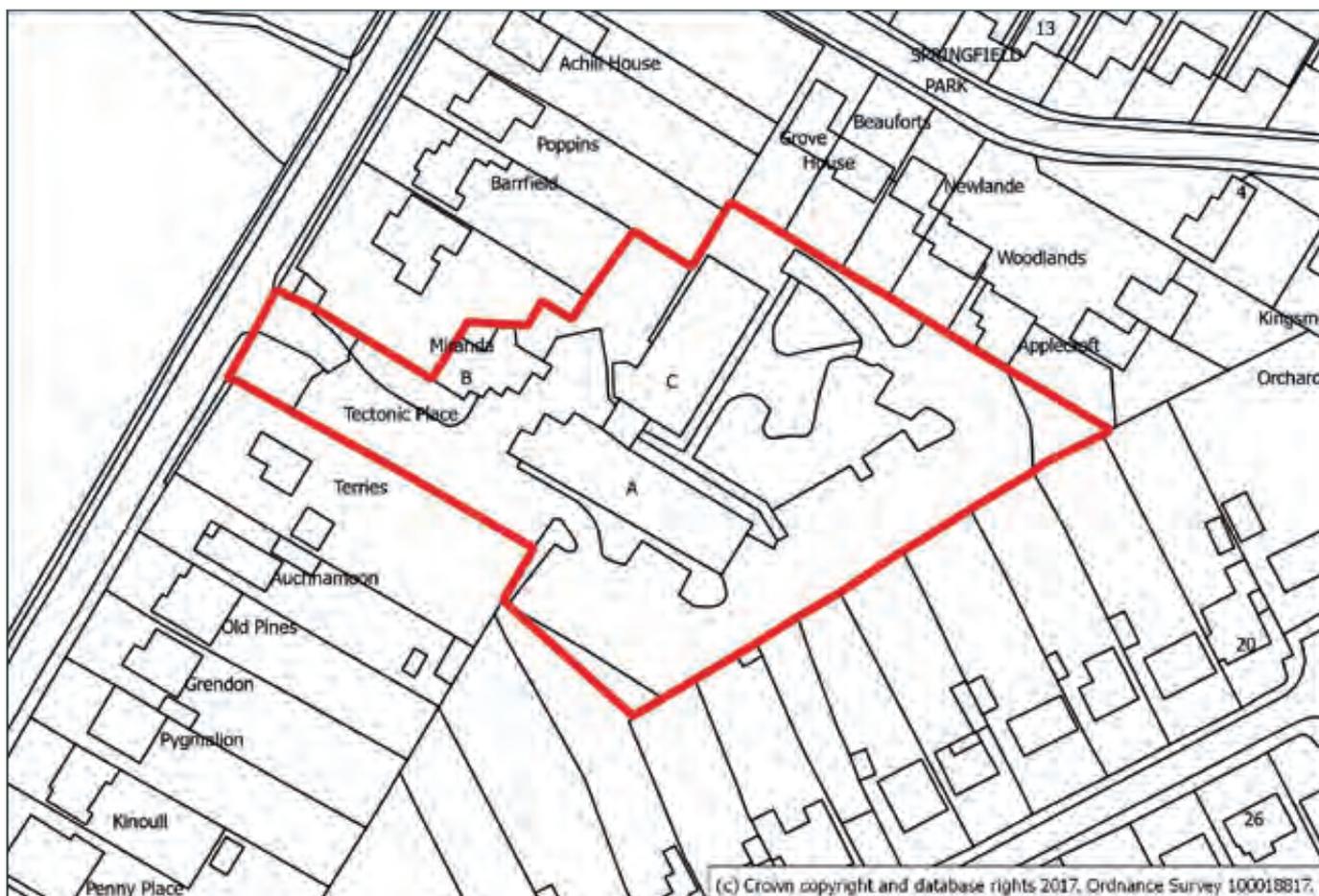
Table HA16 Osbornes Garage



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA17: Tectonic Place, Holyport Road, Maidenhead



Map HA17 Tectonic Place, Holyport Road

**HA17: TECTONIC PLACE, HOLYPORT ROAD, MAIDENHEAD**

Allocation	▶ Approximately 25 residential units on previously developed land
Site size	▶ 0.65Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Designed to be of a high quality which supports the character of a residential area</li> <li>▶ Designed sensitively to consider the privacy and amenity of neighbouring residential properties</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Design</li> <li>▶ Character and streetscene</li> <li>▶ Access</li> <li>▶ Air quality</li> </ul>

Table HA17 Tectonic Place, Holyport Road, Maidenhead



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA18: Land between Windsor Road and Bray Lake, south of Maidenhead



Map HA18 Land between Windsor Road and Bray Lake

HA18: LAND BETWEEN WINDSOR ROAD AND BRAY LAKE, SOUTH OF MAIDENHEAD	
Allocation	<ul style="list-style-type: none"> <li>▶ Approximately 100 residential units on Green Belt land</li> <li>▶ Relocation of Thames Hospice</li> </ul>
Site size	<ul style="list-style-type: none"> <li>▶ 7.42Ha</li> </ul>
Requirements	<ul style="list-style-type: none"> <li>▶ Designed to be high quality with appropriate edge treatment to lake</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, and incorporating appropriate flood risk reduction measures</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise from the Windsor Road so to protect residential amenity</li> <li>▶ Link to permitted path around the lake</li> <li>▶ Designed sensitively to consider the impact of long distance views</li> <li>▶ Retain valuable trees and hedgerows, particularly at site boundaries</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Flooding</li> <li>▶ Access</li> <li>▶ Air quality</li> <li>▶ Ecology/protected species</li> </ul>

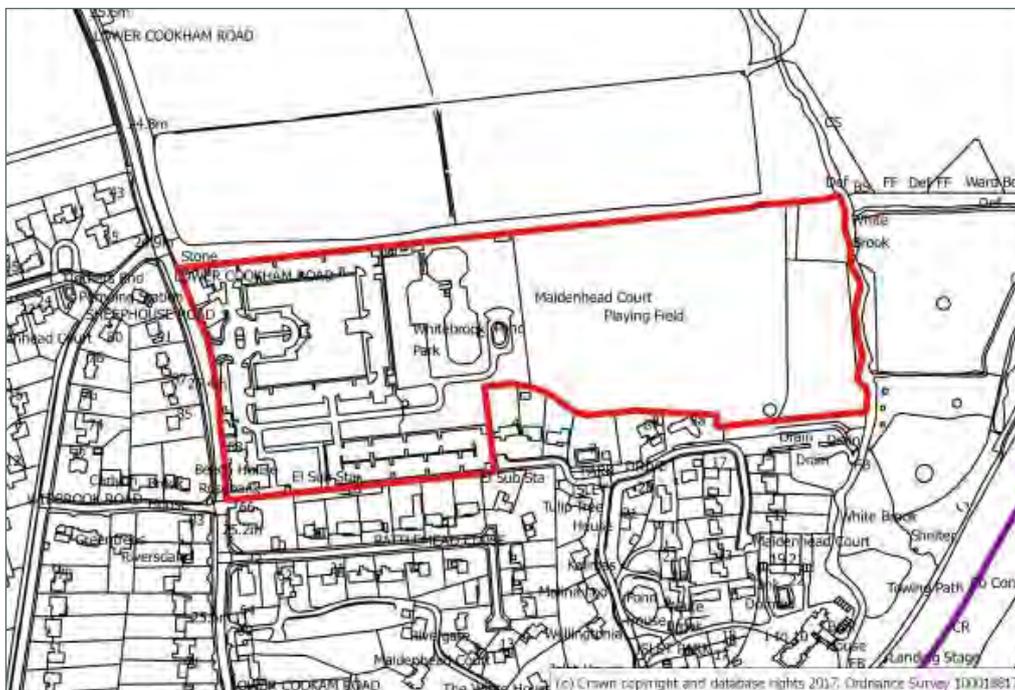
Table HA18 Land between Windsor Road and Bray Lake



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA19: Whitebrook Park, including land east of Whitebrook Park, Lower Cookham Road, Maidenhead



Map HA19 Whitebrook Park, including land east of Whitebrook Park, Maidenhead

**HA19: WHITEBROOK PARK, INCLUDING LAND EAST OF WHITEBROOK PARK, LOWER COOKHAM ROAD, MAIDENHEAD**

Allocation	<ul style="list-style-type: none"> <li>▶ Approximately 175 residential units, on some areas of Green Belt land</li> <li>▶ Plots for self build/custom housing</li> </ul>
Site size	<ul style="list-style-type: none"> <li>▶ 8.12Ha</li> </ul>
Requirements	<ul style="list-style-type: none"> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Designed to be of high quality</li> <li>▶ Provision of on-site public open space</li> <li>▶ Facilitate recreational access to Thames Path</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Flooding</li> <li>▶ Access</li> <li>▶ Design and character</li> <li>▶ Biodiversity</li> </ul>

Table HA19 Whitebrook Park, including land east of Whitebrook Park, Maidenhead



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA20: Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead



Map HA20 Land east of Woodlands Park Avenue and north of Woodlands Business Park

**HA20: LAND EAST OF WOODLANDS PARK AVENUE AND NORTH OF WOODLANDS BUSINESS PARK, MAIDENHEAD**

<b>Allocation</b>	<ul style="list-style-type: none"> <li>▶ Approximately 300 residential units on Green Belt land</li> <li>▶ Strategic public open space</li> <li>▶ Sports pitches</li> </ul>
<b>Site size</b>	▶ 16.69Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Designed sensitively to conserve and enhance the setting of nearby listed building</li> <li>▶ Provide pedestrian and cycle links through the site</li> <li>▶ Development to front Woodlands Park Avenue</li> <li>▶ Connect to Public Rights of Way network</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Heritage</li> <li>▶ Landscape</li> <li>▶ Biodiversity</li> </ul>

Table HA20 Land east of Woodlands Park Avenue and north of Woodlands Business Park



## D HOUSING SITE ALLOCATION PROFORMAS

### Housing Site Allocation

HA21: Land known as Spencer’s Farm, north of Lutman Lane, Maidenhead



Map HA21 Land known as Spencer’s Farm, north of Lutman Lane

#### HA21: LAND KNOWN AS SPENCER’S FARM, NORTH OF LUTMAN LANE, MAIDENHEAD

Allocation	<ul style="list-style-type: none"> <li>▶ Approximately 300 residential units on Green Belt land</li> <li>▶ Educational facilities and associated pitches</li> </ul>
Site size	<ul style="list-style-type: none"> <li>▶ 19.94Ha</li> </ul>
Requirements	<ul style="list-style-type: none"> <li>▶ Retain existing football pitch and provide changing facilities</li> <li>▶ Consider providing junior football pitch</li> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Connectivity to the Public Rights of Way network</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise from the railway line so to protect residential amenity</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Topography</li> <li>▶ Flooding and surface water</li> <li>▶ Access</li> <li>▶ Biodiversity</li> </ul>

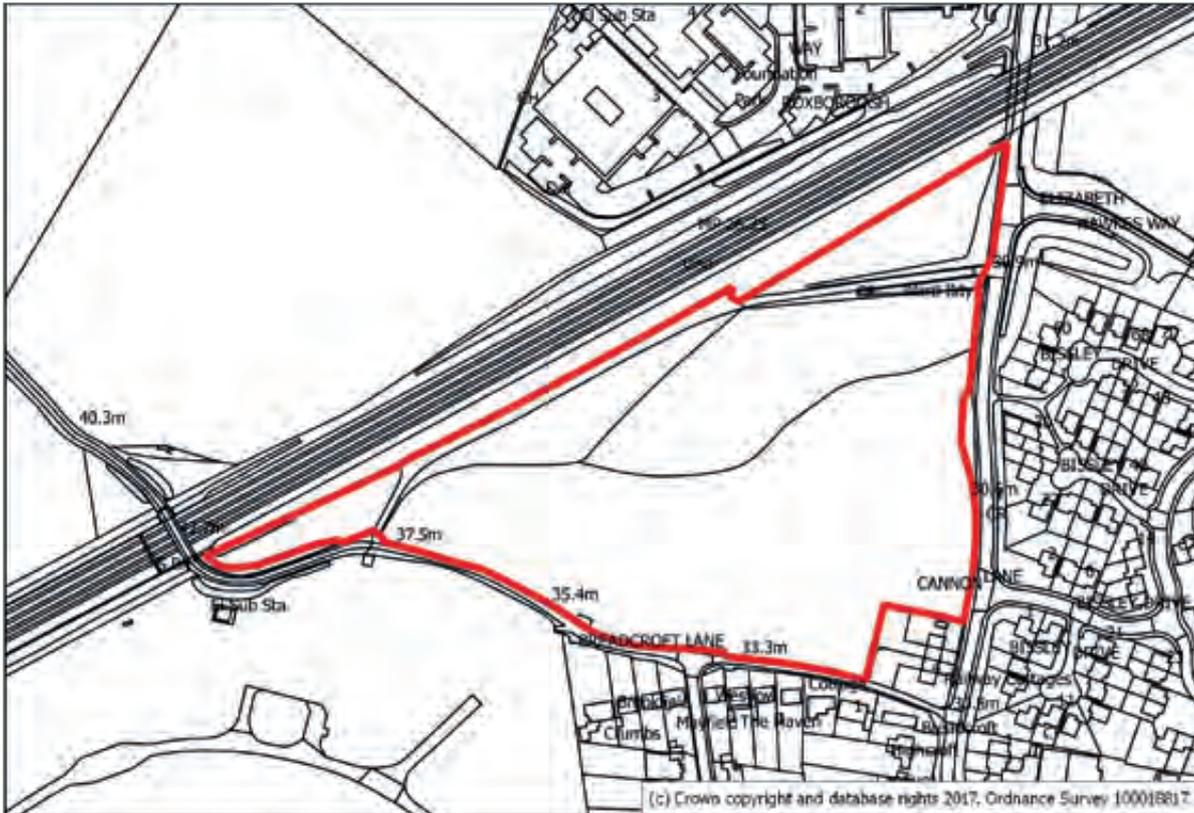
Table HA21 Land known as Spencer’s Farm, north of Lutman Lane



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA22: Land north of Breadcroft Lane and south of the railway line, Maidenhead



Map HA22 Land north of Breadcroft Lane and south of the railway line

**HA22: LAND NORTH OF BREADCROFT LANE AND SOUTH OF THE RAILWAY LINE, MAIDENHEAD**

Allocation	▶ Approximately 100 residential units on Green Belt land
Site size	▶ 3.88Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Retain access point to the railway tracks for Network Rail</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise from the railway line so to protect residential amenity</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Designed to be of a high quality which supports the character of the area</li> <li>▶ Connectivity to the Public Rights of Way network</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Noise</li> <li>▶ Access</li> <li>▶ Ecology</li> <li>▶ Biodiversity</li> </ul>

Table HA22 Land north of Breadcroft Lane and south of the railway line



## D HOUSING SITE ALLOCATION PROFORMAS

### Housing Site Allocation

HA23: Land west of Monkey Island Lane, Maidenhead



Land west of Monkey Island Lane, Maidenhead

#### HA23: LAND WEST OF MONKEY ISLAND LANE, MAIDENHEAD

Allocation	▶ Approximately 100 residential units on Green Belt land
Site size	▶ 6.69Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Provide an appropriate solution for addressing the possible contamination of the site</li> <li>▶ Connect to Public Rights of Way network</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Appropriate edge treatment and transition to the countryside and lake</li> <li>▶ Designed sensitively to consider the impact on long distance views</li> <li>▶ Link to permitted path around lake</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Access</li> <li>▶ Flooding</li> <li>▶ Ecology/protected species</li> <li>▶ Air quality</li> </ul>

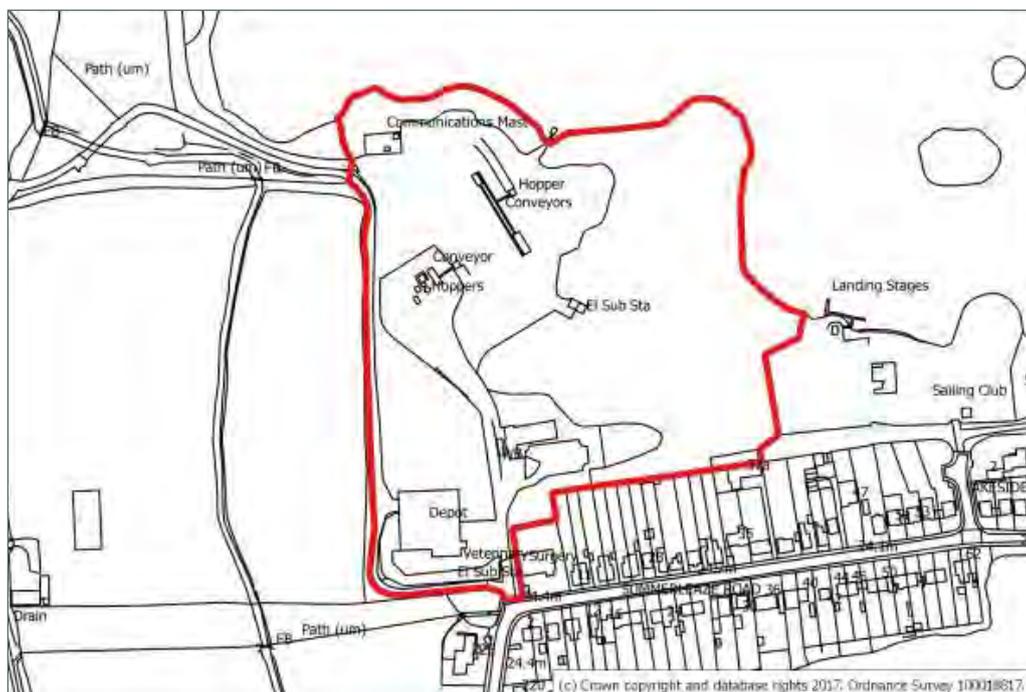
Table HA23 Land west of Monkey Island Lane, Maidenhead



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA24: Summerleaze, Summerleaze Road, Maidenhead



