

# COUNCIL

WEDNESDAY, 23RD OCTOBER, 2019

At 7.30 pm

in the

DESBOROUGH SUITE - TOWN HALL,

## SUPPLEMENTARY AGENDA

### PART I

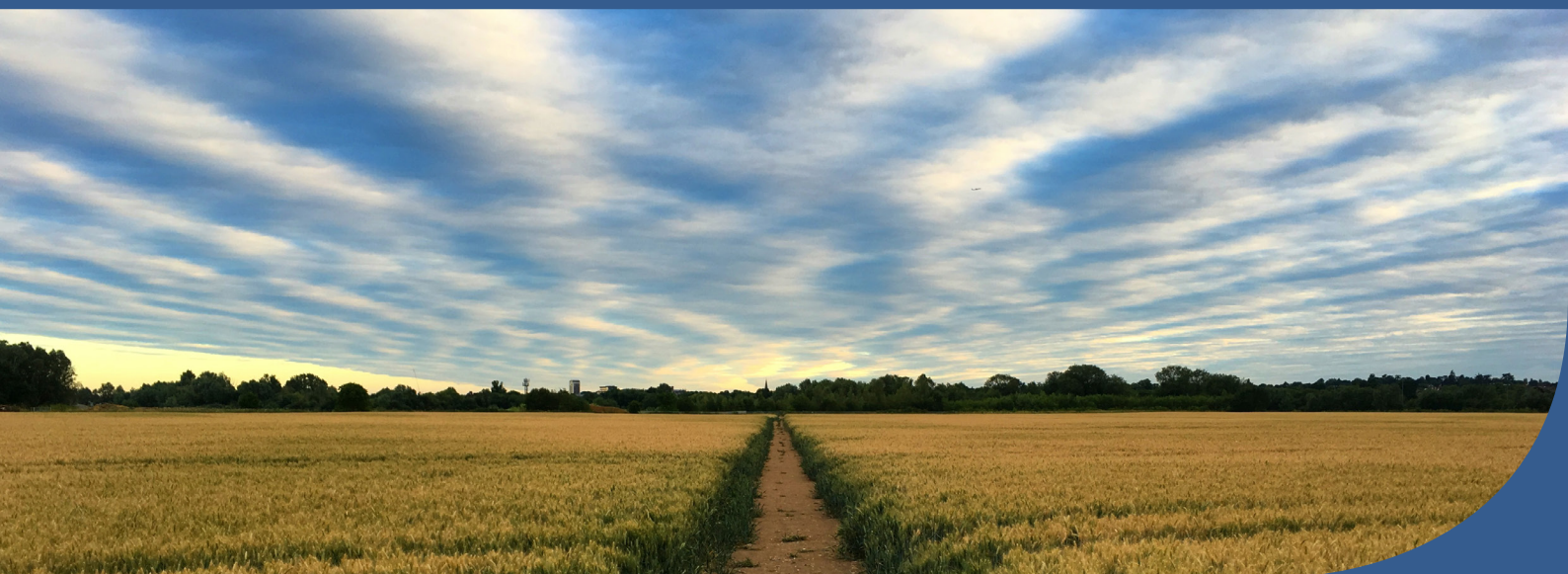
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7.	<u>RBWM BOROUGH LOCAL PLAN SUBMISSION VERSION – PROPOSED CHANGES</u>  Appendix E – Sustainability Appraisal vol3	3 - 464

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# Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead's Borough Local Plan Submission Version - Proposed Changes

## **Volume 3 of 3: Appendices**

October 2019



# Appendices

**Appendix A: SA Framework**

**Appendix B: Policy Assessments**

**Appendix C: Allocated Site Assessments**

**Appendix D: Reasonable Alternative Site Assessments**

**Appendix E: Plans and Programmes review update**



# Appendix A: SA Framework

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#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
1	<b>Climate change:</b> Minimise the borough's contribution to climate change and plan for the anticipated levels of climate change.	Contribute to reducing emissions of greenhouse gases and ensuring that the borough is prepared for the impacts of climate change.	<ul style="list-style-type: none"> <li>• Area of GI created per capita.</li> <li>• Implementation of adaptive techniques e.g. SUDs and passive heating / cooling.</li> <li>• Proximity to, quality of, and patronage of, public transport services.</li> <li>• Proportion of energy generated from renewable sources.</li> </ul>
2	<b>Water and Flooding:</b> Protect, enhance and manage RBWM's waterways and to sustainably manage water resources.	To promote sustainable design and construction measures which reduce water consumption and result in decreased run-off of polluted water (including during construction phase).	<ul style="list-style-type: none"> <li>• Area of new greenspace per capita.</li> <li>• Length of watercourses of good biological and chemical quality.</li> <li>• Daily Domestic Water Use (per capita consumption)</li> <li>• Number of applications using SUDs.</li> <li>• Number of properties at risk of flooding</li> </ul>
		Reduce risk of localised flooding, including fluvial and surface water flooding.	
		Reduce unsustainable practice agricultural practices, particularly in Nitrate Vulnerable Zones to reduce diffuse pollution or poor-quality effluent returns.	
		Ensure new development incorporates SUDS where appropriate.	

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#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
		Maintain and improve the qualitative status of groundwater of RBWM, particularly the chemical groundwater.	
3	<b>Air and noise pollution:</b> Manage and reduce the risk of pollution, including air and noise pollution.	Reduce air, noise and odour pollution.	<ul style="list-style-type: none"> <li>• Proximity to an AQMA.</li> <li>• Capacity of wastewater treatment works.</li> <li>• Percentage change in pollution incidents</li> </ul>
4	<b>Biodiversity and geodiversity:</b> Protect, enhance and manage the natural heritage of the borough.	Conserve and enhance biodiversity and geodiversity.	<ul style="list-style-type: none"> <li>• Number and diversity of European conserved Species, BAP species and Section 41 species in the plan area.</li> <li>• Area and condition of BAP priority habitats.</li> <li>• Area and condition of sites designated for biological interest</li> </ul>
5	<b>Landscape quality:</b> Conserve, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening its distinctiveness.	Conserve and enhance the countryside and the landscape.	<ul style="list-style-type: none"> <li>• Landscape Character Assessment - key characteristics.</li> <li>• Risk of coalescence.</li> <li>• Source and type of materials used in construction</li> </ul>
		Conserve and enhance local distinctiveness, including townscape character.	
		Promote high quality design and sustainable construction materials and techniques.	