Map HA24 Summerleaze, Summerleaze Road, Maidenhead

**HA24: SUMMERLEAZE, SUMMERLEAZE ROAD, MAIDENHEAD**

<b>Allocation</b>	▶ Approximately 130 residential units on Green Belt land
<b>Site size</b>	▶ 6.20Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Provide suitable mitigation for development located in Flood Zone 3a</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Maintain and enhance the existing tree belt around the perimeter of the site</li> <li>▶ Designed sensitively to consider long distance views across Summerleaze Lake</li> <li>▶ Maintain and enhance the existing Public Right of Way</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Provide an appropriate solution for addressing the possible contamination of the site</li> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Improve connectivity to leisure/recreational provision at Summerleaze Park</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Biodiversity</li> <li>▶ Access</li> <li>▶ Flooding</li> <li>▶ Contamination/remediation</li> </ul>

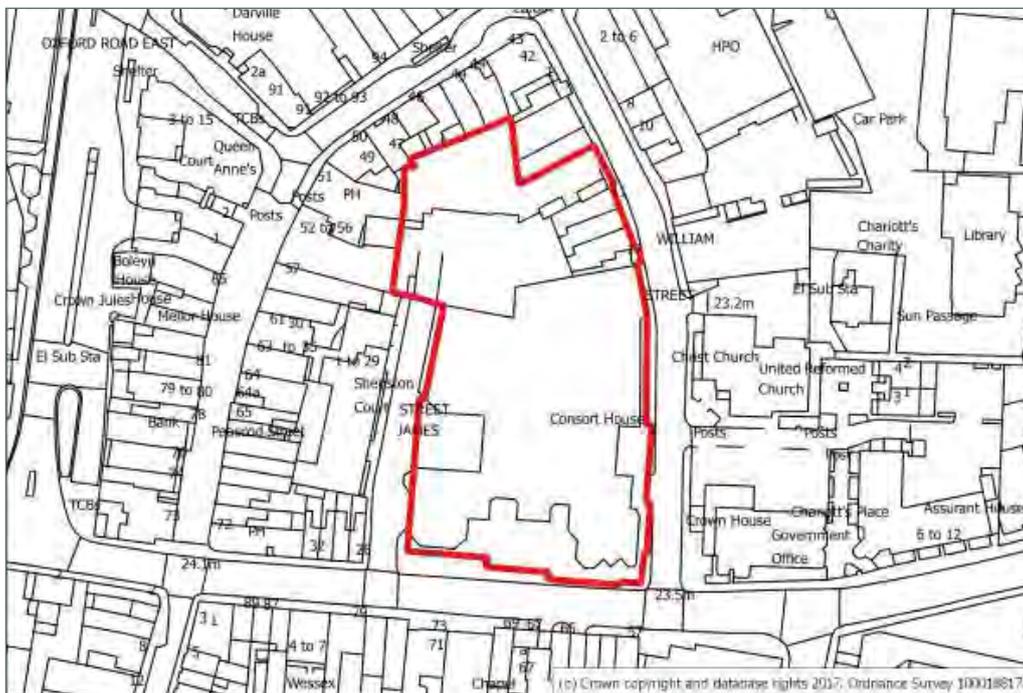
Table HA24 Summerleaze, Summerleaze Road, Maidenhead



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA25: Minton Place, Victoria Street, Windsor



Map 1 HA25 Minton Place, Victoria Street, Windsor

**HA25: MINTON PLACE, VICTORIA STREET, WINDSOR**

<b>Allocation</b>	▶ Approximately 100 residential units as part of a mixed use development on previously developed land
<b>Site size</b>	▶ 0.53Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ A mix of residential, employment, leisure/tourism and retail uses</li> <li>▶ Predominantly retail uses on the ground floor</li> <li>▶ Sufficient off-street parking for future occupiers</li> <li>▶ Designed sensitively to consider the impact on long distance views across Windsor</li> <li>▶ Designed to be of a high quality which supports the character of the Windsor Town Centre Conservation Area</li> <li>▶ Designed sensitively to conserve and enhance the setting of nearby listed buildings, particularly on Victoria Street</li> <li>▶ Provide pedestrian and cycle access to the site</li> <li>▶ Provide improvements to the quality of the public realm</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Heritage</li> <li>▶ Access</li> <li>▶ Mix of uses</li> <li>▶ Design</li> <li>▶ Servicing and refuse</li> <li>▶ Noise</li> </ul>

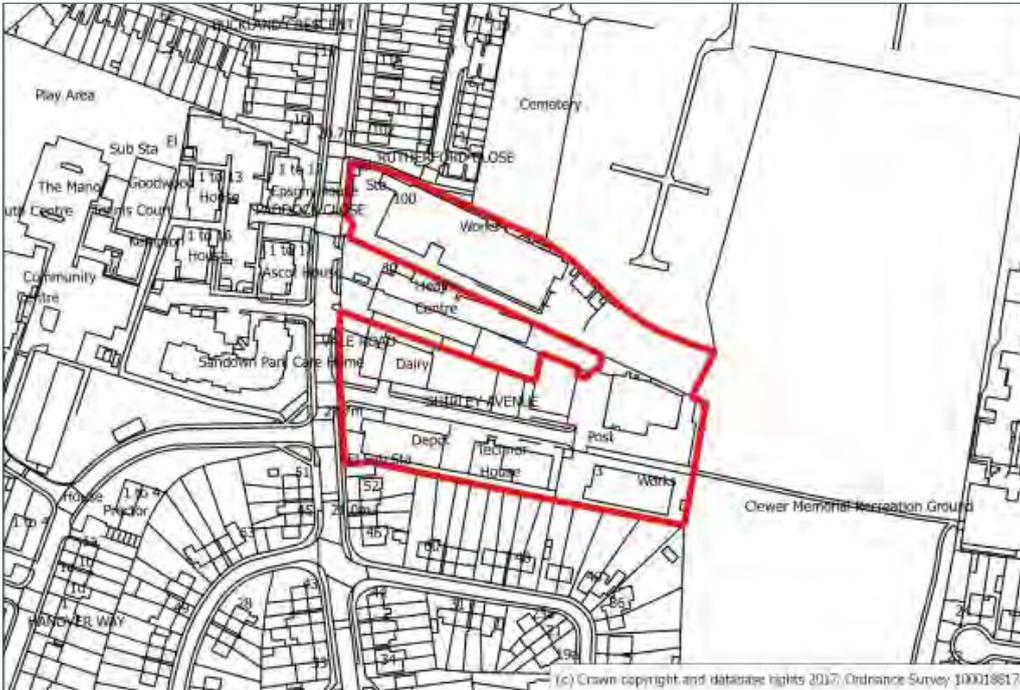
Table HA25 Minton Place, Victoria Street, Windsor



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA26: Shirley Avenue (Vale Road Industrial Estate), Windsor



Shirley Avenue (Vale Road Industrial Estate), Windsor

**HA26: SHIRLEY AVENUE (VALE ROAD INDUSTRIAL ESTATE), WINDSOR**

<b>Allocation</b>	▶ Approximately 80 residential units as part of a mixed use site on previously developed land
<b>Site size</b>	▶ 1.58Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Provide public open space on-site</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Retain and enhance pedestrian and cycle access to Clewley Memorial Recreation Ground</li> <li>▶ Designed to be of a high quality</li> <li>▶ Provide pedestrian, cycle and vehicular access onto Vale Road</li> <li>▶ Provide appropriate soft landscaping</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Potential contamination and remediation</li> <li>▶ Flood risk</li> <li>▶ Access</li> <li>▶ Design</li> <li>▶ Community facility</li> <li>▶ Noise</li> </ul>

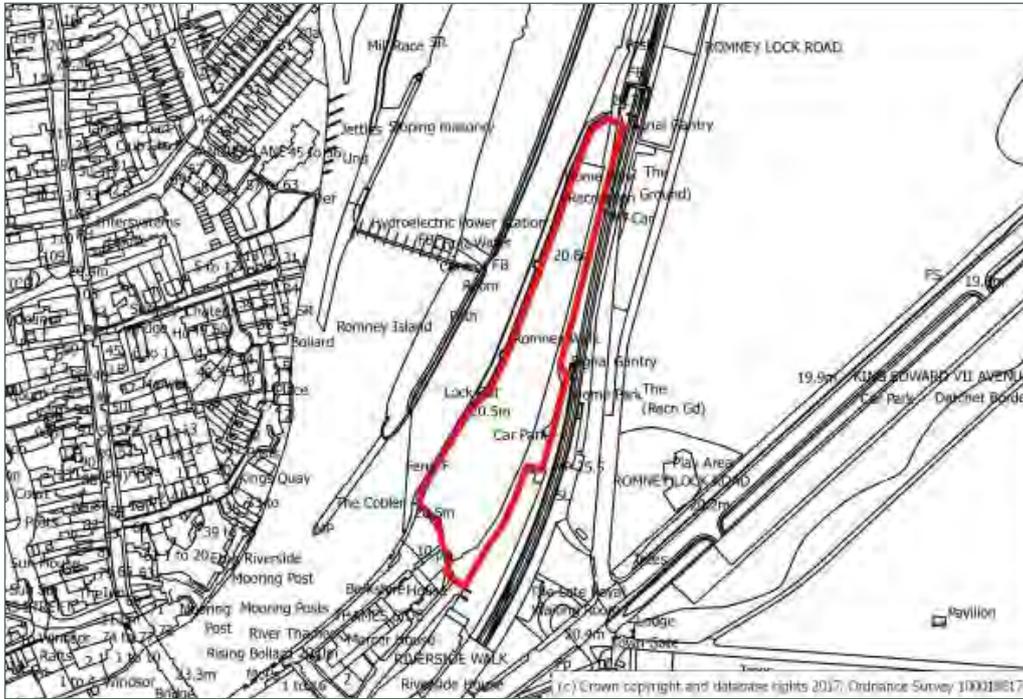
Table HA26 Shirley Avenue (Vale Road Industrial Estate), Windsor



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

**HA28: Windsor and Eton Riverside Station Car Park**



Windsor and Eton Riverside Station Car Park

HA28: WINDSOR AND ETON RIVERSIDE STATION CAR PARK	
Allocation	▶ Approximately 30 residential units on previously developed land
Site size	▶ 0.86Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Retain or reprovide car parking</li> <li>▶ Designed sensitively to consider the impact on long distance views, including from the River Thames</li> <li>▶ Designed to be of a high quality which supports the character and function of Windsor, and the Town Centre Conservation Area</li> <li>▶ Designed to be sensitive to the scale and heights of existing properties around the site, and its location in Windsor</li> <li>▶ Retain trees along river frontage to provide a green corridor along the River Thames</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Heritage</li> <li>▶ Design</li> <li>▶ Flooding</li> <li>▶ Noise</li> <li>▶ Operational railway</li> <li>▶ Access to the River Thames and Thames Path</li> </ul>

Table HA28 Windsor and Eton Riverside Station car park



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA29: Windsor Police Station, Alma Road, Windsor



HA29 Windsor Police Station, Alma Road, Windsor

**HA29: WINDSOR POLICE STATION**

Allocation	▶ Approximately 35 residential units on previously developed land
Site size	▶ 0.32Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Provide appropriate green landscaping to the Alma Road frontage</li> <li>▶ Designed sensitively to conserve and enhance the setting of the nearby Inner Windsor Conservation Area, the Trinity Place and Clarence Crescent Conservation Area, and associated listed and important non-listed buildings</li> <li>▶ Designed to be of high quality</li> <li>▶ Retain the valuable trees in proximity to the south west boundary</li> <li>▶ Pedestrian and cycle links to Recreation Ground</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Access</li> <li>▶ Trees and hedgerows</li> <li>▶ Heritage</li> <li>▶ Noise</li> </ul>

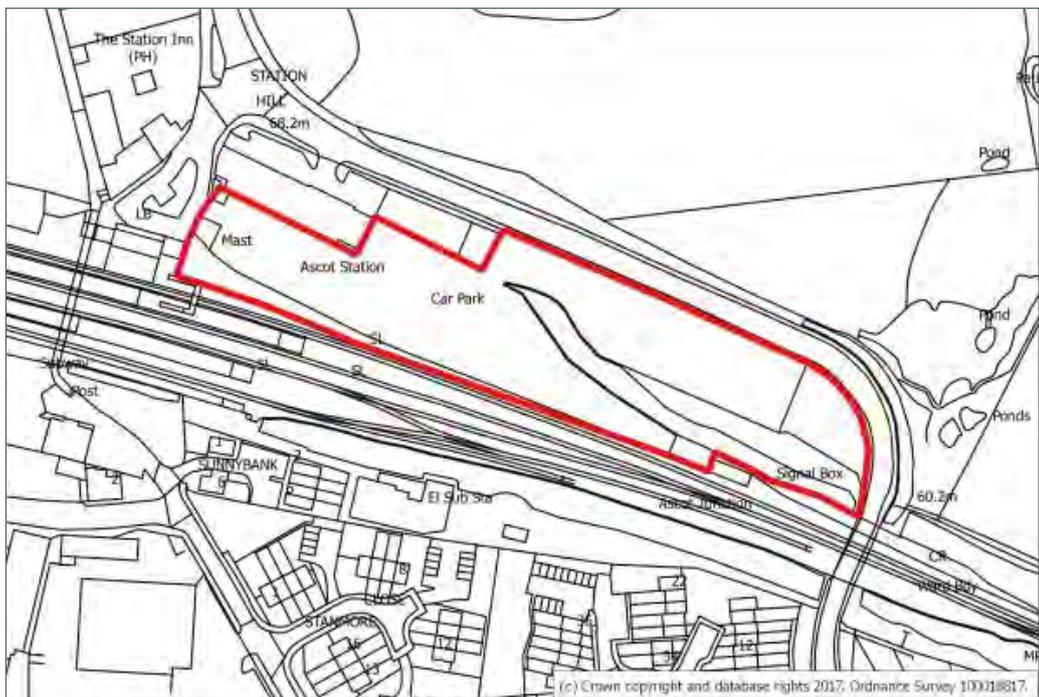
Table HA29 Windsor Police Station



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

**HA30: Ascot Station Car Park**



Map HA30 Ascot Station Car Park

HA30: ASCOT STATION CAR PARK	
Allocation	<ul style="list-style-type: none"> <li>▶ Approximately 35 residential units on previously developed Green Belt land</li> <li>▶ Car parking</li> </ul>
Site size	<ul style="list-style-type: none"> <li>▶ 1.14Ha</li> </ul>
Requirements	<ul style="list-style-type: none"> <li>▶ Provide an increase in the amount of public car parking currently available</li> <li>▶ A financial contribution to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England</li> <li>▶ Retain mature trees where possible</li> <li>▶ Designed sensitively to enhance the gateway into Ascot</li> <li>▶ Provide improvements to the quality of the public realm</li> <li>▶ Enhanced pedestrian and cycle access into and through the station from Station Hill</li> <li>▶ Designed sensitively to consider the impact on long distance views</li> <li>▶ Provide appropriate mitigation measure to address the impact on noise and air quality from the railway so to protect residential amenity</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Car parking</li> <li>▶ Noise</li> <li>▶ Railway station access</li> </ul>

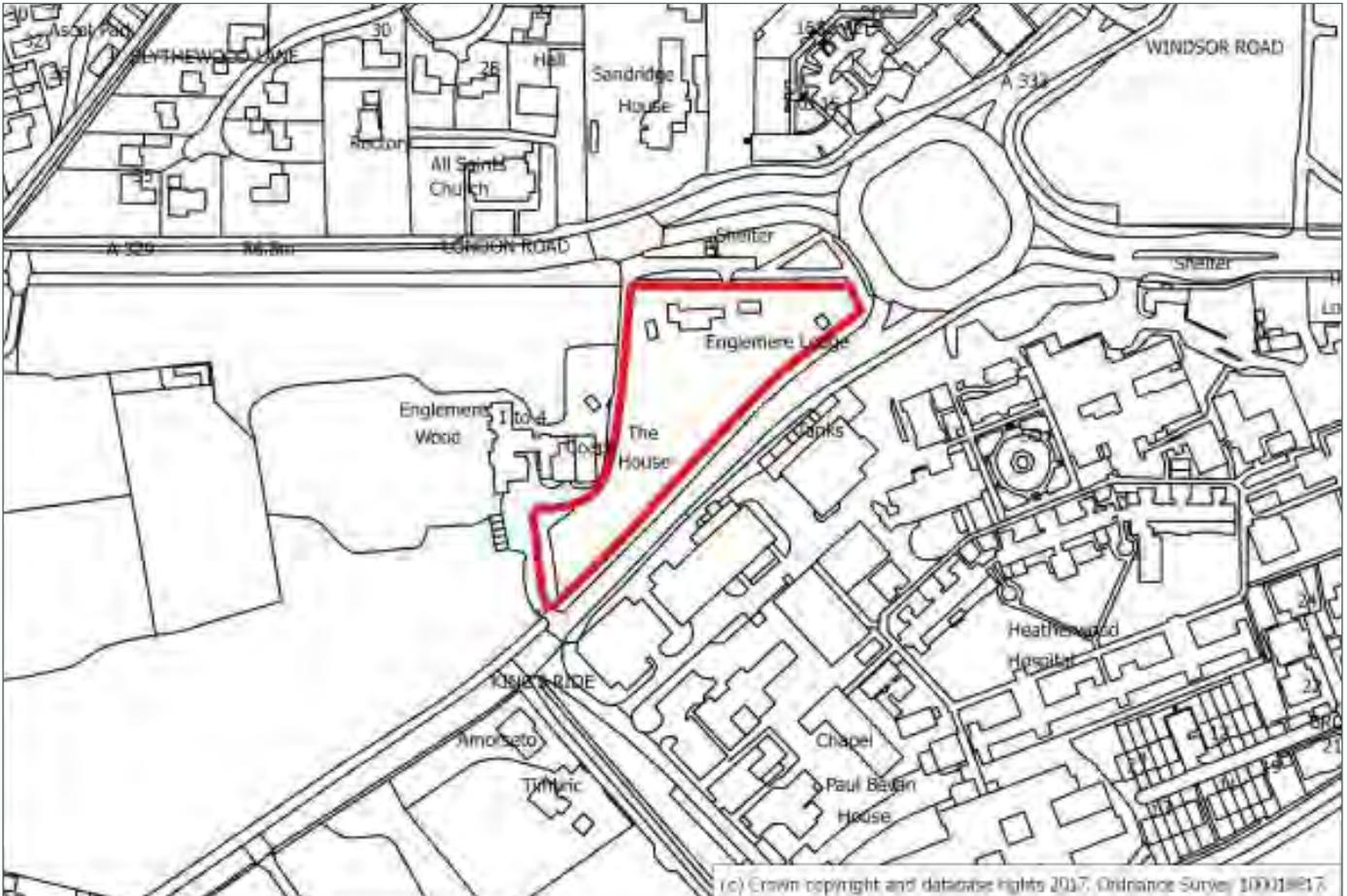
Table HA30 Ascot Station Car Park



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA31: Englemere Lodge, London Road, Ascot



HA31 Englemere Lodge, London Road, Ascot

HA31: ENGLEMERE LODGE, LONDON ROAD, ASCOT	
Allocation	▶ Approximately 10 residential units on Green Belt land
Site size	▶ 0.65Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Designed sensitively to enhance the gateway into Ascot</li> <li>▶ Designed to be of a high quality which supports the character of Ascot</li> <li>▶ Designed sensitively to consider the impact on long distance views, including from surrounding highways</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Trees</li> <li>▶ Design</li> <li>▶ Access</li> <li>▶ Noise</li> </ul>

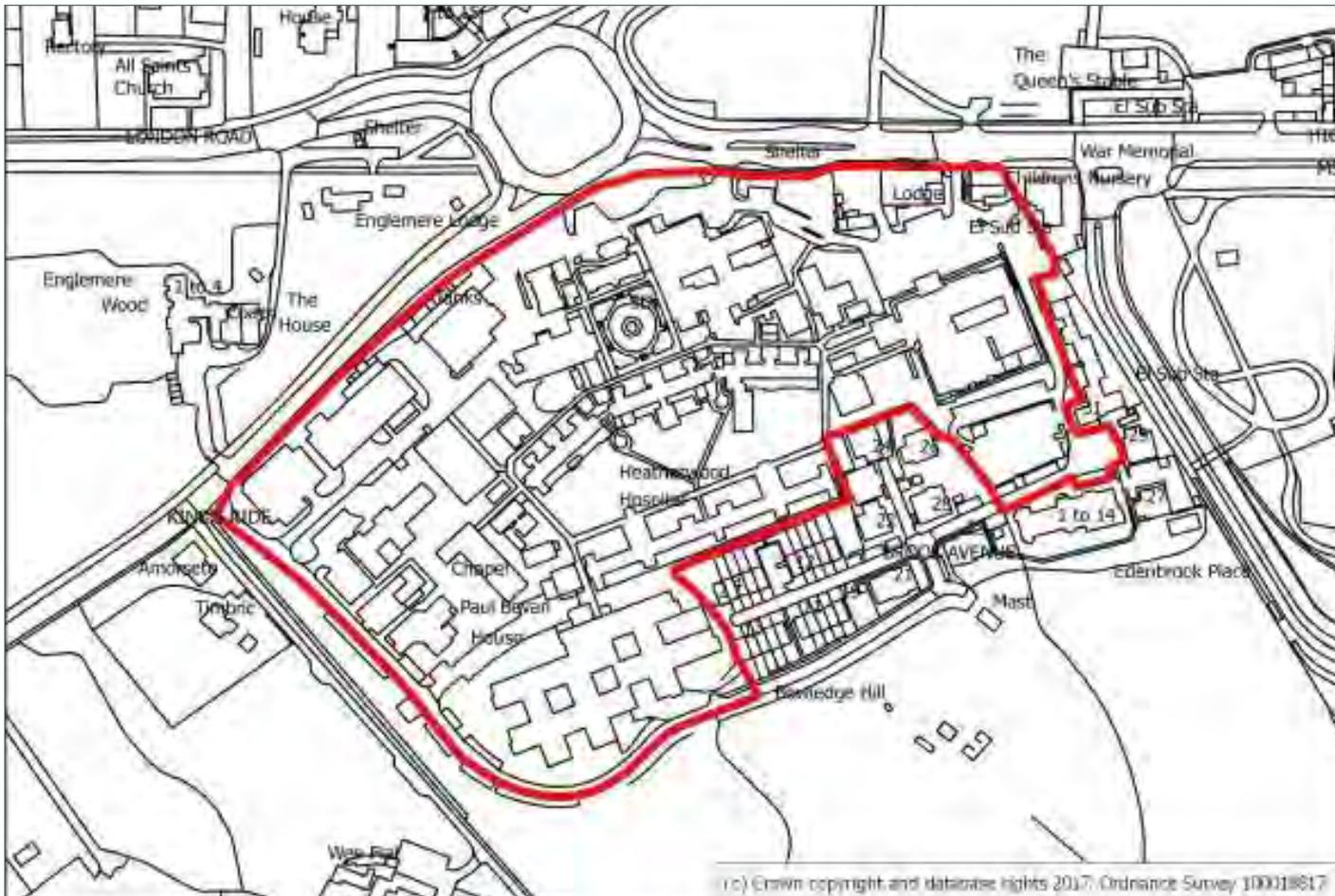
Table HA31 Englemere Lodge, London Road, Ascot



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA32: Heatherwood Hospital, Ascot



HA32 Heatherwood Hospital, Ascot

**HA32: HEATHERWOOD HOSPITAL, ASCOT**

Allocation	▶ Approximately 250 residential units (in addition to retained health use) on previously developed Green Belt land
Site size	▶ 6.95Ha



## HA32: HEATHERWOOD HOSPITAL, ASCOT

Requirements	<ul style="list-style-type: none"> <li>▶ Provision in perpetuity of on site bespoke SANG to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England. Requirements include a contribution towards Strategic Access Management and Monitoring and any other measures to satisfy the Habitat Regulations</li> <li>▶ Provision of hospital facilities</li> <li>▶ Provision of on site public open space in accordance with standards</li> <li>▶ Provide a landscape buffer to the woodland south of the site</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Enhance the setting of the Scheduled Ancient Monument by a landscape buffer</li> <li>▶ Provide pedestrian and cycle access into and through the site</li> <li>▶ Ensure vehicular access utilises the existing junctions on Kings Road and High Street</li> <li>▶ Provide an appropriate solution for addressing the possible contamination of the site</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise from Kings Ride and High Street so to protect residential amenity</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Biodiversity</li> <li>▶ Heritage</li> <li>▶ Health facilities</li> <li>▶ SANG</li> <li>▶ Trees</li> <li>▶ Topography</li> <li>▶ Access</li> <li>▶ Rights of Way Improvement Plan</li> </ul>

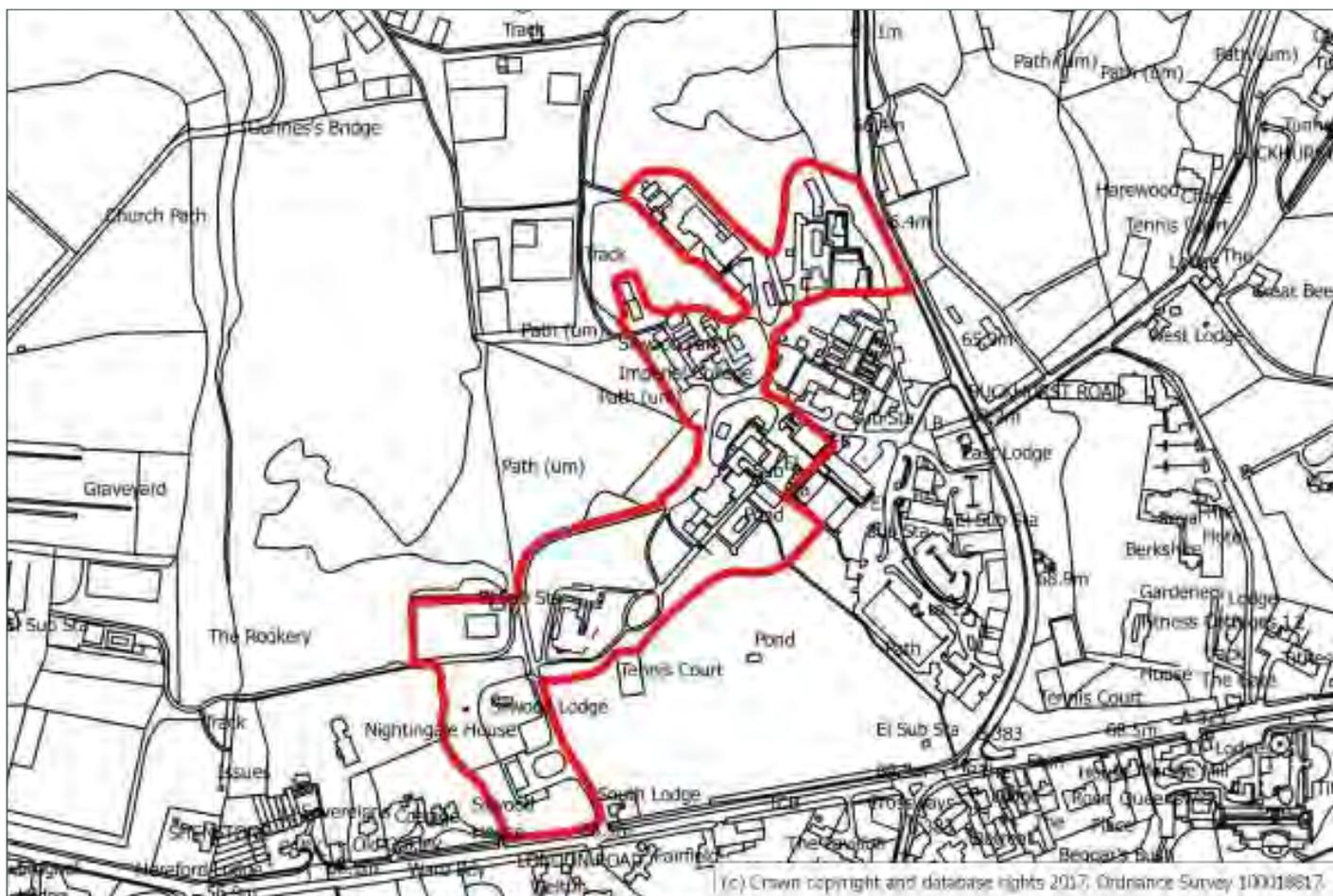
Table HA32 Heatherwood Hospital, London Road, Ascot



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA33: Silwood Park, Sunningdale



HA33 Silwood Park

**HA33: SILWOOD PARK, SUNNINGDALE**

Allocation	▶ Approximately 75 residential units on Green Belt land
Site size	▶ 7.12Ha



HA33: SILWOOD PARK, SUNNINGDALE	
Requirements	<ul style="list-style-type: none"> <li>▶ Conservation Management Plan</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Provision in perpetuity of strategic on site bespoke SANG to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England. Requirements include a contribution towards Strategic Access Management and Monitoring and any other measures to satisfy the Habitat Regulations</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> <li>▶ Designed sensitively to conserve and enhance the setting of listed buildings and non designated heritage assets</li> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Provide pedestrian and cycle links through the site to improve connectivity and new bridleway</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Ecology/protected species</li> <li>▶ SANG</li> <li>▶ Design</li> <li>▶ Ancient woodland</li> <li>▶ Heritage</li> <li>▶ Rights of Way Improvement Plan</li> <li>▶ Contamination</li> <li>▶ Notifiable hazard zone</li> </ul>

Table HA33 Silwood Park





## HA34: SUNNINGDALE PARK, SUNNINGDALE

Requirements	<ul style="list-style-type: none"> <li>▶ Heritage Management Plan</li> <li>▶ Provision in perpetuity of on site bespoke SANG to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England. Requirements include a contribution towards Strategic Access Management and Monitoring and any other measures to satisfy the Habitat Regulations.</li> <li>▶ Designed sensitively to conserve and where possible enhance the biodiversity of the area</li> <li>▶ Designed sensitively to preserve and enhance the setting of listed buildings and non designated heritage assets</li> <li>▶ Retain mature trees and hedgerows</li> <li>▶ Enhance the setting of the historic park and garden of Sunningdale Park</li> <li>▶ Enhance the setting of the Grade II Listed Northcote House</li> <li>▶ Provide pedestrian and cycle access from Larch Avenue and new routes through the site to Sunningdale village and Sunningdale Railway Station</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Biodiversity</li> <li>▶ Heritage</li> <li>▶ Ecology/protected species</li> <li>▶ Trees/ancient woodland</li> <li>▶ Topography</li> <li>▶ Access</li> <li>▶ Rights of Way Improvement Plan</li> <li>▶ Notifiable hazard zone</li> </ul>



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA35: Gas holder site, Bridge Road, Sunninghill



HA35 Gas holder site, Bridge Road, Sunninghill

**HA35: GAS HOLDER SITE, BRIDGE ROAD, SUNNINGHILL**

Allocation	▶ Approximately 53 residential units on previously developed land
Site size	▶ 2.41Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Retain existing mature trees</li> <li>▶ Provide appropriate mitigation measure to address the impact of noise and air quality from the railway</li> <li>▶ Preserve and enhance the green corridor adjacent to the railway line</li> <li>▶ Provide an appropriate solution for addressing the possible contamination of the site</li> <li>▶ Enhance vehicular access to Bridge Road and High Street</li> <li>▶ Provide pedestrian and cycle access to Bridge Road and High Street</li> <li>▶ Designed sensitively to conserve biodiversity of the area</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Access</li> <li>▶ Contamination</li> <li>▶ Trees</li> <li>▶ Topography</li> <li>▶ Noise</li> </ul>

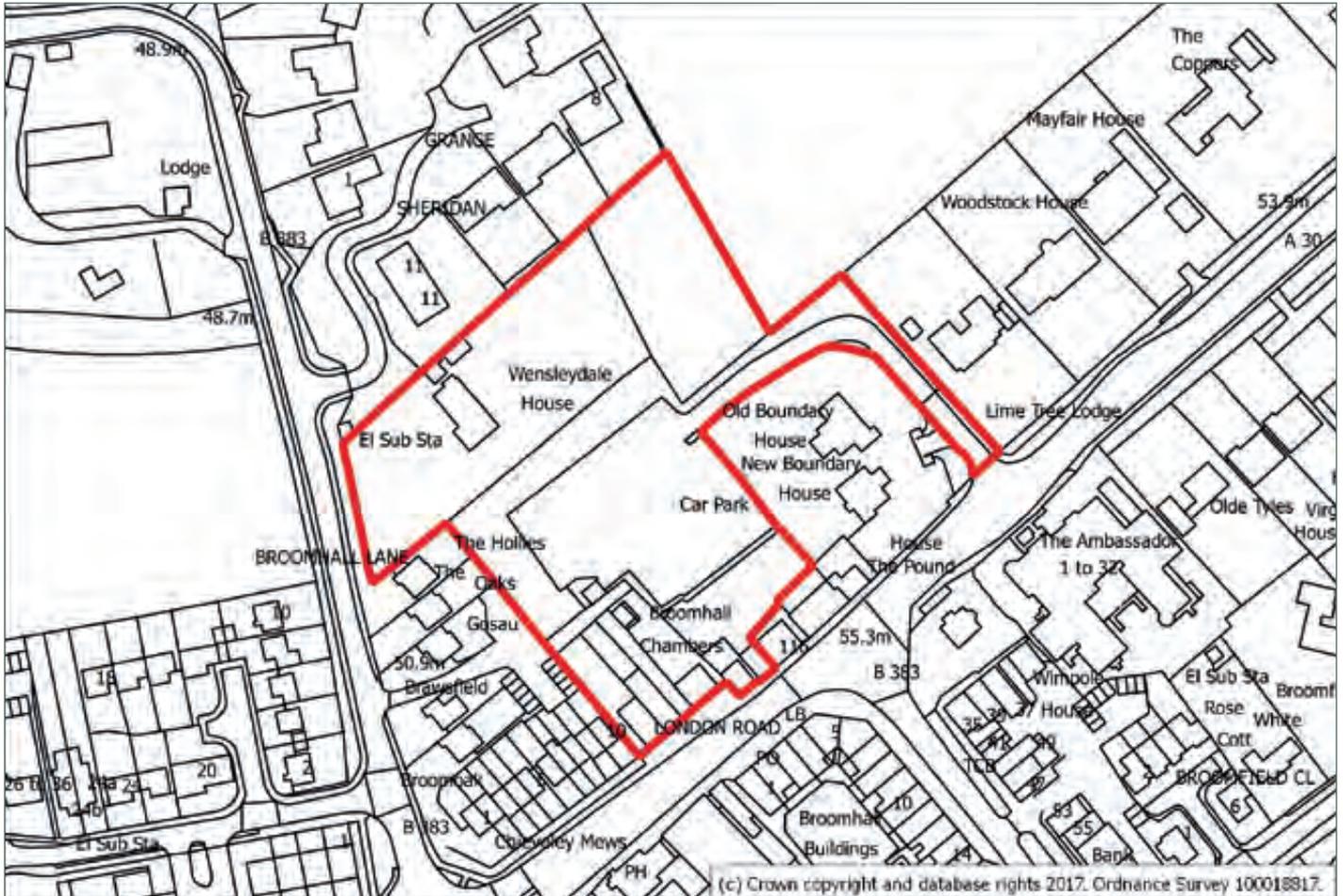
Table HA35 Gas holder site, Bridge Road, Sunninghill



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA36: Broomhall Car Park, Sunningdale



HA36 Broomhall Car Park, Sunningdale

**HA36: BROOMHALL CAR PARK, SUNNINGDALE**

Allocation	▶ Approximately 28 residential units on previously developed land
Site size	▶ 1.36Ha