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#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
6	<p><b>Cultural heritage:</b> Conserve, enhance and manage sites, features and areas of historic and cultural importance.</p>	<p>Conserve and enhance the historic environment and cultural heritage (including architectural and archaeological heritage). This includes its setting, enjoyment of and access to it.</p>	<ul style="list-style-type: none"> <li>• Number and condition of features and areas of historic designations in the borough (Listed Buildings, Conservation Areas, Scheduled Ancient Monuments, Historic Parks and Gardens, Archaeological Notification Sites).</li> <li>• Number and condition of statutory and non-statutory sites in the Historic Environment Record (HER).</li> <li>• Number of heritage assets on the Heritage at Risk register</li> </ul>
7	<p><b>Use of resources:</b> Ensure protection, conservation and efficient use of natural and man-made resources in the borough.</p>	<p>Ensure the effective use of land by reusing land that has been previously developed and reusing buildings.</p> <p>Conserve and enhance soil quality.</p> <p>Ensure the prudent use and sustainable management of man-made and natural resources.</p>	<ul style="list-style-type: none"> <li>• Re-use of previously developed land and existing buildings.</li> <li>• Area of best and most versatile agricultural land lost to development.</li> <li>• Area of Mineral Safeguarding Area(s) developed</li> </ul>

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
8	<b>Housing:</b> Provide a range of housing to meet the needs of the community.	Ensure that everyone has the opportunity to live in a decent and affordable home.	<ul style="list-style-type: none"> <li>• Variety of housing mix.</li> <li>• Percentage of dwellings delivered as affordable housing.</li> <li>• Number of extra care homes.</li> <li>• Number of lifetime homes.</li> <li>• Number of people on the housing register</li> </ul>
9	<b>Health:</b> Safeguard and improve physical and mental health of residents.	Protect and improve the health and well-being of the population and reduce inequalities in health.	<ul style="list-style-type: none"> <li>• Distance to nearest health centre and hospital and accessibility of these by public transport.</li> <li>• Provision of and accessibility of accessible greenspace.</li> <li>• Accessibility to sport and recreation facilities e.g. football pitches, playing fields, tennis courts and leisure centres</li> </ul>
		Encourage increased engagement in recreational and sporting activity across all sectors of the community.	
10	<b>Community safety and wellbeing:</b> Reduce poverty and social deprivation and increase community safety.	Reduce poverty and social exclusion and close the gap between the most deprived areas and the rest.	<ul style="list-style-type: none"> <li>• Crime Deprivation Index.</li> <li>• Number of people living in poverty.</li> <li>• Index of Multiple Deprivation.</li> </ul>
		Prevent and reduce crime and disorder, and the fear of crime.	
11	<b>Transport and accessibility:</b> Improve choice and efficiency of sustainable	Improve travel choice, reduce the need for travel by car and shorten the length and duration of journeys.	<ul style="list-style-type: none"> <li>• Distance to local amenities and key services.</li> <li>• Proximity to, quality of, and patronage of, public transport services.</li> </ul>

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#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
	transport in the borough and reduce the need to travel.	Improve accessibility to key services and facilities.	<ul style="list-style-type: none"> <li>Proximity and connectivity of walking and cycling links</li> </ul>
12	<b>Education:</b> Improve education, skills and qualifications in the borough.	Raise educational achievement levels and develop opportunities for everyone to acquire skills needed to find and remain in work.	<ul style="list-style-type: none"> <li>Average highest qualifications.</li> <li>% of the population with no or low qualifications.</li> <li>% of Year 11 pupils achieving 5 or more GCSEs grade A-C.</li> <li>Rate at which those leaving education find employment</li> </ul>
13	<b>Waste:</b> Ensure the sustainable management of waste.	Manage waste more sustainably by applying the waste hierarchy of reduce, reuse, recycle and recovery, with disposal as the last resort.	<ul style="list-style-type: none"> <li>Number and capacity of waste management facilities.</li> <li>Reuse of recycled materials.</li> <li>Number and effectiveness of initiatives to encourage reduction, reusing and recycling of waste</li> </ul>
14	<b>Economy and employment:</b> To support a strong, diverse, vibrant and sustainable local economy to foster balanced economic growth.	Ensure high and stable levels of employment.	<ul style="list-style-type: none"> <li>Number of residents working within the borough and out-commuting rates.</li> <li>% of economically active population in employment.</li> <li>Number of new business start-ups as a result of the development.</li> </ul>
		Sustain and promote economic growth and competitiveness.	

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
		Encourage smart economic growth. Sustain and promote the visitor economy and its attraction. Promote and support the rejuvenation of Maidenhead town centre.	<ul style="list-style-type: none"> <li>• Carbon emissions of businesses in the borough.</li> <li>• Tourism expenditure in the borough.</li> <li>• Expenditure in Maidenhead town centre.</li> </ul>

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# Appendix B: Policy Assessments

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## B.1 Introduction

### B.1.1 Background

C.1.1.1 This appendix provides an assessment of policies proposed by the Royal Borough of Windsor and Maidenhead (RBWM) Council as part of the Borough Local Plan Submission Version – Proposed Changes (BLPSV-PC), in line with Article 5 Paragraph 1 of the SEA Directive<sup>1</sup>:

*“Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated. The information to be given for this purpose is referred to in Annex I”.*

B.1.1.1 Each of the policies appraised in this report have been assessed for their likely impacts on each SA Objective of the SA Framework. The SA Framework is presented in its entirety in **Appendix A**. The full methodology for the assessment of the policies is set out in **Chapter 4** of the Regulation 19 SA Report: Update.

B.1.1.2 These assessments have been completed at a high level and as such, may not account for some specific elements of the policies and detailed potential impacts.

B.1.1.3 The SA Framework comprises SA Objectives and decision-making criteria. Acting as yardsticks of sustainability performance, the SA Objectives are designed to represent the topics identified in Annex 1(f)<sup>2</sup> of the SEA Directive.

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<sup>1</sup> SEA Directive. Available at: <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32001L0042> [Date Accessed: 10/10/19]

<sup>2</sup> Annex 1(f) identifies: *“the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors”.*

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- B.1.1.4 It is important to note that the order of SA Objectives in the SA Framework does not infer prioritisation. The SA Objectives are necessarily strategic; in order to help focus each objective, decision-making criteria are presented in the SA Framework to be used during the appraisal of policies and sites.
- B.1.1.5 Each appraisal includes a SA impact matrix that provides an indication of the nature and magnitude of effects. Assessment narratives follow the impact matrices for each policy, within which the findings of the appraisal and the rationale for the recorded impacts are described. Some policies have been assessed per objective.
- B.1.1.6 There are 48 final policies within the BLPSV-PC which have been identified by the Council. For some policies, for efficiency and coherency, objectives have been combined in the text narrative.
- B.1.1.7 The impact matrices for all policy assessments are presented in **Table B.1.1** below. These impacts should be read in conjunction with the assessment text narratives which follow in the subsequent sections of this chapter, as well as the topic specific methodologies and assumptions presented in **Table 4.6** in the Regulation 19 SA: Update main report.
- B.1.1.8 It should be noted that additional site-specific mitigation measures may be provided within the Site Proformas. These have not been considered in the policy assessments. Assessment of the Site Proformas is presented in **Appendix C**.