**HA36: BROOMHALL CAR PARK, SUNNINGDALE**

<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Provide an increase in the amount of public car parking currently available, over and above that which may be required to serve any new residential or employment floorspace</li> <li>▶ A financial contribution to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England</li> <li>▶ Ensure predominantly small retail units fronting London Road with no net loss of retail floorspace</li> <li>▶ Enhanced vehicular access</li> <li>▶ Improved pedestrian and cycle access into and through the site, including enhanced crossing facilities on London Road</li> <li>▶ Designed to be of a high quality which supports the character and function of the area</li> <li>▶ Designed sensitively to take account of views of the site from Chobham Road (B383)</li> <li>▶ Retain mature trees located on the north west boundary of the site</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Car parking</li> <li>▶ Highways access</li> <li>▶ Existing mature trees</li> <li>▶ Character and appearance of Sunningdale</li> </ul>

Table HA36 Broomhall Car Park, Sunningdale



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA37: White House, London Road, Ascot



HA37: White House, London Road, Ascot

HA37: WHITE HOUSE, LONDON ROAD, ASCOT	
Allocation	▶ Approximately 10 residential units on residential garden land
Site size	▶ 0.82Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Designed to be of a high quality which supports the character of the area</li> <li>▶ Pedestrian and cycle links to village centre</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Design</li> <li>▶ Topography</li> <li>▶ Trees</li> <li>▶ Access</li> </ul>

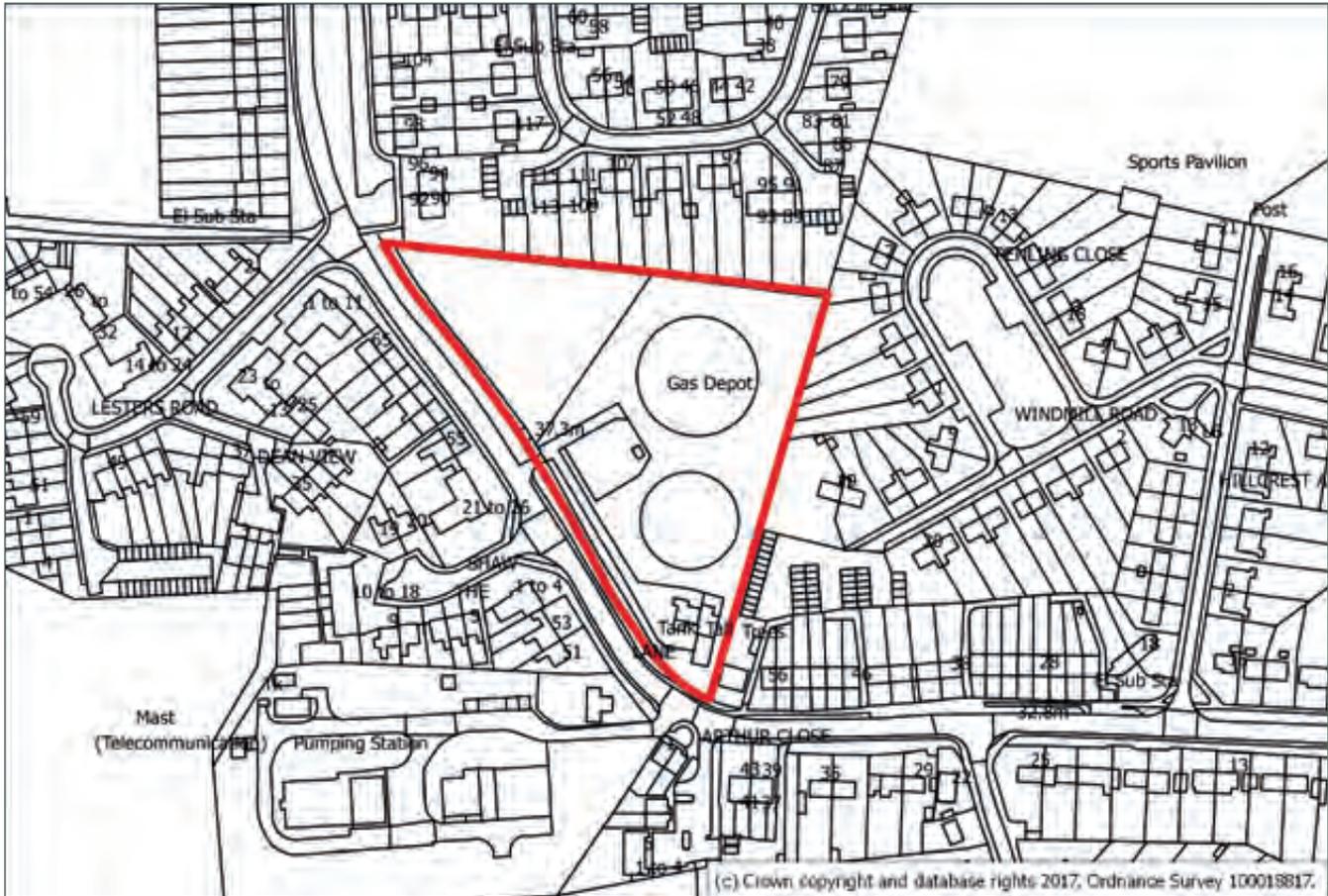
Table HA37 White House, London Road, Ascot



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA38: Cookham Gas holder, Whyteladyes Lane, Cookham



HA38 Cookham gas holder, Whyteladyes Lane, Cookham

HA38: COOKHAM GAS HOLDER, WHYTELADYES LANE, COOKHAM	
Allocation	▶ Approximately 40 residential units on previously developed land
Site size	▶ 1.25Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Provide an appropriate solution for addressing the possible contamination of the site</li> <li>▶ Retain mature trees and hedgerows where possible</li> <li>▶ Provide vehicular, cycle and pedestrian access onto Whyteladyes Lane</li> <li>▶ Appropriate relationship to adjoining land uses</li> <li>▶ Improve connectivity to local facilities in Cookham Rise</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Contamination</li> <li>▶ Gas infrastructure</li> <li>▶ Topography</li> <li>▶ Surface water flooding</li> </ul>

Table HA38 Cookham gas holder, Whyteladyes Lane, Cookham Rise



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA39: Land east of Strande Park, Cookham



HA39 Land east of Strande Park, Cookham

HA39: LAND EAST STRANDE PARK, COOKHAM	
Allocation	▶ Approximately 20 residential units on Green Belt land
Site size	▶ 0.90Ha
Requirements	▶ Appropriate edge treatment and transition to the countryside ▶ Retain valuable trees where possible, particularly at site boundaries
Key considerations	▶ Scale of development

Table HA39 Land east of Strande Park, Cookham



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA40: Land north of Lower Mount Farm, Long Lane, Cookham



HA40 Land north of Lower Mount Farm, Long Lane, Cookham

HA40: LAND NORTH OF LOWER MOUNT FARM, LONG LANE, COOKHAM	
Allocation	▶ Approximately 200 residential units on Green Belt land
Site size	▶ 8.78Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Provide pedestrian and cycle links through the site to improve connectivity</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity</li> <li>▶ Designed to be of a high quality which supports and enhances local character</li> <li>▶ Play provision and informal open space</li> <li>▶ Connect to Public Rights of Way network</li> <li>▶ Opportunities for structural planting</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Topography</li> <li>▶ Landscape</li> <li>▶ Access</li> <li>▶ Provision of health/community facilities</li> <li>▶ Relationship to adjoining land uses</li> <li>▶ Surface water flooding</li> <li>▶ Biodiversity</li> </ul>

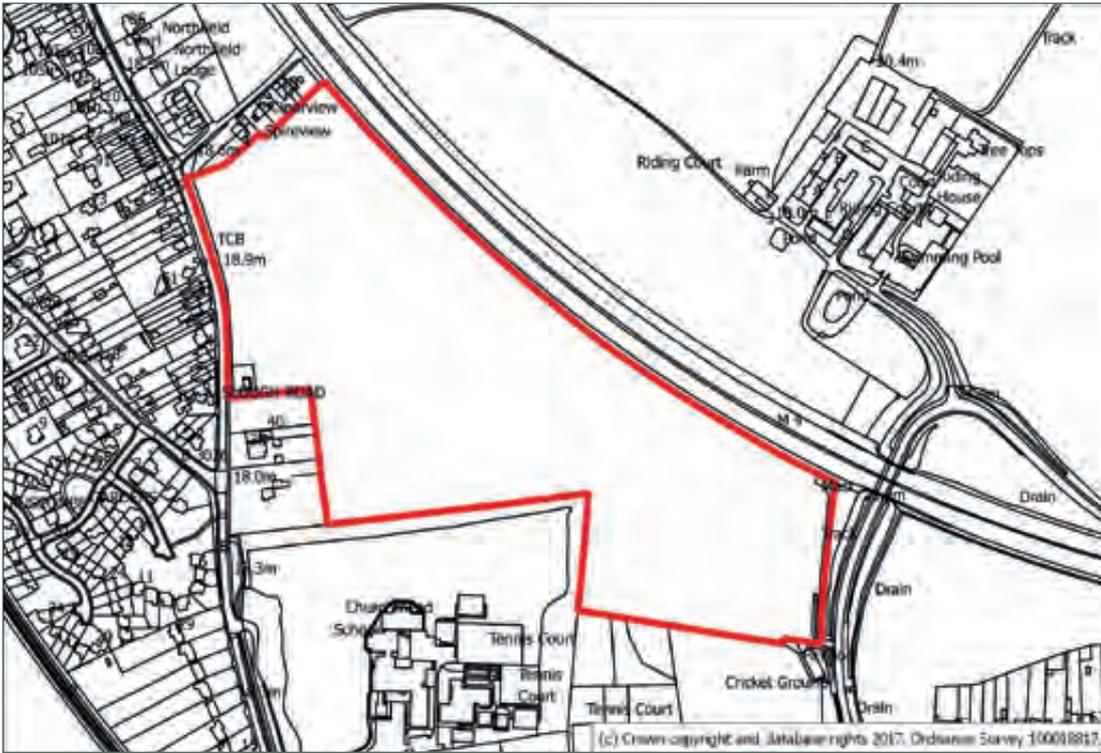
Table HA40 Land north of Lower Mount Farm, Long Lane, Cookham



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA41: Land north and east of Churchmead Secondary School, Priory Road, Datchet



HA41 Land north and east of Churchmead School, Datchet

**HA41: LAND NORTH AND EAST OF CHURCHMEAD SECONDARY SCHOOL, PRIORY ROAD, DATCHET**

<b>Allocation</b>	<ul style="list-style-type: none"> <li>▶ Approximately 175 residential units as part of a mixed use scheme on Green Belt land</li> <li>▶ Educational facilities that may include an extension to Churchmead Secondary School or relocation of other educational facilities</li> </ul>
<b>Site size</b>	▶ 11.71Ha
<b>Requirements</b>	<ul style="list-style-type: none"> <li>▶ Designed sensitively to consider the impact on long distance views</li> <li>▶ Provide pedestrian and cycle links through the site to improve connectivity</li> <li>▶ Designed to be of a high quality which supports the character and function of the area</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity</li> <li>▶ Provide on site open space and play facilities</li> <li>▶ Provide improve linkages to village centre</li> </ul>
<b>Key considerations</b>	<ul style="list-style-type: none"> <li>▶ Heritage</li> <li>▶ Noise</li> </ul>

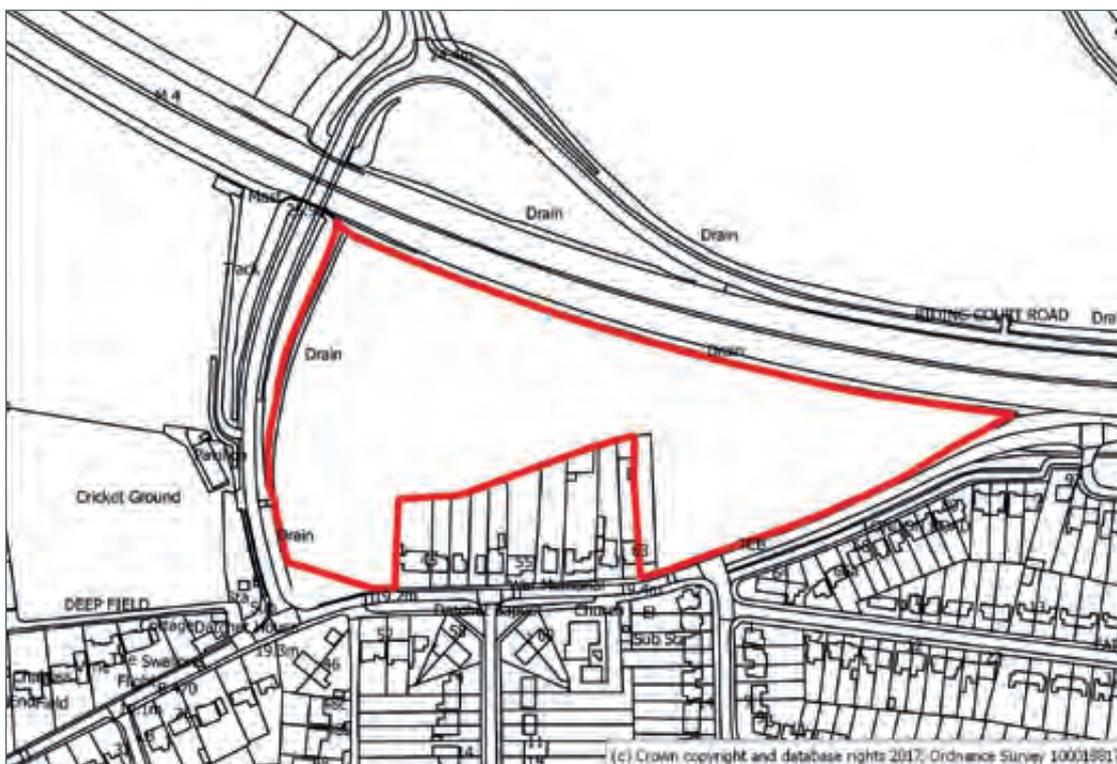
Table HA41 Land north and east of Churchmead School, Datchet



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA42: Land at Slough Road/Riding Court Road, Datchet



HA42 Land at Slough Road/Riding Court Road, Datchet

HA42: LAND AT SLOUGH ROAD AND RIDING COURT ROAD, DATCHET	
Allocation	▶ Approximately 150 residential units on Green Belt land
Site size	▶ 3.92Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Designed sensitively to consider the impact on long distance views</li> <li>▶ Provide pedestrian and cycle links through the site to improve connectivity</li> <li>▶ Designed to be of a high quality which supports the character and function of the area</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> <li>▶ Appropriate treatment to boundaries with adjoining land uses</li> <li>▶ Provision of on-site open space and play facilities</li> <li>▶ Provide improve linkages to village centre</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Flooding</li> <li>▶ Opportunity to link Slough Road and Riding Court Road</li> <li>▶ Heritage</li> <li>▶ Air quality</li> <li>▶ Noise</li> </ul>

Table HA42 Land at Slough Road/Riding Court Road, Datchet



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA43: Land north of Eton Road adjacent to St Augustine’s Church, Datchet



HA43 Land north of Eton Road, adjacent to St Augustine’s Church, Datchet

HA43: LAND NORTH OF ETON ROAD ADJACENT TO ST AUGUSTINE’S CHURCH, DATCHET	
Allocation	▶ Approximately 35 residential units on Green Belt land
Site size	▶ 1.63Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Appropriate edge treatment and transition to the countryside</li> <li>▶ Designed to be of a high quality which supports the character of the area</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Design</li> <li>▶ Access</li> <li>▶ Noise</li> <li>▶ Flooding</li> </ul>

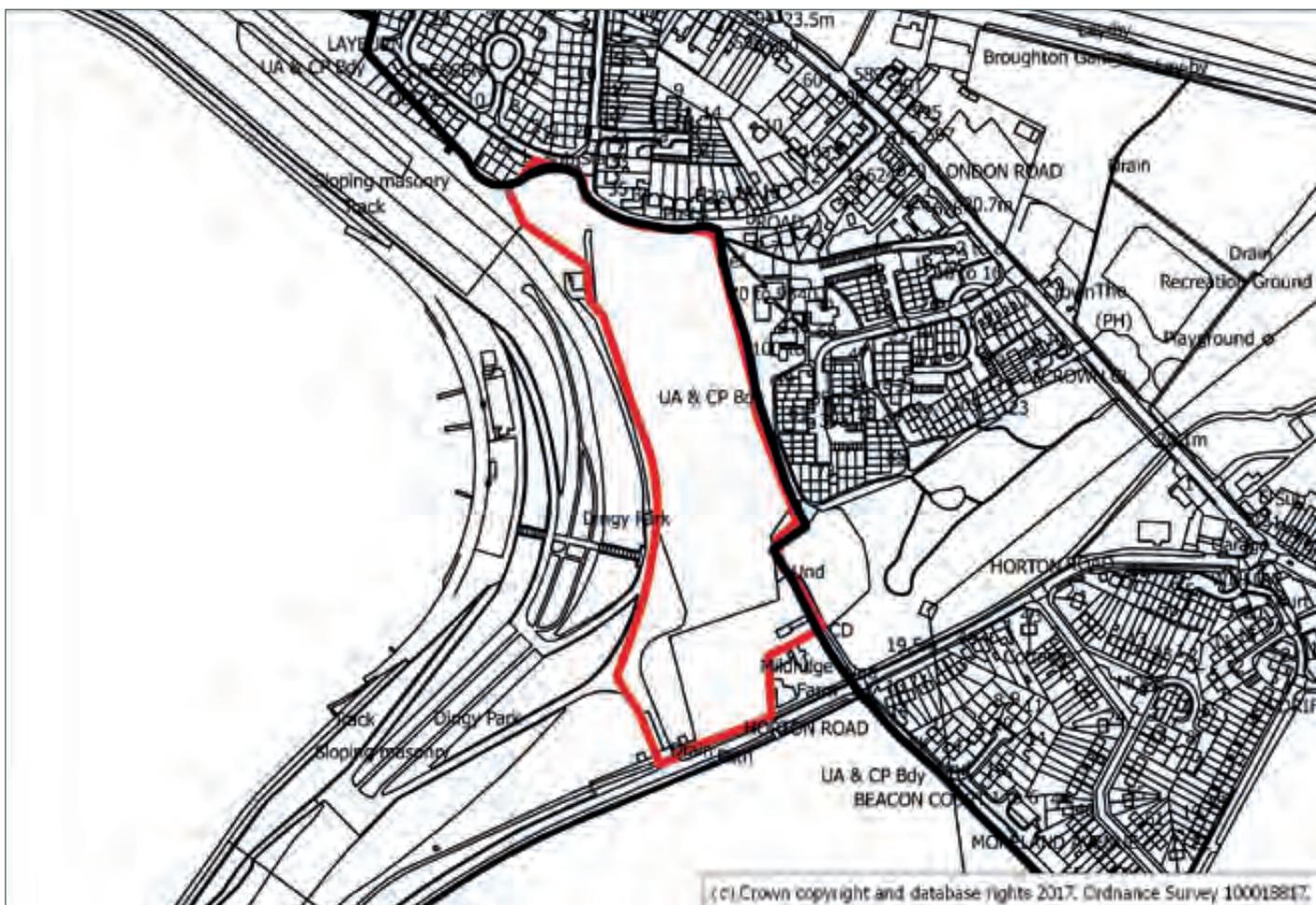
Table HA43 Land north of Eton Road, adjacent to St Augustine’s Church, Datchet



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA44: Land east of Queen Mother Reservoir, Horton



HA44 Land east of Queen Mother Reservoir, Horton

**HA44: LAND EAST OF QUEEN MOTHER RESERVOIR, HORTON**

Allocation	▶ Approximately 100 residential units on Green Belt land
Site size	▶ 4.44Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Designed sensitively to conserve and enhance the setting of the near by listed building</li> <li>▶ Retain valuable trees where possible, particularly at site boundaries</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Design</li> <li>▶ Access</li> <li>▶ Noise</li> <li>▶ Topography</li> <li>▶ Biodiversity</li> </ul>

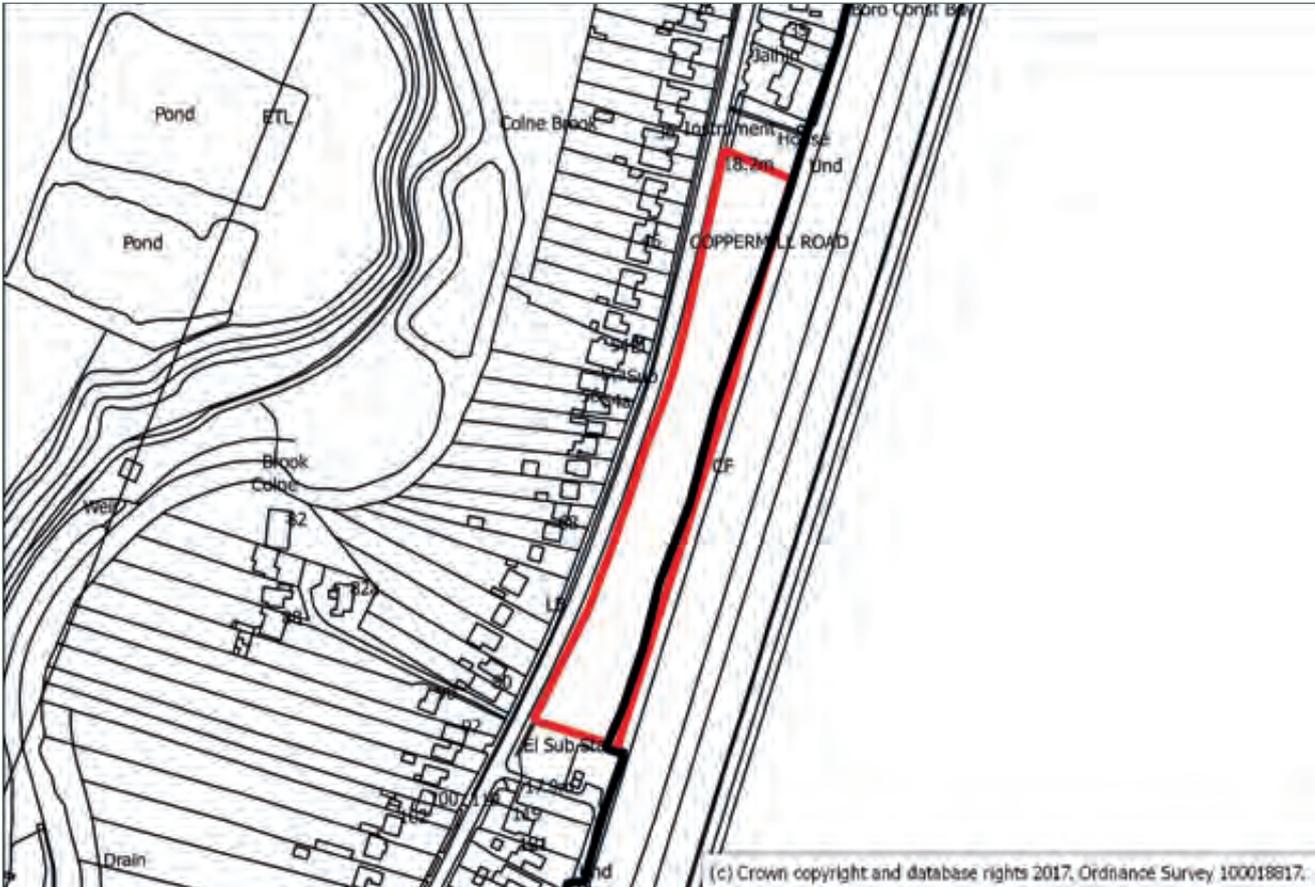
Table HA44 Land east of Queen Mother Reservoir, Horton



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA45: Land adjacent to Coppermill Road, Horton



HA45 Land adjacent to Coppermill Road, Horton

**HA45: LAND ADJACENT TO COPPERMILL ROAD, HORTON**

Allocation	▶ Approximately 27 residential units on Green Belt land
Site size	▶ 1.06Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Prevent public access to the reservoir east of the site to protect its status as an important wildlife site</li> <li>▶ Development to front Coppermill Road</li> <li>▶ Designed to be of a high quality which supports the character of the neighbouring residential units</li> <li>▶ Provide appropriate mitigation measures to address the impacts of noise from Heathrow airport</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Design</li> <li>▶ Noise</li> <li>▶ Impact on wildlife</li> </ul>

Table HA45 Land adjacent to Coppermill Road, Horton



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA46: Straight Works, Old Windsor



HA46 Straight Works, Old Windsor

**HA46: STRAIGHT WORKS, OLD WINDSOR**

Allocation	▶ Approximately 20 residential units on previously developed land
Site size	▶ 0.55Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Retain valuable trees, where possible, at the site boundaries</li> <li>▶ Designed to be of high quality which supports the character of the residential area</li> <li>▶ Provide an appropriate solution for addressing the possible contamination of the site</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Flood risk</li> <li>▶ Access</li> <li>▶ Impact on neighbouring properties</li> <li>▶ Noise</li> </ul>

Table HA46 Straight Works, Old Windsor



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA47: 95 Straight Road, Old Windsor



HA47: 95 Straight Road, Old Windsor

HA47: 95 STRAIGHT ROAD, OLD WINDSOR	
Allocation	▶ Approximately 11 residential units on previously developed land
Site size	▶ 0.25Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Retain valuable trees, where possible, at the site boundaries</li> <li>▶ Designed to be of high quality which supports the character of the residential area</li> <li>▶ Provide an appropriate solution for addressing the possible contamination of the site</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Flood risk</li> <li>▶ Access</li> <li>▶ Impact on neighbouring properties</li> <li>▶ Noise</li> </ul>

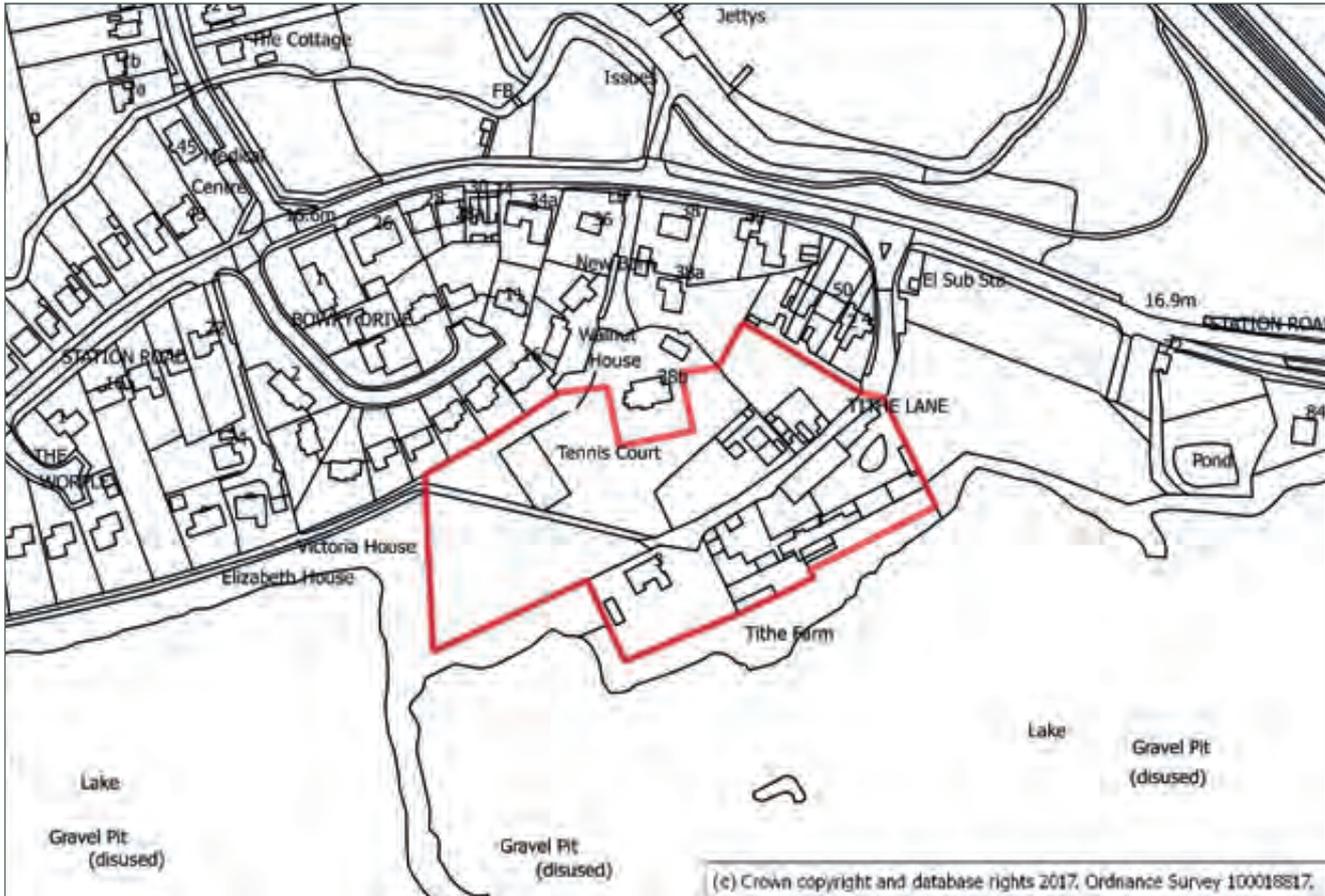
Table HA47 95 Straight Road, Old Windsor



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA48: Tithe Farm, Tithe Lane, Wraysbury



HA48: Tithe Farm, Tithe Lane, Wraysbury

HA48: TITHE FARM, TITHE LANE, WRAYSBURY	
Allocation	▶ Approximately 30 residential units on previously developed land
Site size	▶ 1.73Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Designed to be of a high quality which supports the character of the area</li> <li>▶ Designed sensitively to conserve and enhance the setting of near by listed buildings</li> <li>▶ Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met</li> <li>▶ Appropriate edge treatment and transition to the countryside</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Flooding</li> <li>▶ Access</li> <li>▶ Noise</li> </ul>

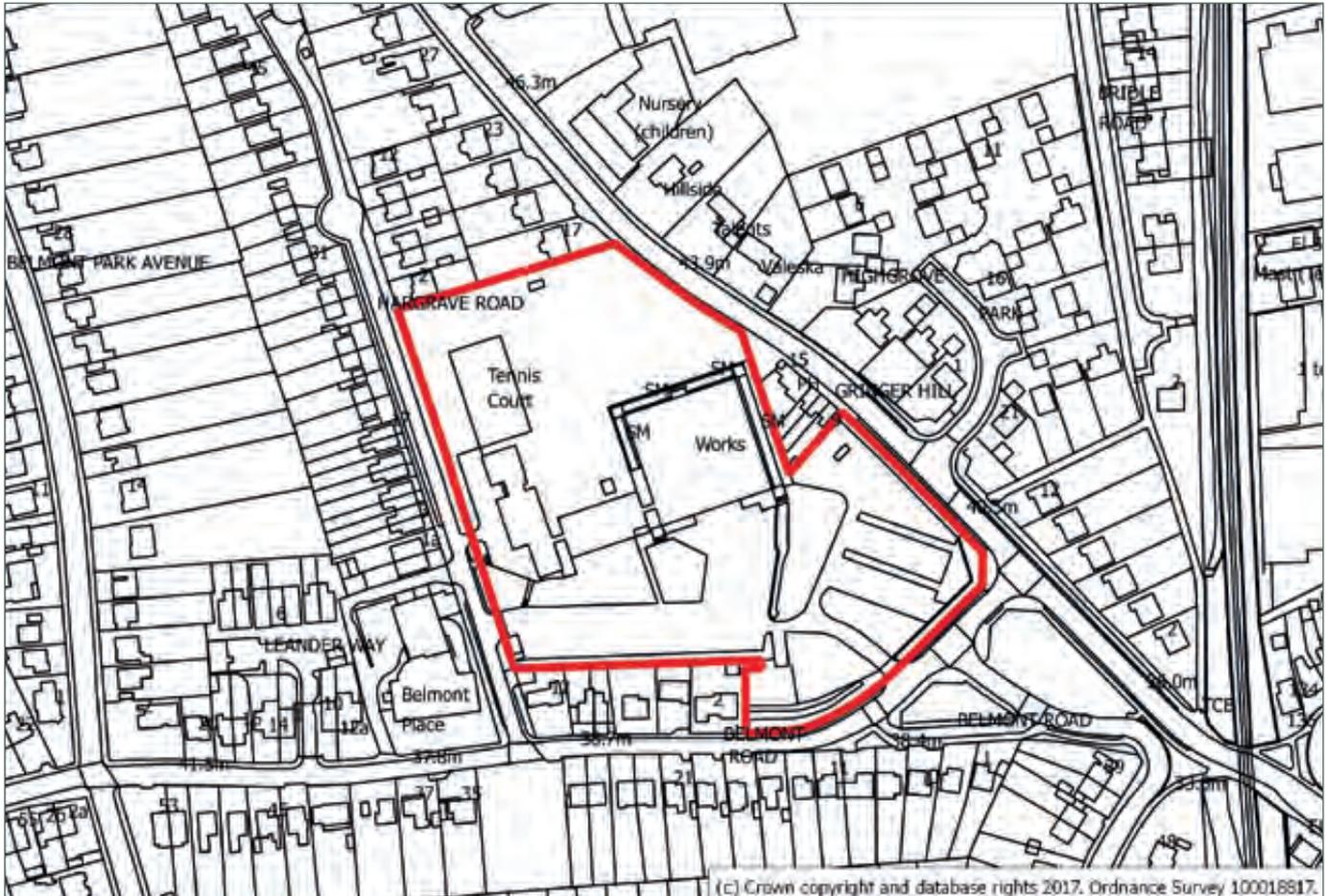
Table HA48 Tithe Farm, Tithe Lane, Wraysbury



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

HA49: DTC Research, Belmont Road, Maidenhead



HA49 DTC Research, Belmont Road, Maidenhead

**HA49: DTC RESEARCH, BELMONT ROAD, MAIDENHEAD**

Allocation	▶ Approximately 31 residential units as part of a mixed use site on previously developed land
Site size	▶ 2.09Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Retain mature trees</li> <li>▶ Appropriate landscaping between employment and residential uses</li> <li>▶ Designed to be of a high quality which supports the character of the area</li> <li>▶ Designed sensitively to consider the privacy and amenity of neighbouring residential properties</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Access</li> <li>▶ Topography</li> <li>▶ Mix of uses</li> </ul>