**Table B.1.1: Impact matrix of policy assessments**

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
<b>Spatial Portrait</b>														
Policy SP1	+	0	+	0	+	+	+	++	+	+	+	+	0	++
Policy SP2	+	+	+	+	+	0	0	0	+	+	0	0	0	0
<b>Quality of Place</b>														
Policy QP1	+	+	+	+	+	+	0	0	+	++	+	0	0	0
Policy QP1a	-	-	-	0	+	+	+	++	0	++	++	+	-	++
Policy QP1b	-	-	-	+	-	-	-	++	0	++	++	+	-	++
Policy QP1c	-	0	-	+	+	+	+	++	-	+	++	+	-	++
Policy QP2	+	+	+	+	+	0	0	0	+	0	0	0	0	0
Policy QP3	+	0	+	+	+	+	0	0	+	+	+	0	+	0
Policy QP3a	+	+	+	+	0	0	0	0	0	0	0	0	0	0
Policy QP4	+	+	0	+	+	+	0	0	+	0	+	0	0	+
Policy QP5	0	0	0	0	+	0	+	0	0	0	0	0	0	0
<b>Housing</b>														
Policy HO1	--	-	--	-	-	-	-	++	-	+	+	+	--	+
Policy HO2	0	0	0	0	0	0	0	+	+	+	0	0	0	0
Policy HO3	0	0	0	0	0	0	0	+	0	+	0	0	0	0
Policy HO4	+	+	+	0	0	0	0	+	+	+	+	+	0	+
Policy HO5	0	0	0	0	0	0	+	+	+	+	+	0	+	0
<b>Economy</b>														
Policy ED1	0	0	0	0	+	0	+	0	0	0	0	0	0	++
Policy ED2	0	0	0	0	0	0	+	0	0	0	0	0	0	++
Policy ED3	0	0	0	0	0	0	0	0	0	0	0	0	0	+
Policy ED4	0	0	0	0	0	0	+	0	0	+	+	0	0	+
<b>Town Centres and Retail</b>														
Policy TR1	0	0	0	0	+	0	+	0	0	+	0	0	0	+

Policy TR2	0	0	0	0	+	+	+	+	0	+	0	0	0	+
Policy TR3	0	0	0	0	0	0	+	0	0	+	0	0	0	+
Policy TR4	0	0	0	0	0	0	+	+	0	+	0	0	0	+
Policy TR5	0	0	0	0	0	0	0	+	0	+	0	0	0	+
Policy TR6	0	0	0	0	0	0	+	0	0	+	0	0	0	+
Policy TR7	0	0	0	0	0	0	0	0	0	+	0	0	0	+
Policy TR8	0	0	0	0	0	0	0	0	0	+	0	0	0	+
Visitors and Tourism														
Policy VT1	+	0	+	+	+	+	+	0	+	+	+	0	0	+
Historic Environment														
Policy HE1	0	0	0	0	+	++	0	0	0	0	0	0	0	0
Policy HE2	0	0	0	0	+	+	0	0	0	+	0	0	0	+
Natural Environment														
Policy NR1	+	+	0	+	+	0	0	0	0	0	0	0	0	0
Policy NR2	+	+	+	++	+	0	+	0	+	+	0	0	0	0
Policy NR3	+	+	+	+	+	0	+	0	+	0	0	0	0	0
Policy NR4	0	0	0	+	0	0	0	0	+	+	0	0	0	0
Policy NR5	+	0	0	0	0	0	+	0	0	0	0	0	0	0
Environmental Protection														
Policy EP1	0	+	+	+	+	0	0	0	+	0	0	0	0	0
Policy EP2	+	0	0	0	0	0	0	0	0	0	+	0	0	0
Policy EP3	0	0	0	+	+	0	0	0	+	0	0	0	0	0
Policy EP4	0	0	+	0	0	0	0	0	+	0	0	0	0	0
Policy EP5	0	+	0	0	0	0	0	0	+	0	0	0	0	0
Infrastructure														
Policy IF1	0	0	0	0	0	0	0	0	+	+	+	+	0	0
Policy IF2	+	+	+	+	0	0	0	0	+	+	++	+	0	+
Policy IF3	0	0	0	0	0	0	0	0	+	+	0	0	0	0
Policy IF4	+	+	+	+	+	0	0	0	+	+	0	0	0	0
Policy IF5	+	0	+	0	+	0	0	0	+	+	+	+	0	0
Policy IF6	0	0	0	0	0	0	0	0	+	+	+	+	0	0
Policy IF7	0	+	0	0	0	0	0	0	0	+	0	0	0	+

## B.2 Spatial Portrait

### B.2.1 Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

#### Policy SP1 – 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 strategic growth areas (Maidenhead, Windsor and Ascot) to make best use of infrastructure and services, in addition to providing a sustainable approach to growth.
2. Within Maidenhead new development will largely be focused on the strategic growth location which is comprised of Maidenhead Town Centre and South West Maidenhead. Higher intensity development will be encouraged in the strategic growth location, particularly within the town centre and near to the Maidenhead railway station to take advantage of the Elizabeth Line connections.
3. Maidenhead town centre will be a major focus of sustainable growth to support its important role within the wider Thames Valley. Regeneration and new housing, employment, retail and leisure development will help provide a high quality, highly connected and vibrant place.
4. South West Maidenhead will provide a sustainable extension to Maidenhead. This new place will accommodate a large proportion of the Borough's required new housing and employment, as well as providing for leisure and recreation needs.
5. Development in Maidenhead outside of the strategic growth location will be focused on existing urban sites wherever possible, with some limited release of Green Belt.
6. Windsor is identified as accommodating limited growth. 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. A growth area has been identified the western edge of the Windsor urban area where limited Green Belt release will accommodate additional housing growth.
7. 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.
8. 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.
9. The Green Belt will be protected from inappropriate development in line with Government policy.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy SP1	+	0	+	0	+	+	+	++	+	+	+	+	0	++

B.2.1.1 Policy SP1 outlines the spatial strategy for growth within RBWM, with the majority of development focused on the strategic growth areas of Maidenhead, Windsor and Ascot in order to promote sustainability in terms of access to services, employment and infrastructure.

B.2.1.2 Through locating the majority of new development within the towns of Maidenhead, Windsor and Ascot, this policy would be expected to provide new residents with good access to existing services and facilities within these areas. This includes promoting growth in close proximity to railway stations and transport infrastructure. This policy would be expected to meet the housing needs in the Plan area and as such have a major positive impact on housing provision (SA Objective 8). A minor positive impact would also be expected on the local community in terms of access to facilities and accessibility through encouraging the use of sustainable transport (SA Objectives 10 and 11).

B.2.1.3 Promoting town centre locations with good access to sustainable transport options would also be expected to benefit residents' access to employment opportunities. Furthermore, the proposed regeneration of Maidenhead town centre and Ascot High Street would be expected to provide additional local employment. A major positive impact would be expected on the economy and employment (SA Objective 14).

B.2.1.4 Additionally, the promotion of sustainable locations for growth, including transport options, would be expected to reduce the Borough's contributions towards the causes of climate change. Development within these existing built-up locations could potentially help to reduce the requirement for personal cars, and as such have a minor positive impact on climate change and local air quality (SA Objectives 1 and 3).

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- B.2.1.5 Due to the potential improvement in local air quality associated with increased uptake of sustainable transport, in combination with the provision of leisure and recreation needs, this policy could potentially encourage healthy and active lifestyles. Moreover, development within existing centres would be expected to provide good accessibility to social infrastructure such as schools and healthcare facilities. As such, this policy could potentially have a minor positive impact on health and access to educational facilities (SA Objectives 9 and 12).
- B.2.1.6 This policy limits growth within Windsor, aiming to protect and conserve heritage assets and to “*enhance the quality of the built environment*”. This would be likely to have a minor positive impact on the landscape character and the historic environment (SA Objectives 5 and 6) and would also be expected to help promote Windsor’s tourist attractions, making a positive contribution to the local economy.
- B.2.1.7 Through directing new development within the Borough towards the strategic growth areas of Maidenhead, Windsor and Ascot, and ensuring development outside these towns is “*focused on existing urban sites wherever possible*”, this policy would be expected to provide good opportunities for the development of previously developed or brownfield land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.



## B.2.2 Policy SP2 – Climate Change

### Policy SP2 – Climate Change

All developments will demonstrate how they have been designed to incorporate measures to adapt to climate change. The following measures shall be incorporated into development:

- Wherever possible, new buildings shall be orientated to maximise the opportunities for both natural heating and ventilation and reducing exposure to wind and other elements;
- Proposals involving both new and existing buildings shall demonstrate how they have been designed to maximise resistance and resilience to climate change for example by including measures such as solar shading, thermal mass, heating and ventilation of the building and appropriately coloured materials in areas exposed to direct sunlight, green and brown roofs, green walls, etc;
- Use of trees and other planting, where appropriate as part of a landscape scheme, to provide shading of amenity areas, buildings and streets and to help to connect habitat, designed with native plants that are carefully selected, managed and adaptable to meet the predicted changed climatic conditions; and
- All development shall minimise the impact of surface water runoff from the development in the design of the drainage system, and where possible incorporate mitigation and resilience measures for any increases in river flooding levels as a result of climate change.

Adaptation is about making sure future communities can live, work, rest and play in a comfortable and secure environment in the face of inevitable climate change. Taking action now to help successfully achieve adaptation measures would help to reduce vulnerability for people, businesses, services and infrastructure to climate change. Adaptation measures need to be built into all new developments to ensure the sustainable development of housing, businesses and the economy of the Royal Borough. Applicants should refer to the adopted Sustainable Design and Construction SPD, forthcoming Borough Design Guide SPD or successor documents for further guidance.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy SP2	+	+	+	+	+	0	0	0	+	+	0	0	0	0

B.2.2.1 Policy SP2 aims to ensure that development proposals seek opportunities for adaptation to, and mitigation of, climate change. This would help to promote sustainable development throughout the Plan area and help to protect the environment.

B.2.2.2 Through the “*use of trees and other planting, where appropriate as part of a landscape scheme*” and encouraging the use of green and brown roofs and walls, including use of native plants, this policy could potentially help to enhance biodiversity and landscape character in the local area. Therefore, a minor positive impact would be expected for Objectives 4 and 5.

- B.2.2.3 Increased vegetation planting alongside development could potentially have a beneficial impact on flood risk due to reducing water runoff. Furthermore, this policy states that “*all development shall minimise the impact of surface water runoff from the development in the design of the drainage system*” and include further mitigation for fluvial flooding prevention where required. Therefore, a minor positive impact on water and flooding would be expected (SA Objective 2).
- B.2.2.4 Enhanced green infrastructure alongside amenity areas, buildings and streets could potentially help to promote natural air filtration, and as such reduce residents’ exposure to air pollution associated with traffic. Furthermore, providing a more attractive local area could potentially encourage walkable neighbourhoods. As such, a minor positive impact on local air quality (SA Objective 3) and human health (SA Objective 9) would be expected.
- B.2.2.5 This policy states that new development should incorporate natural heating and ventilation, wherever possible. This would be expected to ensure that living conditions are of a high quality. Furthermore, this policy seeks to ensure that “*future communities can live, work, rest and play in a comfortable and secure environment*”. Therefore, a minor positive impact on the community would be expected (SA Objective 10).
- B.2.2.6 The incorporation of green infrastructure, minimisation of flood risk and promotion of natural heating systems would be expected to help reduce the Borough’s contributions to the causes of climate change. By requiring adaptation and mitigation measures to ensure that development proposals are resilient in the face of climate change, this policy would be expected to have a minor positive impact on SA Objective 1.

## B.3 Quality of Place

### B.3.1 Policy QP1 – Sustainability and Placemaking

#### Policy QP1 – Sustainability and Placemaking

1. All new developments should positively contribute to the places in which they are located.
2. Larger developments<sup>3</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 for social, transport and utility infrastructure to support communities;
  - c. Be designed to facilitate and promote community interaction through the provision of:
    - i. walkable neighbourhoods
    - 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;
  - f. Foster biodiversity and enhancement of green infrastructure;
  - g. Conserve and enhance the importance of the existing blue character of the Borough (including the River Thames and other watercourses); and
  - h. Conserve and enhance the Borough’s rich historic environment.
3. Proposals for sites bringing forward developments of 100+ net new dwellings, or 5,000 sqm of employment or mixed use floorspace, will be expected to be in conformity with the adopted stakeholder masterplan<sup>4</sup> for the site.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change														
Water and flooding														
Air and noise Pollution														
Biodiversity														
Landscape quality														
Cultural Heritage														
Use of resources														
Housing														
Health														
Community														
Transport														
Education														
Waste														
Economy and employment														
Policy QP1	+	+	+	+	+	+	0	0	+	++	+	0	0	0

B.3.1.1 Policy QP1 aims to facilitate the development of sustainable, vibrant communities through the provision of a high quality and accessible built, natural and historic environment.

<sup>3</sup>1 (over 10 residential units or 1,000 sqm of floorspace or 1ha in area)

<sup>4</sup>Stakeholder masterplans will have been collaboratively prepared by the Council in conjunction with stakeholders, including the community, land owners and statutory bodies and other interested parties. Such plans will be focussed on creating beautiful, sustainable and successfully functioning places in that location.

- B.3.1.2 This policy would help to ensure that development proposals promote community cohesion and contribute towards locally important infrastructure requirements. The policy states that development should seek to create a “*positive place identity*”. Therefore, a major positive impact on the local community would be expected (SA Objective 10).
- B.3.1.3 Additionally, this policy promotes walkable neighbourhoods and attractive routes to encourage walking and cycling. Particular reference is made to the encouragement of “*active healthy lifestyles*”. This would be expected to have a minor positive impact in regard to human health and well-being through encouraging active travel (SA Objective 9). Furthermore, this would be expected to improve access to local services and reduce the emissions of greenhouse gases associated with travel. As such, minor positive impacts would be anticipated on transport and accessibility (SA Objective 11), climate change (SA Objective 1) and air pollution (SA Objective 3).
- B.3.1.4 This policy states that development proposals must “*positively contribute towards the places in which they are located*” and be designed to create “*attractive public spaces*”. This would be likely to have a minor positive impact on the landscape quality (SA Objective 5). Furthermore, this policy would require development proposals to conserve and enhance heritage assets, resulting in a minor positive impact on the local historic environment (SA Objective 6).
- B.3.1.5 Under this policy, biodiversity and the green and blue infrastructure networks would be enhanced. This would be expected to provide benefits to flora and fauna including the provision of new or enhanced habitats, including important ecological corridors and green networks such as alongside watercourses. Therefore, this policy would be expected to have a minor positive impact on biodiversity (SA Objective 4). Enhanced green and blue infrastructure would also be expected to help reduce water runoff rates and enhance natural water storage and flow functions and as such, reduce the risk of both fluvial and pluvial flooding. A minor positive impact on water and flooding (SA Objective 2) would be expected.