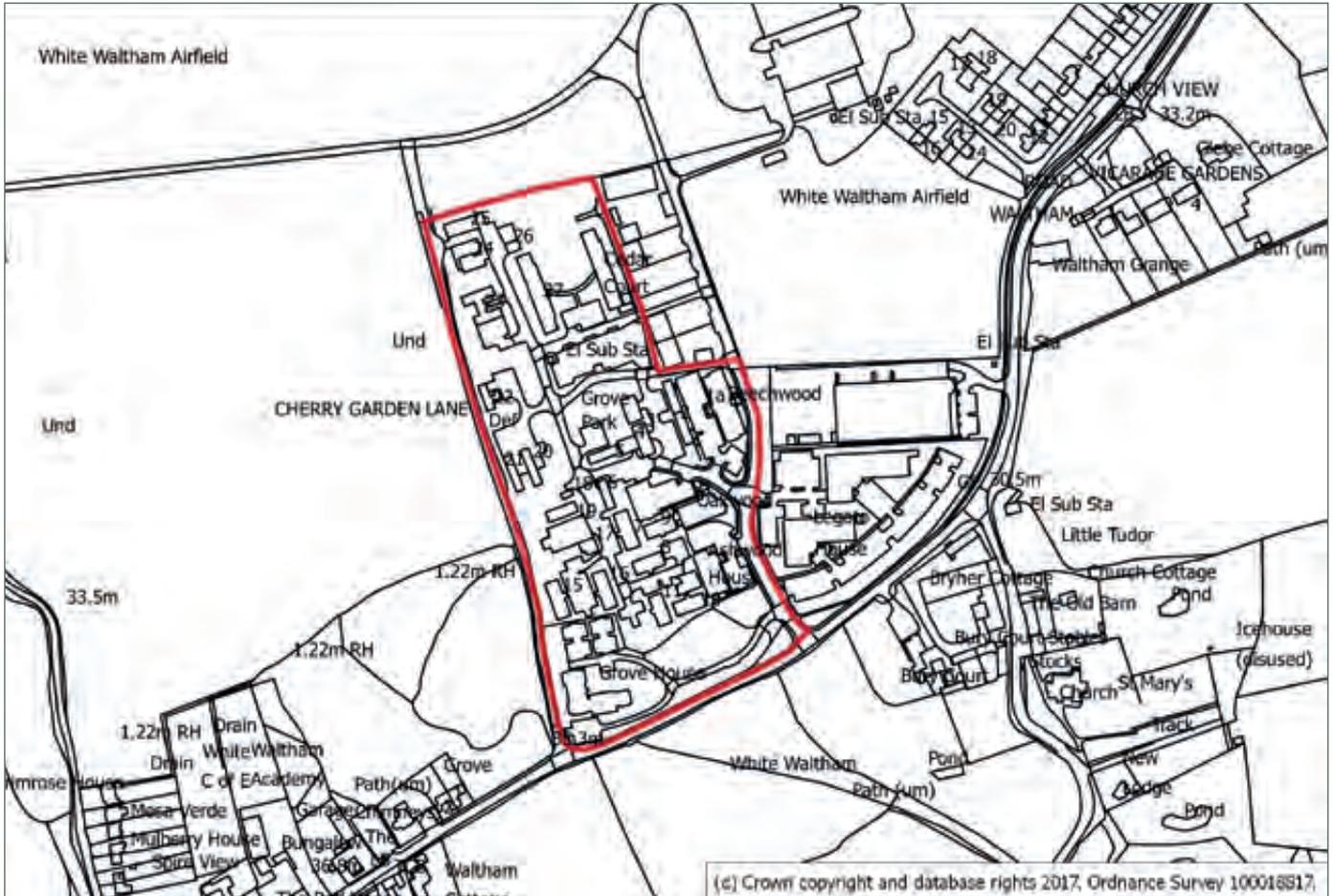
Table HA49 DTC Research, Belmont Road, Maidenhead



**D HOUSING SITE ALLOCATION PROFORMAS**

**Housing Site Allocation**

**HA50: Grove Business Park, White Waltham**



HA50: Grove Business Park, White Waltham

HA50: GROVE BUSINESS PARK, WHITE WALTHAM	
Allocation	▶ Approximately 66 residential units as part of a mixed use site on previously developed land in the Green Belt
Site size	▶ 7.89Ha
Requirements	<ul style="list-style-type: none"> <li>▶ Designed to be of a high quality which supports the character of the area</li> <li>▶ Designed sensitively to consider the impact of long distance views</li> <li>▶ Retain valuable trees and hedgerows where possible, particularly at site boundaries</li> <li>▶ Appropriate treatment to boundaries with adjoining land uses</li> </ul>
Key considerations	<ul style="list-style-type: none"> <li>▶ Biodiversity</li> <li>▶ Design</li> <li>▶ Landscaping</li> </ul>

Table HA50 Grove Business Park, White Waltham





# MARKETING AND VIABILITY EVIDENCE

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## E MARKETING AND VIABILITY EVIDENCE

### Marketing

**E.1** A number of policies in this plan require marketing evidence to be submitted in support of a planning application. The following details will be used to assess the acceptability, or otherwise, of the information submitted and the marketing undertaken.

**E.2** Marketing evidence requires demonstration of an active marketing campaign for a continuous period of at least 12 months prior to submission of a planning application, unless otherwise agreed by the Borough Council, whilst the premises were vacant, which has been shown to be unsuccessful. Any marketing of property or tenancy also require the site freehold to be marketed in the same fashion.

**E.3** Marketing must be undertaken through a recognised commercial agent at a price that genuinely reflects the market value of the current or last use of the site. It must be shown to the Council's satisfaction that marketing has been unsuccessful for all relevant floor space proposed to be lost through redevelopment or change of use.

**E4** Active marketing is to include all of the following:

- a contact information posted in a prominent location on site in the form of an advertising board (subject to advertising consent, if required)
- b registration of the property with at least one commercial property agent
- c full property details and particulars available to enquirers on request
- d property marketed for its current or last use and any others as required by a policy applying to the site

- e property marketed at a reasonable price and terms, including in relation to use, condition, quality and location of floorspace
- f no covenant or any other form of tie restricting the future use or operation of the property or land

**E5** Sufficient detailed information is required to be submitted alongside any planning application to demonstrate compliance with the above criteria

**E6** In addition, Information is to be submitted regarding:

- a the number and details of enquiries received
- b the number, type, proposed uses and value of offers received
- c reasons for refusal of any offer received, and reasons why any offers fell through
- d the asking price or rent at which the site or property has been offered, including a professional valuation from at least three independent agents to confirm that this is reasonable
- e the length of marketing period (at least 12 months continuous marketing), including dates; and
- f the length of the vacancy period

### Viability

**E7** Where applications for a change of use or redevelopment of a commercially-operated community facility are received, the Council will require evidence that:

- a the community facility is not financially viable; and
- b an objective evaluation method has been employed to assess the viability of the business



**E.8** In order to determine whether a community facility is not viable, the Council will require submission of full trading accounts for the last three full years in which the facility was operating as a full-time business. In addition, the outcomes of an objective evaluation method are to be shared with the Council and must successfully demonstrate that the community facility is no longer economically viable.

**E.9** Demonstration of unviability will not of itself be sufficient to justify the loss of a community facility if other policy considerations also apply.

## Public Houses

**E10** Special considerations that also apply in the case of public houses are:

- a the public house must be marketed on a free of tie basis
- b the premises must remain licensed for the sale of alcohol