## B.3.2 Policy QP1a – Maidenhead Town Centre Strategic Placemaking Area

### Policy QP1a – Maidenhead Town Centre Strategic Placemaking Area

1. Maidenhead Town Centre will be renewed and enhanced through a combination of new developments, proactive management of change and support for community-led initiatives. This will deliver a modern, high quality, vibrant, accessible and adaptable centre.
2. This will be achieved through making sure that development and change contains a mix of uses that contribute towards the creation of a high quality, successful and sustainable place, and promoting sustainable ways of living, working and overall activity.
3. Development will be guided by a Town Centre Placemaking Supplementary Planning Document focused around the concept of the three distinct areas defined as the Town Centre Core, the Town Centre ring and the Town Centre Fringe.
4. Within each of these 3 distinct areas all new development will need to:
  - a. Capitalise on and strengthen the centre’s important role within the wider Thames Valley as a centre for shopping, leisure and employment whilst also being a growing and sustainable community in its own right;
  - b. Help to achieve character and distinctiveness across the town centre, including ensuring that individual developments are appropriate to their settings and contribute towards creating a clear sense of place where they are located and for the town centre as a whole;
  - c. Deliver high quality architecture and urban design, improving legibility and creating distinct quarters which demonstrate their own individual character and distinctiveness;
  - d. Improve gateways, arrival points and key transport routes and facilitates easier movement in and around the Town Centre for all modes of transport, including reconnecting the Town Centre with its neighbouring areas;
  - e. Contribute towards establishing a strong green infrastructure network, including improved access to current open spaces, introducing new public spaces, and maximising opportunities to green the urban environment;
  - f. Contribute towards the improvement and better integration of the waterways;
  - g. Support the delivery of a coordinated programme of investment in the public realm and local infrastructure and structured environmental improvements, creating a safe accessible and attractive environment for the community and visitors alike; and
  - h. Deliver proposals that are resilient and respond to the challenges of climate change.

#### Town Centre Core

5. The Town Centre Core (containing the Shopping Centre, as defined on the policies map) will continue to maintain the main shopping, office, leisure and community functions of the town. The High Street will form the key focus for these activities with attractive connections to subsidiary activity nodes. Redevelopment of the Nicholsons Centre (as a retail led mixed use development will consolidate and re-inforce the retail centre of the town. Increased levels of residential accommodation, principally at upper floor levels, will be provided throughout the Core area to help support the other town centre functions.
6. The Core encompasses the following allocated sites:

Ref	Site	Use
AL1	Nicholson	Retail, employment, leisure, community and residential
AL2	Land between High Street and West Street	Retail, employment and residential
AL3	St Mary’s Walk	Retail, employment and residential
AL4	York Road	Residential, community and retail

### Policy QP1a – Maidenhead Town Centre Strategic Placemaking Area

<b>AL5</b>	West Street Opportunity Area	Residential and community
<b>AL6</b>	Methodist Church	Residential and community

7. Within the Core proposals will need to demonstrate how they contribute to the maintenance of the vitality and viability, reconnection of the town with its hinterland, reversal of the negative effects of the dominance of the car and reprioritisation of pedestrian and cycle movement into and out of the town. Proposals for built form and public realm within the core area should seek to create a legible a connected structure to this area and help establish a generous and high quality green and blue infrastructure network across the core.

#### Town Centre Ring

8. The Town Centre ring consists of a series of roads and barriers that surround the Core Area. Proposals within the Town Centre Ring shall seek to reconnect the town with its hinterland, to reverse the negative effects of the dominance of the car and reprioritise pedestrian and cycle movement into and out of the town. The corridors surrounding the town offer many opportunities to green the environment, reinforcing the identity of Maidenhead as a leafy place and extending these qualities right into the heart of the town centre.
9. Allocated sites in the Ring area include:

Ref	Site	Use
<b>AL7</b>	Maidenhead Railway Station	Employment, retail and residential
<b>AL8</b>	St Cloud Gate	Employment
<b>AL9</b>	St Cloud Way	Residential, community & retail

#### Town Centre Fringe

10. Within the Town Centre Fringe proposals shall bring about a widespread series of small improvements which cumulatively improve the sustainability of the area by improving legibility and reinforcing existing sense of place and by realising opportunities to integrate better with the town centre.
11. The Fringe contains the following allocated sites:

Ref	Site	Use
<b>AL10</b>	Stafferton Way Retail Park	Retail, employment and residential
<b>AL11</b>	Land at Crossrail West Outer Depot	Employment
<b>AL12</b>	Land to east of Braywick Gate, Braywick Road	Residential

12. The above site allocations are identified on the Policies Map. Site specific requirements for each site are contained in Appendix D and form part of this policy.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP1a	-	-	-	0	+	+	+	++	0	++	++	+	-	++

B.3.2.1 Policy QP1a allocates development within Maidenhead town centre for varying employment, retail, leisure and residential uses. The policy seeks to strengthen this strategic placemaking area with regard to the differing roles of the core, ring and fringe of Maidenhead.

### SA Objective 1 - Climate Change

B.3.2.2 This policy promotes “*sustainable ways of living, working and overall activity*” in terms of ensuring new development is resilient in responding to the challenges of climate change in the present and the future, such as reducing the reliance on personal car use and prioritising pedestrian and cycle movement into and out of the town. Furthermore, this policy seeks to ensure that development proposals incorporate green infrastructure and contribute towards the wider green network, seeking “*opportunities to green the urban environment*”. Increased green coverage would be expected to contribute towards the increased uptake of carbon dioxide, improving local air quality and increasing carbon storage capacity, which could potentially help to mitigate anthropogenic climate change.

B.3.2.3 However, this policy seeks to deliver new residential dwellings and employment floorspace within Maidenhead. This development would be expected to result in an increase in carbon emissions, to some extent. Overall, a minor negative impact on climate change would be expected.

### SA Objective 2 - Water and Flooding

B.3.2.4 A small proportion of the sites proposed within this policy are located partially within Flood Zone 3, and several are located in areas of identified surface water flood risk. The development proposed within this policy would therefore be expected to reduce the water storage capacity of the natural environment to some extent and could potentially result in a minor negative impact on flood risk.

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### **SA Objective 3 – Air and Noise Pollution**

B.3.2.5 This policy seeks to deliver new residential dwellings and employment floorspace within Maidenhead. This development would be expected to result in a reduction in local air quality, to some extent. Despite this, the increased coverage of green infrastructure amongst development proposed under this policy would be expected to contribute towards improved air quality due to the increased uptake of carbon dioxide and the potential filtering of particulates to reduce residents' exposure to air pollution. Furthermore, this policy seeks to promote non-car travel within the local area which could help to reduce transport related emissions.

B.3.2.6 However, all of the sites allocated within this policy are located wholly or partially within 'Maidenhead' Air Quality Management Area (AQMA). This could potentially expose new residents to poor air quality associated with this AQMA, as well as the major road network within Maidenhead. Therefore, a minor negative impact on the air and noise pollution objective would be expected.

### **SA Objective 4 – Biodiversity**

B.3.2.7 Some sites allocated within this policy are located in close proximity to biodiversity sites such as Local Nature Reserves and Local Wildlife Sites. Therefore, the proposed development at these locations could potentially have an adverse impact on the integrity of these biodiversity assets, to some extent.

B.3.2.8 However, this policy seeks to ensure that development proposals incorporate green infrastructure and contribute towards the wider green network. This would be expected to provide benefits to wildlife in terms of providing habitats or connections between areas of habitat within the urban environment. Overall, this policy would be expected to have a negligible impact on local biodiversity.

### **SA Objective 5 – Landscape Quality**

B.3.2.9 The allocations under this policy are located within the major centre of Maidenhead, and as such the proposals would be likely to involve redevelopment of existing sites and development on brownfield sites, presenting opportunities for the improvement of the townscape character.



- B.3.2.10 This policy would help to ensure that residential, employment and leisure development within Maidenhead is of high design quality and is well-connected to the local surroundings. Furthermore, development proposals under this policy would be expected to contribute towards the character and distinctiveness of the area. As such, a minor positive impact on the landscape quality would be expected.

#### **SA Objective 6 - Cultural Heritage**

- B.3.2.11 There are a number of heritage assets located within Maidenhead, including several Listed Buildings and Maidenhead Town Centre Conservation Area. However, the requirement for “*high quality architecture and urban design*” in order to create a strong sense of place would be expected to ensure that development proposal take account of any surrounding heritage assets in order to conserve and enhance their character and quality. Therefore, a minor positive impact on the local historic environment would be expected.

#### **SA Objective 7 - Use of Resources**

- B.3.2.12 All of the site allocations within this policy are located on previously developed land, and as such development would help to protect ecologically or agriculturally important soil across the Plan area. Therefore, this would be expected to have a minor positive impact on the use of resources, due to this efficient use of land.

#### **SA Objective 8 - Housing**

- B.3.2.13 This policy aims to provide residential development in each of the three identified areas within Maidenhead, which would be expected to have a major positive impact on housing provision across the Plan area.

#### **SA Objective 9 - Health**

- B.3.2.14 As the sites proposed under this policy are situated within the town centre of Maidenhead, it would be expected that these locations would provide residents with good access to health facilities such as GP surgeries, leisure centres and NHS hospitals. Furthermore, this policy aims to increase the provision of public open spaces which would be likely to have a positive impact on human health and wellbeing.

B.3.2.15 This policy seeks to deliver new residential dwellings and employment floorspace within Maidenhead, which would be expected to result in an increase in traffic and a reduction in local air quality, to some extent. However, this policy seeks to aid the “*reversal of the negative effects of the dominance of the car and reprioritisation of pedestrian and cycle movement*”. This could promote active travel, support healthy lifestyles and help to avoid some adverse impacts on health associated with poor air quality. Overall, a negligible impact on health would be expected.

#### **SA Objective 10 – Community**

B.3.2.16 Under this policy, development proposals for housing and employment sites would be located within Maidenhead town centre. This would be expected to ensure that new residents have safe and sustainable access to local services and facilities and are provided with opportunities for engaging with the local population. In addition, some of the proposals within this policy include the development of community and leisure facilities, and support would be given for “*community-led initiatives*”. As such, a major positive impact on the community would be expected.

#### **SA Objective 11 – Transport**

B.3.2.17 By focusing the development of new residential and employment sites towards Maidenhead, it would be expected that these locations would provide residents with good access to public transport facilities such as bus stops and railway stations. Furthermore, sites are likely to be in close proximity to essential services and facilities including schools and workplaces. This policy also aims to enhance vehicular and non-vehicular connections across the area, improving sustainable transport and accessibility in the local area. Therefore, a major positive impact on transport and accessibility would be expected.

#### **SA Objective 12 – Education**

B.3.2.18 Due to the location of the proposed residential sites under this policy, situated within Maidenhead town centre, it would be expected that these locations would provide residents with good access to primary and secondary schools. A minor positive impact would be expected.

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### **SA Objective 13 - Waste**

- B.3.2.19 This policy seeks to deliver new residential dwellings and employment floorspace within Maidenhead, which would be expected to result in an increase in household waste generation, to some extent. A minor negative impact on waste would therefore be expected.

### **SA Objective 14 - Economy and Employment**

- B.3.2.20 Through allocating a number of sites for employment and retail uses, and locating development within close proximity to existing employment opportunities in Maidenhead town centre, this policy would be expected to have a major positive impact on the economy and provision of employment opportunities.

### B.3.3 Policy QP1b – South West Maidenhead Strategic Placemaking Area

#### Policy QP1b – South West Maidenhead Strategic Placemaking Area

1. The South West Maidenhead Strategic Area (SWMSA), as defined on the Policies Map, is the focus for a significant proportion of the Borough’s housing, employment and leisure growth during the Plan period and should be delivered as a high quality, well-connected, sustainable development in accordance with the key principles and requirements set out below and in accordance with other relevant policies in the Development Plan.
2. The SWMSA comprises the following allocated sites:

Ref	Site	Use
AL13	Desborough	Approximately 2600 homes plus new local centre
AL14	The Triangle site (land south of the A308(M), west of Ascot Road and north of the M4)	Strategic employment site for new general industrial and warehousing floorspace
AL15	Braywick Park	Mixed use strategic green infrastructure space accommodating indoor and outdoor sports facilities, public park, special needs school and wildlife zone

The above allocations are identified on the Policies Map. Detailed site specific requirements for each site are set out in Appendix D and form part of this policy.