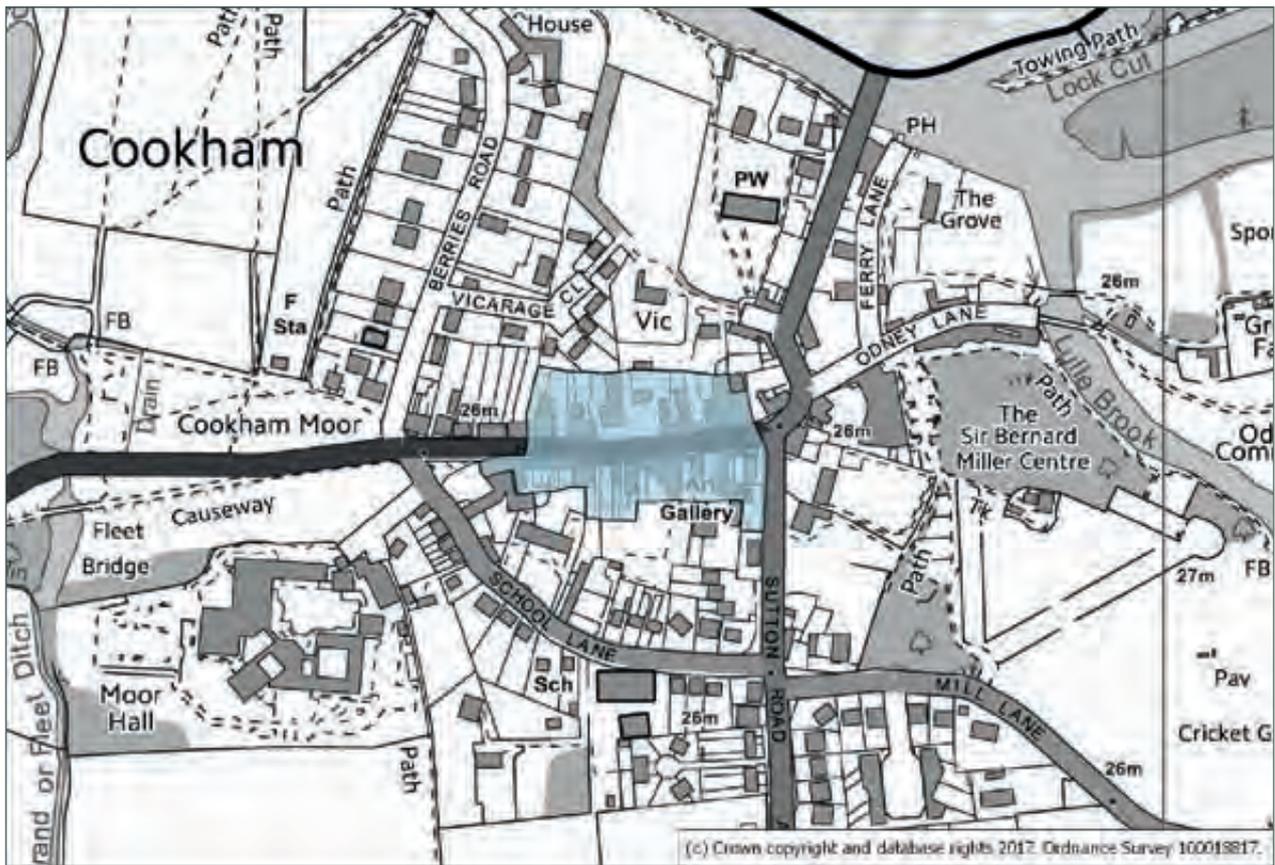




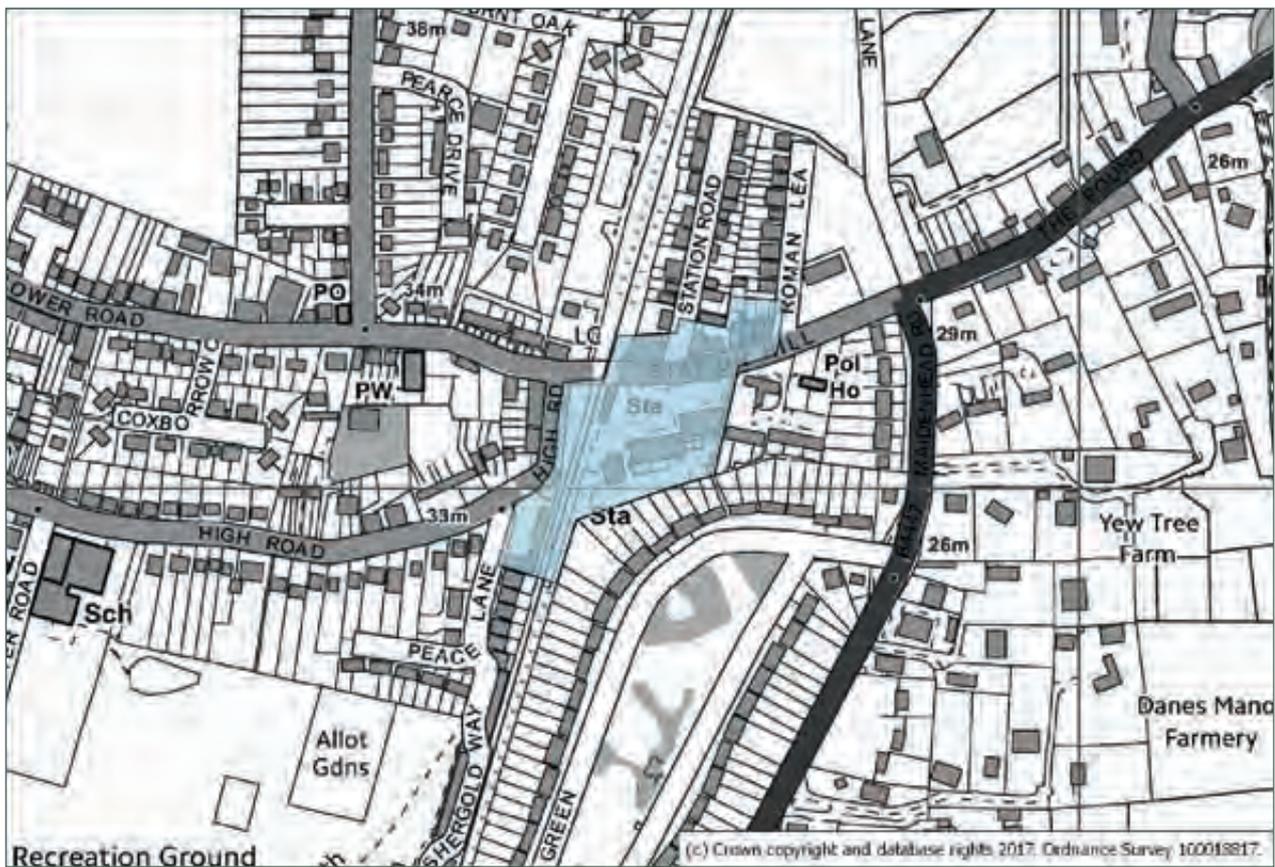
# LOCAL CENTRE MAPS



F LOCAL CENTRE MAPS



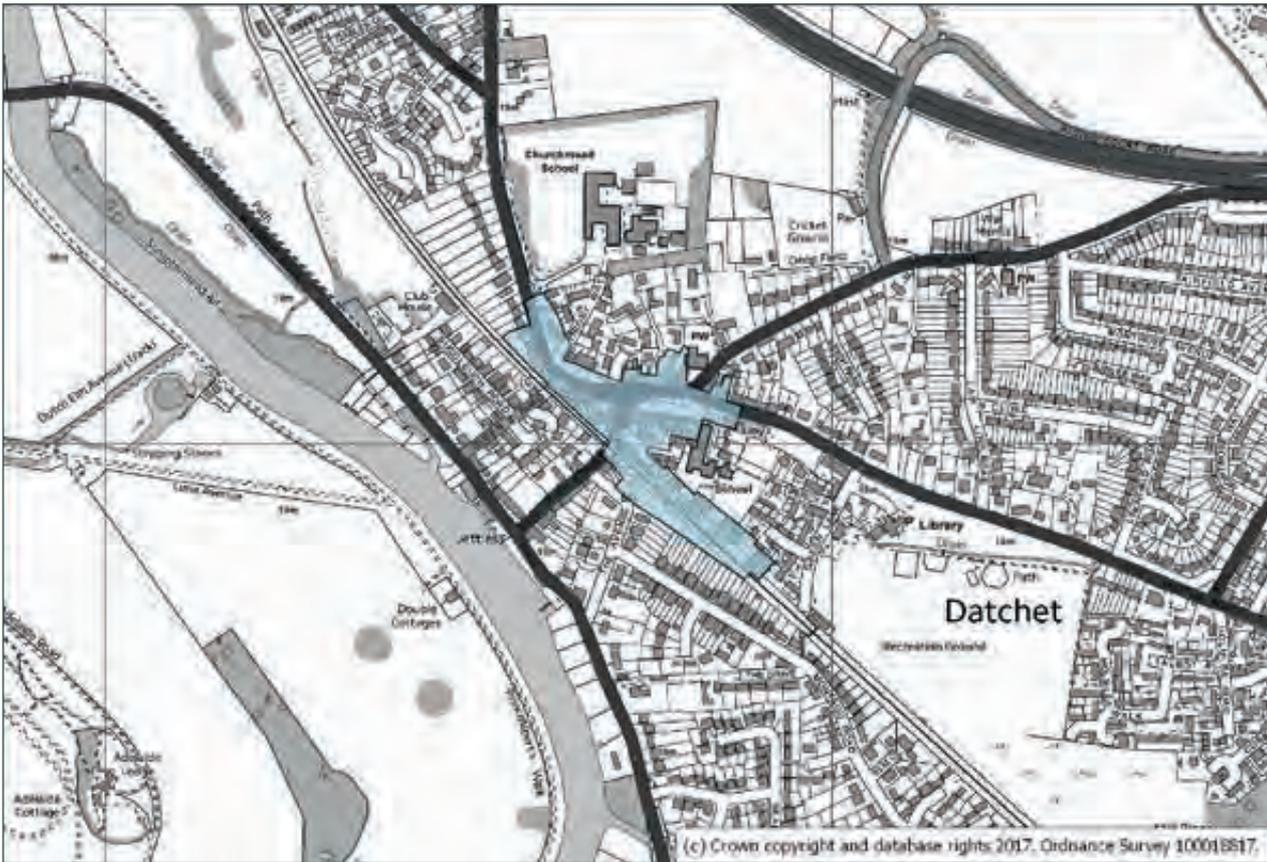
Map LC1 : Cookham



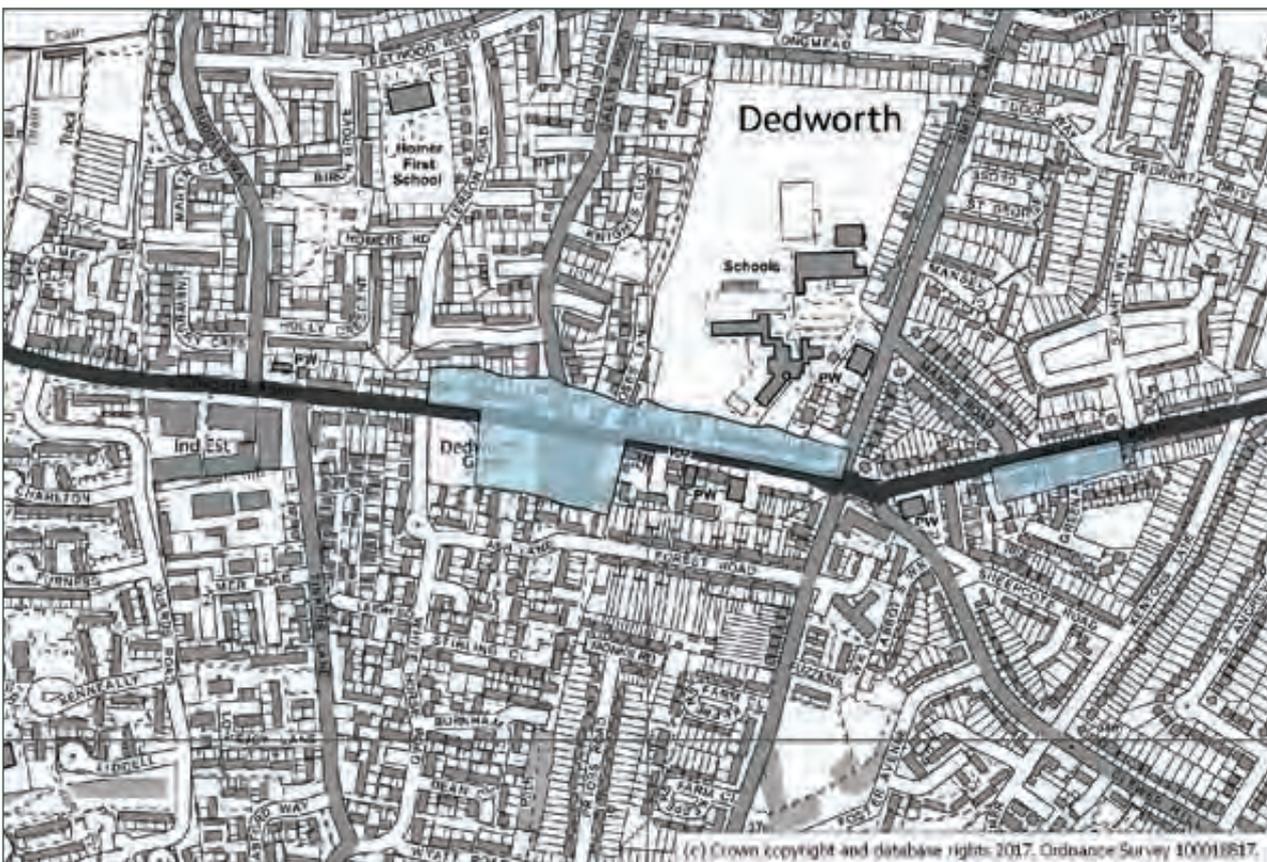
Map LC2 : Cookham Rise



F LOCAL CENTRE MAPS



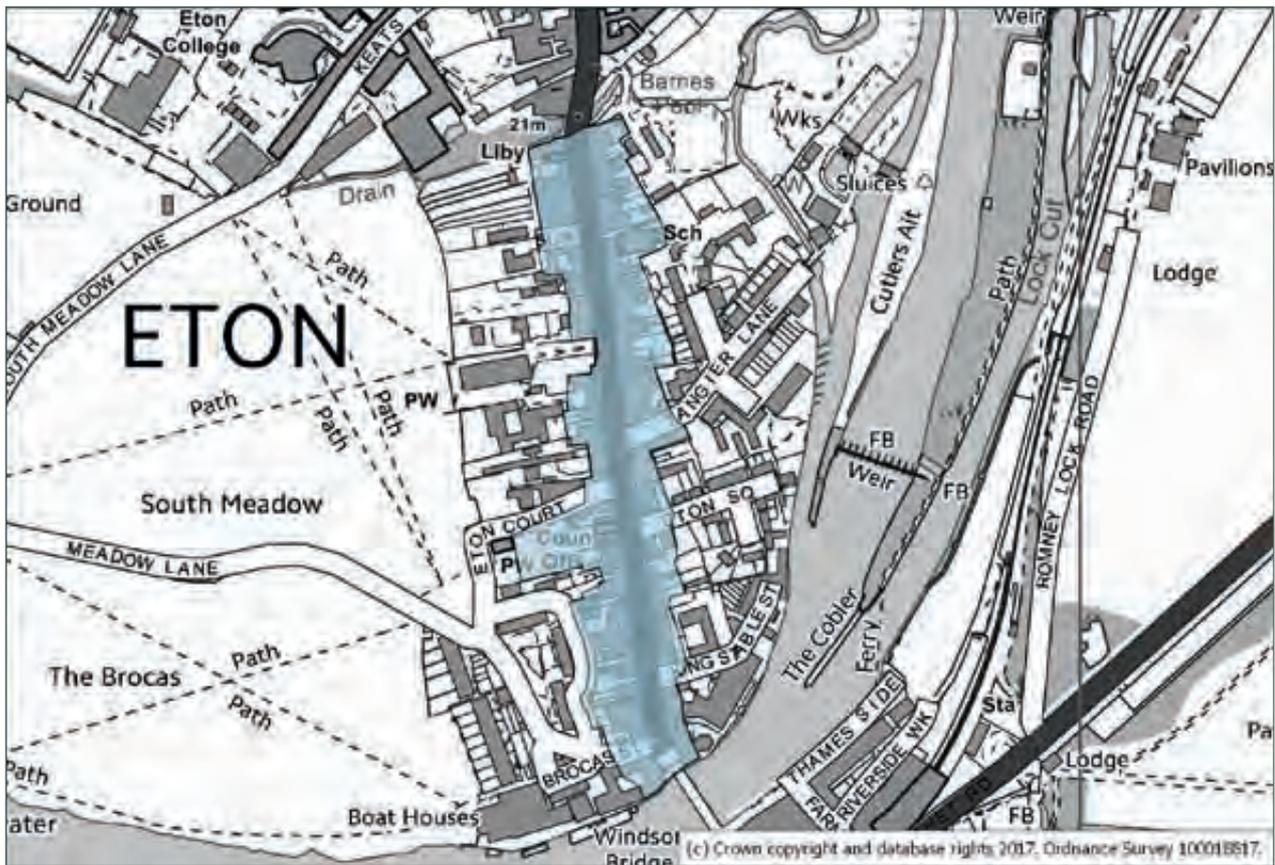
Map LC3 : Datchet



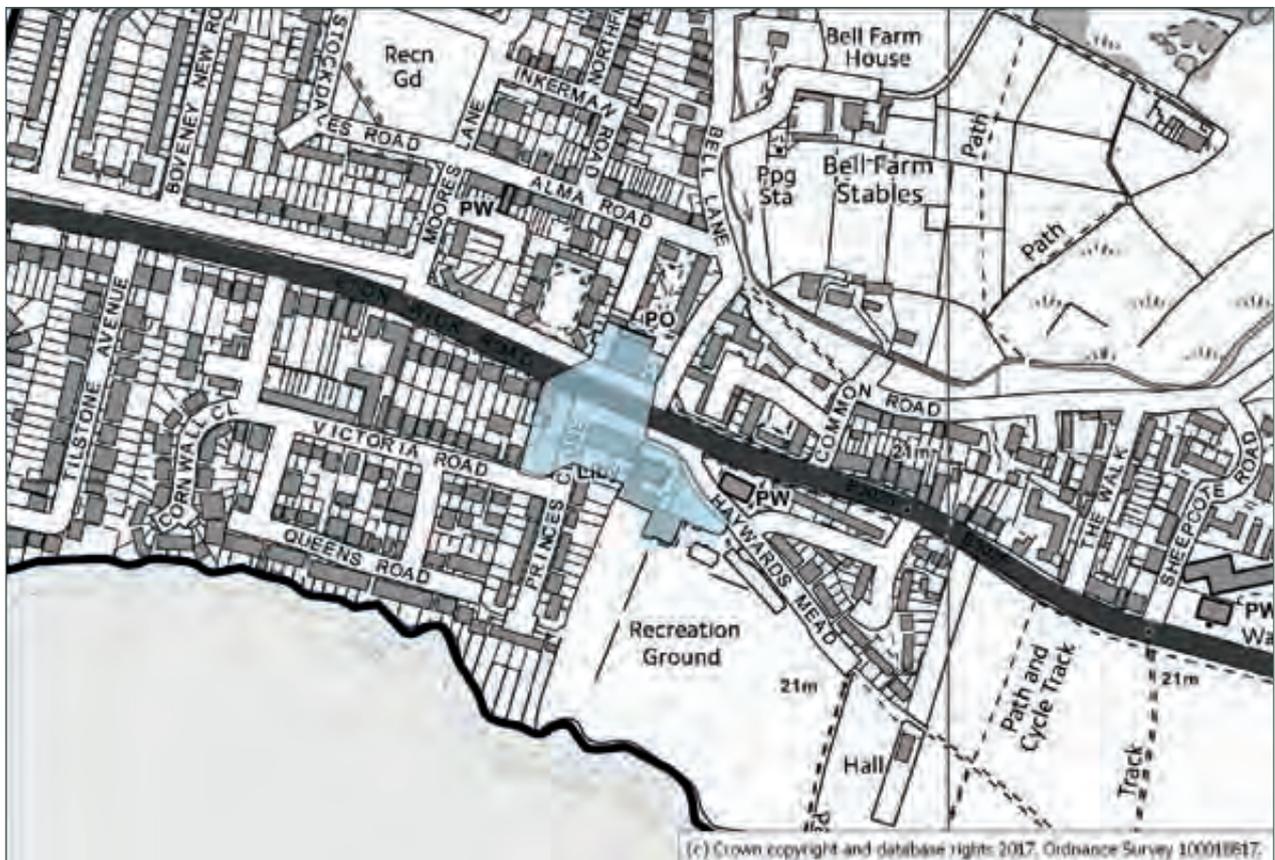
Map LC4 : Dedworth Road West, Windsor



## F LOCAL CENTRE MAPS



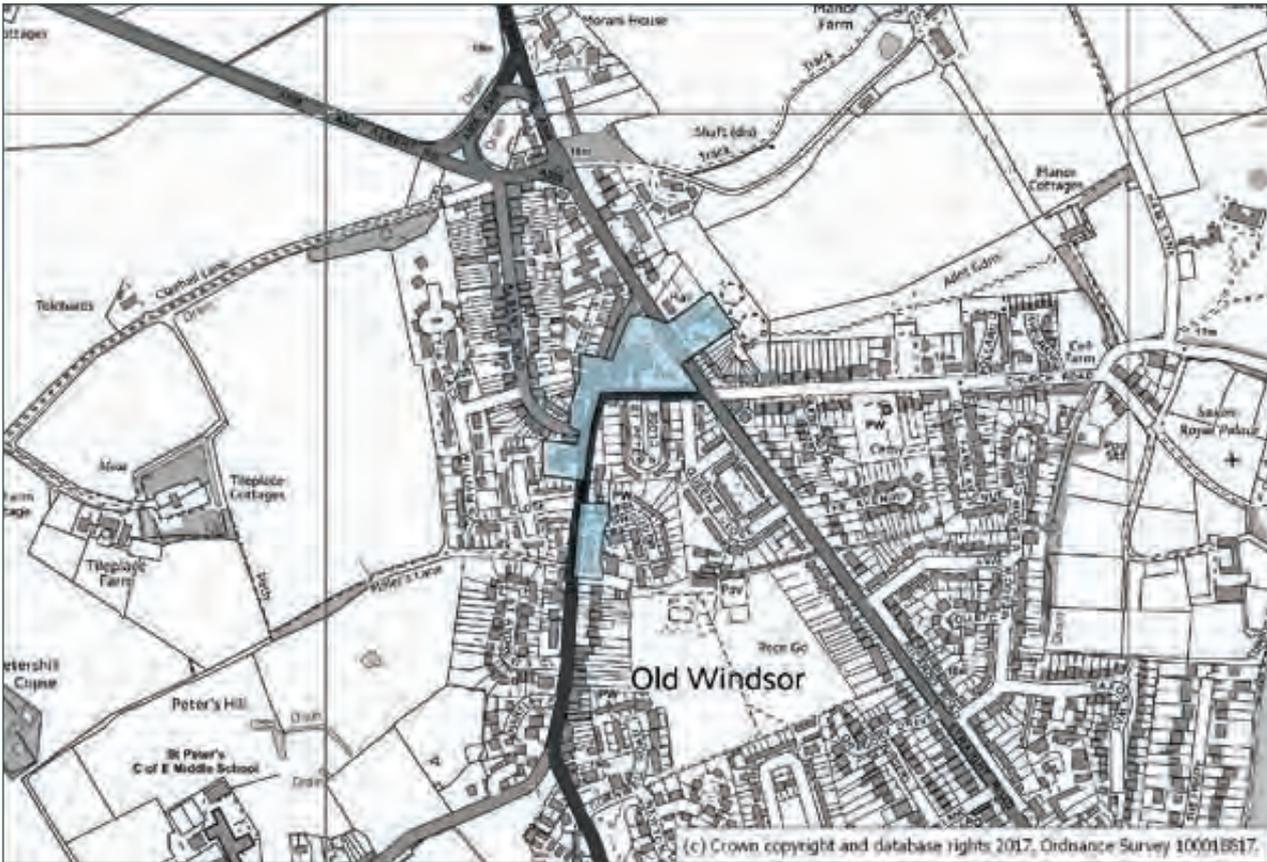
Map LC5 : Eton



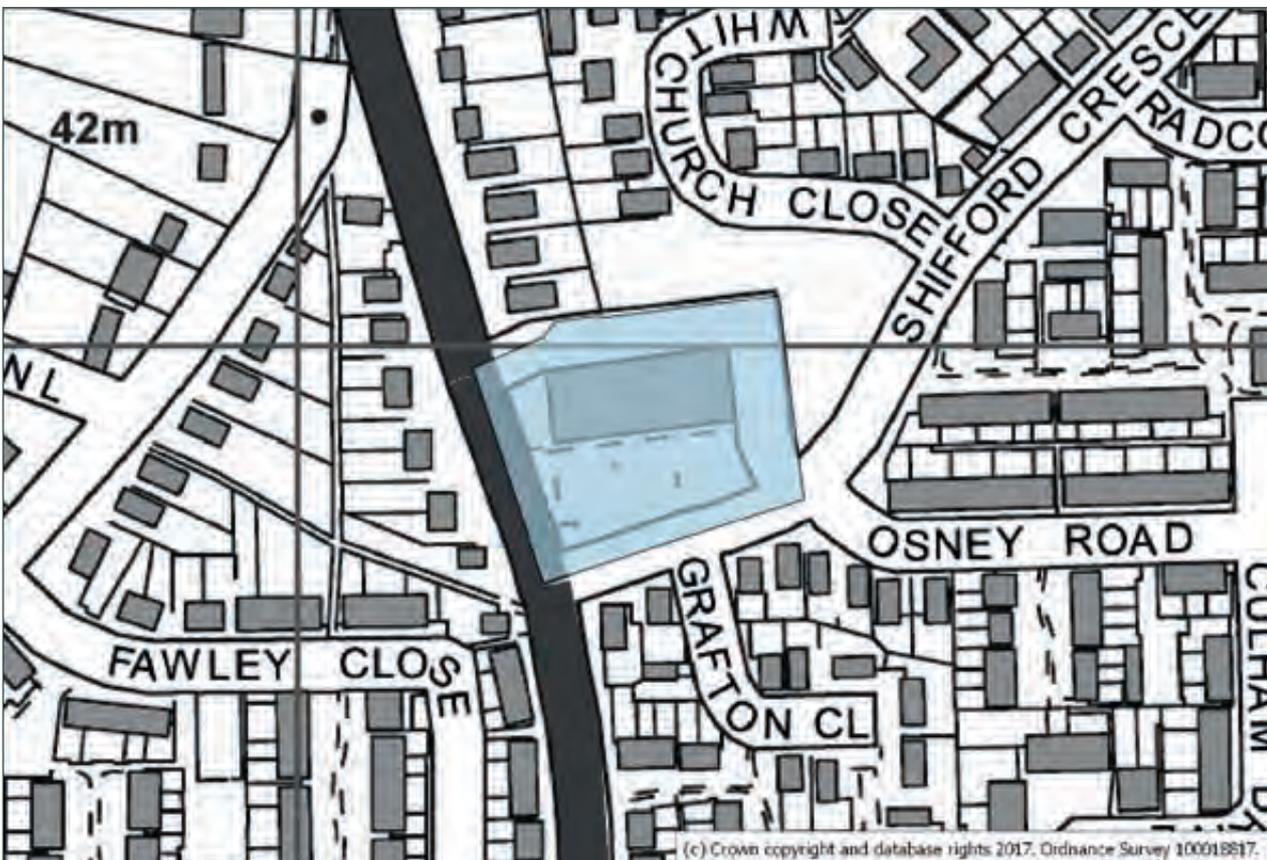
Map LC6 : Eton Wick



## F LOCAL CENTRE MAPS



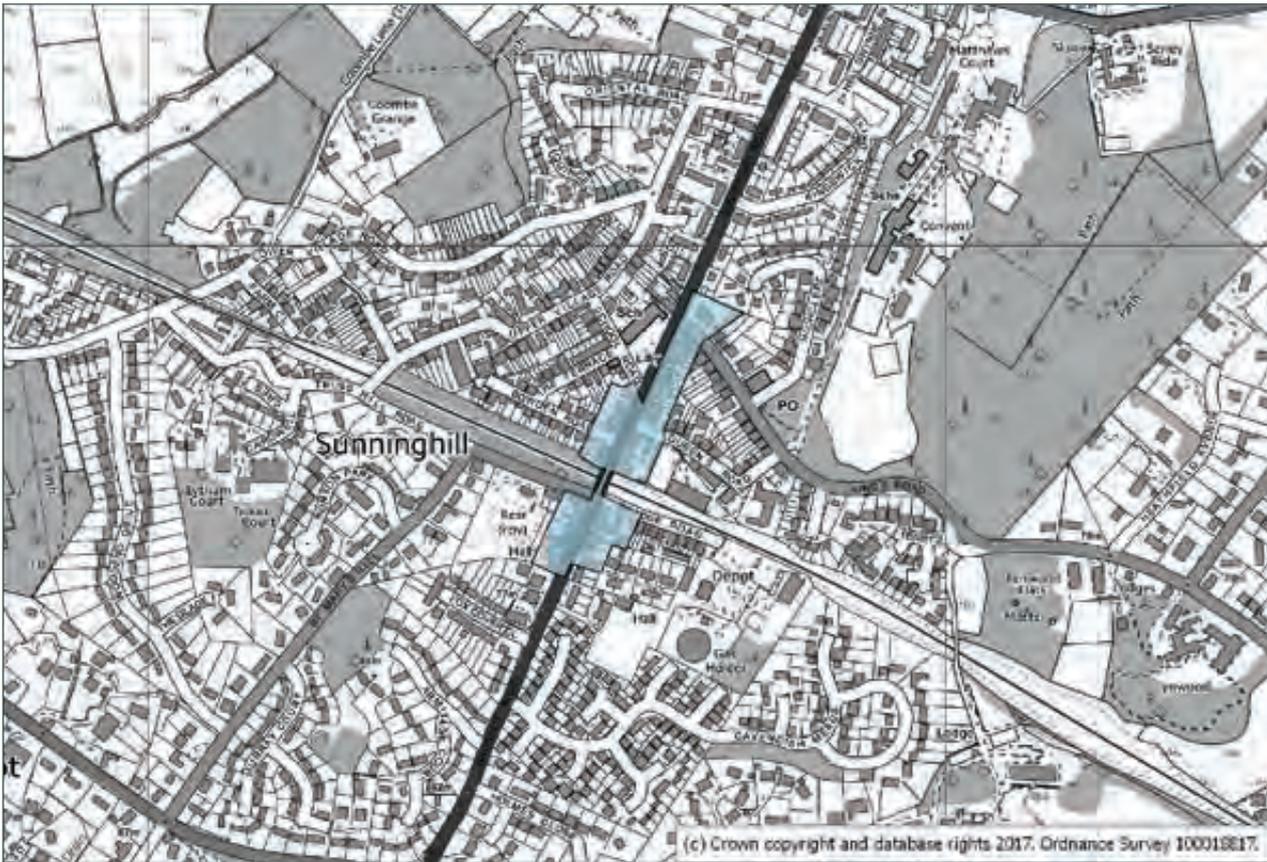
Map LC7 : Old Windsor



Map LC8 : Shifford Crescent, Maidenhead



F LOCAL CENTRE MAPS



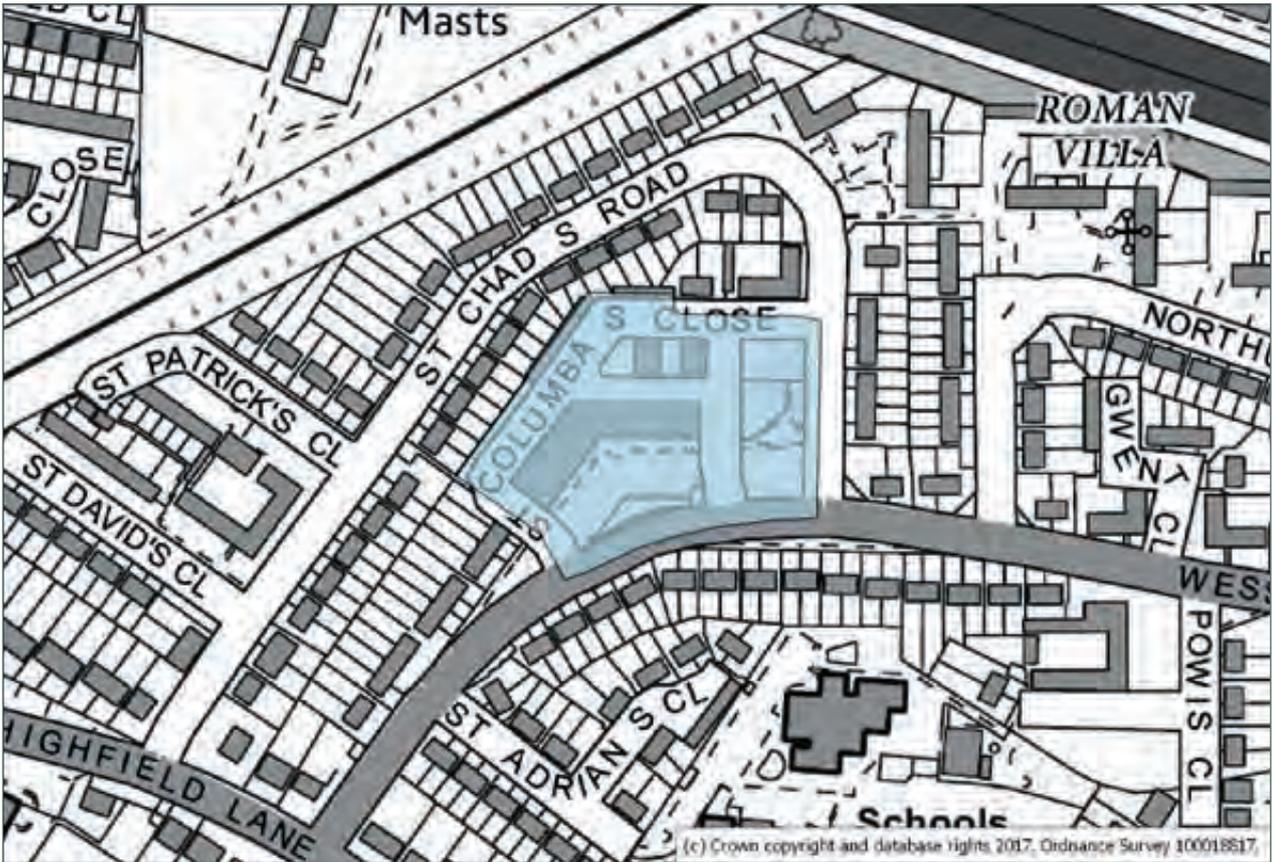
Map LC9 : Sunninghill



Map LC10 : Vale Road, Windsor



F LOCAL CENTRE MAPS



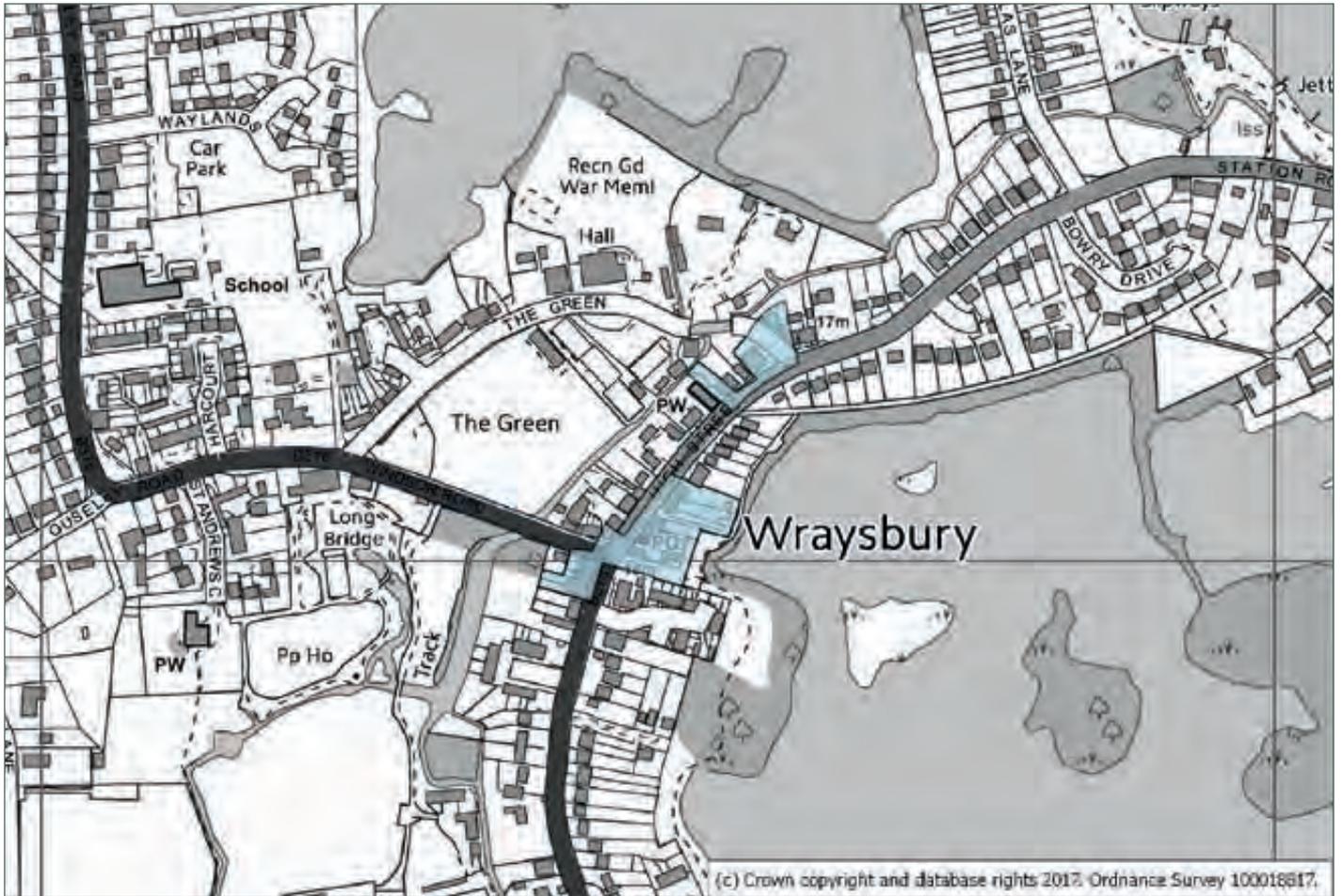
Map LC11 : Wessex Way, Cox Green



Map LC12 : Wootton Way, Maidenhead



F LOCAL CENTRE MAPS



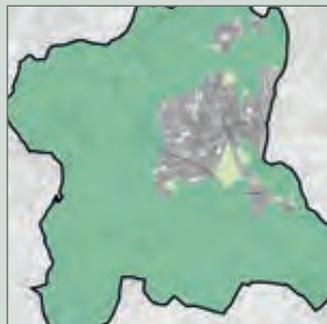
Map LC13 : Wraysbury





# OPEN SPACE STANDARDS

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**G OPEN SPACE STANDARDS**

OPEN SPACE TYPOLOGY	QUANTITY GUIDELINE (HECTARES PER 1,000 POPULATION)	WALKING GUIDELINE (WALKING DISTANCE, METRES FROM DWELLINGS)	QUANTITY GUIDELINE
<b>Parks and Gardens</b> (including urban parks, country parks and formal gardens)	0.8Ha	710m	<ul style="list-style-type: none"> <li>▶ Green Flag Standard</li> <li>▶ Appropriately landscaped</li> <li>▶ Positive management</li> <li>▶ Provision of footpaths</li> <li>▶ Designed to be free of the fear of harm or crime</li> </ul>
<b>Amenity Greenspace</b> (including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens)	0.6Ha	480m	<ul style="list-style-type: none"> <li>▶ Appropriately landscaped</li> <li>▶ Positive management</li> <li>▶ Provision of footpaths</li> <li>▶ Designed to be free of the fear of harm or crime</li> </ul>
<b>Natural and Semi-Natural Green Space</b> (including woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land and rock areas)	1.8Ha	720m	<ul style="list-style-type: none"> <li>▶ Appropriately landscaped</li> <li>▶ Positive management</li> <li>▶ Provision of footpaths</li> <li>▶ Designed to be free of the fear of harm or crime</li> </ul>