3. To ensure that development in the SWMSA as a whole comes forward in a strategic and comprehensive manner, planning permission on the allocated sites will only be granted following the adoption by the Council of a comprehensive Development Framework Supplementary Planning Document (SPD), incorporating a masterplan and approach to the approval of design codes; phasing of development and infrastructure delivery for the SWMSA as a whole.
4. The Development Framework SPD will be produced by the Council in partnership with the developers, landowners, key stakeholders and in consultation with the local community.
5. The design and delivery of development within the SWMSA should adhere to the following key principles and requirements:
  - a. A coordinated and comprehensive approach to development of the Area to avoid piecemeal or ad-hoc development proposals;
  - b. Creation of a distinctive, sustainable, high quality new development which provides a strong and identifiable gateway into Maidenhead from the south;
  - c. Provision of the necessary social and physical infrastructure ahead of or in tandem with the development that it supports in order to address the impacts of the new development and to meet the needs of the new residents;
  - d. Development that provides for a balanced and inclusive community and delivers a range of sizes, types and tenures, including affordable housing, in accordance with other policies in the Plan;
  - e. Provision of measures to minimise the needs to travel and maximise non-car transport modes, including provision of a multi-functioning green link to create a continuous north-south corridor through the whole SWMSA;
  - f. Enhancement of existing and provision of new vehicular and non-vehicular connections to and across the SWMSA;
  - g. A strategic green infrastructure framework and network of green spaces to meet strategic and local requirements, including retention of existing green spaces and edges where possible and provision of new public open space in accordance with the Council’s standards;

**Policy QP1b – South West Maidenhead Strategic Placemaking Area**

- h. Delivery of a net gain in biodiversity across the area that reflects its existing nature conservation interest; and
- i. Measures to reduce climate change and environmental impacts including suitable approaches to sustainable energy, recycling and construction.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP1b	-	-	-	+	-	-	-	++	0	++	++	+	-	++

B.3.3.1 Policy QP1b identifies a strategic growth area which will accommodate a range of uses including residential development, an employment site and a mixed-use strategic green infrastructure site. The policy seeks to strengthen strategic placemaking and support sustainable, well-connected development.

**SA Objective 1 – Climate Change**

B.3.3.2 This policy promotes sustainable development such as through “*including suitable approaches to sustainable energy, recycling and construction*”. This could help to ensure that development proposals are energy efficient. Through “*measures to minimise the needs to travel and maximise non-car transport modes*”, this policy could potentially help to reduce carbon dioxide emissions, and the development of a green infrastructure network would be expected to help improve local air quality and increase carbon storage capacity, which could potentially help to mitigate anthropogenic climate change.

B.3.3.3 However, this policy seeks to deliver approximately 2,600 residential dwellings and employment floorspace within the SWMSA. This development would be expected to result in an increase in carbon emissions, to some extent. Taking this into consideration, overall a minor negative impact on climate change would be expected.

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### **SA Objective 2 – Water and Flooding**

B.3.3.4 Proportions of Sites AL14 and AL15 proposed within this policy are located within Food Zone 3, and all three sites coincide with areas of identified surface water flood risk. Despite the requirement for green infrastructure improvements alongside development, the site proposals within this policy could potentially reduce the water storage capacity of the natural environment to some extent, and as such result in a minor negative impact on flood risk.

### **SA Objective 3 – Air and Noise Pollution**

B.3.3.5 This policy seeks to deliver new residential dwellings and employment floorspace within the SWMSA. This development would be expected to result in a reduction in local air quality, to some extent. Despite this, the increased coverage of green infrastructure amongst development proposed under this policy would be expected to contribute towards improved air quality due to the increased uptake of carbon dioxide and the potential filtering of particulates to reduce residents' exposure to air pollution. Furthermore, this policy seeks to promote non-car travel within the local area which could help to reduce transport related emissions.

B.3.3.6 However, all of the sites allocated within this policy are located partially within, or within close proximity to, 'Maidenhead' or 'Bray/M4' Air Quality Management Areas (AQMAs). This could potentially expose new residents to poor air quality associated with these AQMAs, as well as the major road network within Maidenhead. Therefore, a minor negative impact on the air and noise pollution objective would be expected.

### **SA Objective 4 – Biodiversity**

B.3.3.7 All three sites allocated within this policy coincide with priority habitat, and Site AL15 coincides with biodiversity sites including a Site of Special Scientific Interest, Local Nature Reserve and Local Wildlife Site. Therefore, the proposed development at these locations could potentially have an adverse impact on the integrity of these biodiversity assets, to some extent.

B.3.3.8 However, this policy seeks to ensure that development proposals incorporate green infrastructure and achieve biodiversity net gain. The proposal for Site AL15 includes the development of a wildlife zone. This would be expected to provide benefits to wildlife in terms of providing habitats or connections between areas of habitat within the urban environment. Overall, this policy would be expected to have a minor positive impact on local biodiversity.

#### **SA Objective 5 - Landscape Quality**

B.3.3.9 This policy supports proposals for “*distinctive, sustainable, high quality new development*” and seeks to ensure that multi-functional green infrastructure links are created. This could potentially help to improve the landscape character in the local area.

B.3.3.10 However, the proposed sites are located on the outskirts of these settlements, including a large proportion of previously undeveloped land. Therefore, this would be likely to result in an alteration of the character and views of the landscape to some extent and could potentially result in a minor negative impact on the landscape quality.

#### **SA Objective 6 - Cultural Heritage**

B.3.3.11 The requirement within this policy for “*distinctive, sustainable, high quality new development*” could potentially help to conserve the setting of local heritage features. However, there are a number of heritage assets located within close proximity to the sites under this policy, including Listed Buildings, Conservation Areas, as well as archaeological features coinciding with Site AL15. Therefore, a minor negative impact on the local historic environment would be expected.

#### **SA Objective 7 - Use of Resources**

B.3.3.12 All sites allocated within this policy comprise previously undeveloped land, and as such the proposed development of 2,600 dwellings and employment land in these locations would be expected to result in a net loss of ecologically important soil. A proportion of Site AL13 contains Grade 3 ALC land, which could potentially comprise some of the Borough’s best and most versatile agricultural land. Therefore, a minor negative impact on the use of resources would be expected.

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### **SA Objective 8 - Housing**

- B.3.3.13 The development of approximately 2,600 residential dwellings within Maidenhead under this policy would be expected to have a major positive impact on housing provision across the Plan area.

### **SA Objective 9 - Health**

- B.3.3.14 As the sites proposed under this policy are situated within close proximity to the town centre of Maidenhead, it would be expected that these locations would provide residents with good access to health facilities such as GP surgeries, leisure centres and NHS hospitals. Furthermore, this policy aims to provide a strategic green infrastructure network, including the preservation of existing green spaces and provision of new public open space. This would be likely to have a positive impact on human health and wellbeing through improving accessibility to open spaces and natural habitats.

- B.3.3.15 This policy seeks to deliver new residential dwellings and industrial floorspace within SWMSA, which would be expected to result in an increase in traffic and a reduction in local air quality, to some extent. However, this policy aims to support “*new vehicular and non-vehicular connections*”. This could potentially help to promote active travel, support healthy lifestyles and avoid some adverse impacts on health associated with poor air quality. Overall, a negligible impact on health would be expected.

### **SA Objective 10 - Community**

- B.3.3.16 Under this policy, development proposals for housing and employment sites would be located in close proximity to Maidenhead town centre. This would be expected to ensure that residents have good access to local services and facilities and are provided with opportunities for engaging with the local population. In addition, under this policy Site AL13 includes proposals for the development of a new local centre, and Site AL15 for new sports facilities. This policy aims to deliver a “*balanced and inclusive community*” through the provision of a suitable mix and tenure of housing, as well as additional open spaces and the multi-functional green link. As such, a major positive impact on the community would be expected.