<b>Provision for children and young people</b> (including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas)	Equipped / Designated Play Areas: 0.25 ha	LAPs: 100 m LEAPs: 400 m NEAPs: 1,000 m	<ul style="list-style-type: none"> <li>▶ Quality appropriate to the intended level of performance, designed to appropriate technical standards</li> </ul>
	Other Outdoor Provision: n/a	700 m	<ul style="list-style-type: none"> <li>▶ Located where they are of most value to the community to be served</li> </ul>
<b>Allotments and Community Gardens</b>	0.2 ha	Local significance: 400 m	N/A



**G OPEN SPACE STANDARDS**

OPEN SPACE TYPOLOGY	QUANTITY GUIDELINE (HECTARES PER 1,000 POPULATION)	WALKING GUIDELINE (WALKING DISTANCE, METRES FROM DWELLINGS)	QUANTITY GUIDELINE
<b>Green Corridors</b> (including river and canal banks, cycleways and rights of way)	N/A	N/A	N/A
<b>Cemeteries and Churchyards</b>	N/A	Local significance: 400 m	N/A
<b>Civic spaces</b> (including civic and market squares and other hard surfaced areas designed for pedestrians)	N/A	N/A	N/A

Table 24 Open Space Standards

	LAP (LOCAL AREA OF PLAY)	LEAP (LOCALLY EQUIPPED AREA FOR PLAY)	NEAP (NEIGHBOURHOOD EQUIPPED AREA FOR PLAY)
5 to 10 dwellings	Required	Not required	Not required
11 to 200 dwellings	Required	Required	Not required
201 to 500 dwellings	Required	Required	Required
500+ dwellings	Required	Required	Required

Table 25 Guidelines for contribution towards LAPs, LEAPs, and NEAPs from new residential development

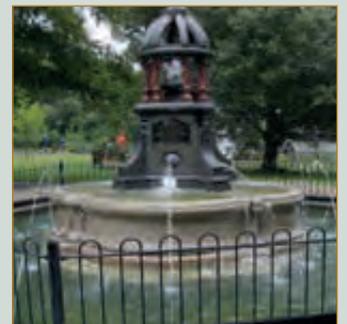
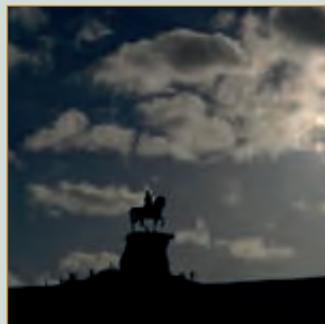
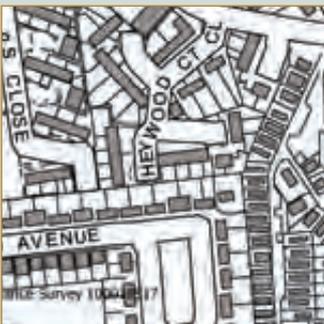






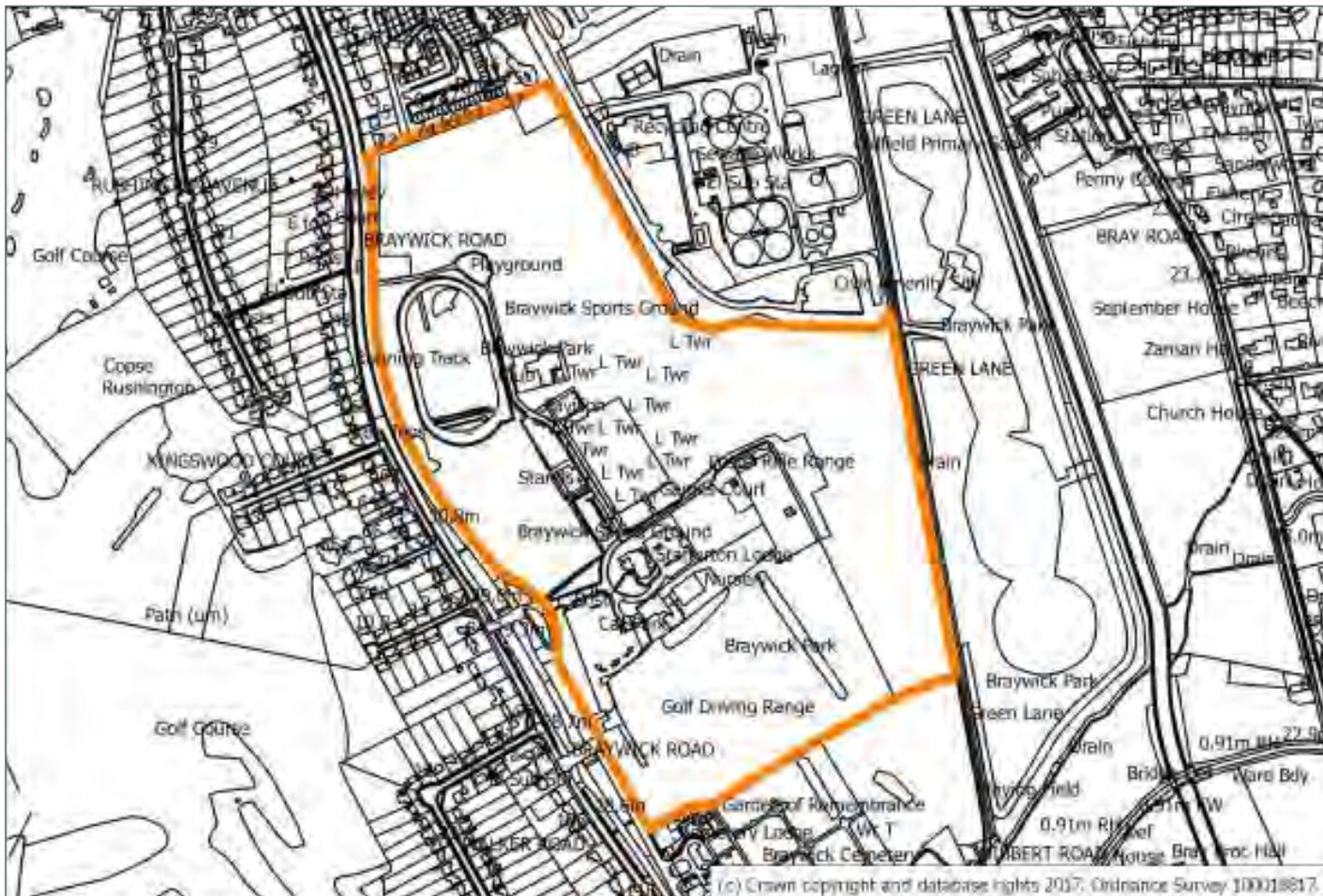
# SPORTS AND LEISURE DEVELOPMENT SITE PROFORMA

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## H SPORTS AND LEISURE DEVELOPMENT SITE PROFORMA

### IF6: New Sports and Leisure Development at Braywick Park



IF6 Braywick Park

### IF6: NEW SPORTS AND LEISURE DEVELOPMENT AT BRAYWICK PARK

The site is located in the Green Belt surrounded on three sides by existing built form. The site is allocated for leisure development to accommodate a relocated Magnet Leisure Centre and associated facilities.

Table IF6 Braywick Park





[www.rbwm.gov.uk](http://www.rbwm.gov.uk)



Royal Borough  
of Windsor &  
Maidenhead