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### **SA Objective 11 - Transport**

- B.3.3.17 By focusing the development of new residential and employment sites towards Maidenhead town centre, it would be expected that these locations would provide residents with good access to public transport facilities such as bus stops and railway stations. Furthermore, sites are likely to be in close proximity to essential services and facilities including schools and workplaces. This policy also aims to enhance vehicular and non-vehicular connections across the area, including through the multi-functional green infrastructure link, improving sustainable transport and accessibility in the local area. Therefore, a major positive impact on transport and accessibility would be expected.

### **SA Objective 12 - Education**

- B.3.3.18 Due to the location of the proposed residential sites under this policy, situated in the outskirts of Maidenhead town centre, it would be expected that these locations would provide residents with good access to primary and secondary schools. Furthermore, this policy includes the allocation of a new special needs school under Site AL15. Therefore, a minor positive impact would be expected.

### **SA Objective 13 - Waste**

- B.3.3.19 This policy seeks to deliver new residential dwellings and employment sites within the SWMSA, which would be expected to result in an increase in household waste generation, to some extent. A minor negative impact on waste would therefore be expected.

### **SA Objective 14 - Economy and Employment**

- B.3.3.20 Through allocating sites for employment uses including industrial and leisure, and locating sites in close proximity to existing employment floorspace within Maidenhead, this policy would be expected to have a major positive impact on the economy and provision of employment opportunities.

### B.3.4 Policy QP1c – Ascot Centre Strategic Placemaking Area

#### Policy QP1c – Ascot Centre Strategic Placemaking Area

1. The centre of Ascot, as defined by the Policies Map, will be rejuvenated through a combination of new developments, proactive management of change and support for community-led initiatives as a vibrant, multi-use green place that serves all parts of the Ascot community as well as being a retail focus for visitors to the Ascot racecourse. The existing community living in South Ascot will be better connected to the High Street and its facilities, so that the whole community is unified and cohesive.
2. Development will be guided by a Centre of Ascot Placemaking Supplementary Planning Document produced by the Council in partnership with the local community, developers, landowners and other key stakeholders.
3. The centre of Ascot encompasses the following allocated sites (identified on the Policies Map):

Ref	Site	Use
AL16	Ascot Centre	Residential, retail, employment, community uses, and public open space
AL17	Shorts Waste Transfer Station and Recycling Facility	Residential
AL18	Ascot Station Car Park	Residential and public car parking
AL19	Englemere Lodge, Ascot	Residential
AL20	Heatherwood Hospital	Residential and health uses

Site specific requirements for each of the site allocations are contained in Appendix D and form part of this policy.

4. All new development in Ascot Centre will need to adhere to the following place making principles:
  - a. Improvements to the quality of the public realm, with the High Street improved through traffic calming to create a safer, more pedestrian and cyclist friendly environment;
  - b. Improvements to the High Street to provide a high quality retail, cultural and leisure experience. This will include a village square on the southern side that will form a new heart to the centre and create a vibrant day and night time economy with primarily small independent shops, cafes/restaurants, community uses and civic buildings;
  - c. The delivery of holistic residential-led mixed use development on development sites close to the High Street that has a distinct and exemplar design, is sympathetic to local character and reflects the local architectural vernacular. To achieve this developers must work together to ensure that sites are not developed in isolation but instead are well integrated with each other and with surrounding uses;
  - d. Improved connectivity within the area, including overcoming transport and physical barriers such as the railway line, so that the High Street heart is connected by footpaths, cycle ways and public transport to new and existing residential communities and Ascot railway station;
  - e. Encouraging racecourse visitors to use sustainable means of transport to reach the venue and local communities to use their cars for fewer trips;
  - f. Mitigation of the impact of residential development on the Thames Basin Heaths Special Protection Area through the provision of on-site Suitable Alternative Natural Greenspace (SANG) to the south of Heatherwood Hospital and potentially to the south of St George's School, or a contribution to existing SANG elsewhere;

**Policy QP1c – Ascot Centre Strategic Placemaking Area**

- g. Improved connectivity to local and wider networks of green and blue infrastructure, including through the creation of new parks and ‘urban greening’ within development sites and enhanced biodiversity;
- h. New development that is built to high environmental standards and responds to the challenges of climate change;
- i. Provision of new employment opportunities on the Ascot Business Park and on the High Street to establish the centre of Ascot as a more significant business location, diversifying the economy and providing jobs; and
- j. Enhancement of the role of Ascot as a tourist location, including the provision of a new hotel close to the High Street and the racecourse.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP1c	-	0	-	+	+	+	+	++	-	+	++	+	-	++

B.3.4.1 Policy QP1c allocates development within the district centre of Ascot, including for retail and residential uses. The policy seeks to rejuvenate Ascot, emphasising its role as a retail centre and its connection with the local community.

**SA Objective 1 – Climate Change**

B.3.4.2 This policy promotes sustainable transport including the creation of a pedestrian and cycle focused town centre, and seeks to ensure that new development is resilient in responding to the challenges of climate change in the present and the future. This could help to reduce reliance on personal car use. Furthermore, this policy seeks to ensure that development proposals incorporate green and blue infrastructure and contribute towards the wider green network, seeking opportunities for “urban greening”. Increased green coverage would be expected to contribute towards the increased uptake of carbon dioxide, which could potentially help to mitigate anthropogenic climate change.

B.3.4.3 However, this policy seeks to deliver new residential dwellings and retail floorspace within Ascot. This development would be expected to result in an increase in carbon emissions, to some extent. Therefore, overall a minor negative impact on climate change would be expected.

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## **SA Objective 2 – Water and Flooding**

- B.3.4.4 A small proportion of the sites proposed within this policy are located in areas of identified surface water flood risk. The development proposed within this policy would therefore be expected to reduce the water storage capacity of the natural environment to some extent, and could potentially result in a minor negative impact on flood risk. However, the improved connectivity to the blue and green infrastructure networks proposed under this policy would be expected to reduce flood risk by providing increased water storage and reduced runoff. Therefore, overall a negligible impact would be expected.

## **SA Objective 3 – Air and Noise Pollution**

- B.3.4.5 This policy seeks to deliver new residential dwellings and retail floorspace within Ascot. This development would be expected to result in a reduction in local air quality, to some extent. Despite this, the increased coverage of green infrastructure amongst development proposed under this policy would be expected to contribute towards improved air quality due to the increased uptake of carbon dioxide and the potential filtration of particulates to reduce residents' exposure to air pollution. Furthermore, this policy seeks to promote non-car travel within the local area which could help to reduce transport related emissions.
- B.3.4.6 However, all of the sites allocated within this policy are located wholly or partially within 200m of a main road. This could potentially expose new residents to poor air quality associated with emissions from vehicles using the road network. Therefore, a minor negative impact on air and noise pollution would be expected.

## **SA Objective 4 – Biodiversity**

- B.3.4.7 Some sites allocated within this policy are located in close proximity to biodiversity sites such as Local Nature Reserves and Local Wildlife Sites or coincide with priority habitats. Therefore, the proposed development at these locations could potentially have an adverse impact on the integrity of these biodiversity assets, to some extent.

B.3.4.8 However, this policy seeks to ensure that development proposals incorporate green infrastructure and contribute towards the wider green and blue networks in order to enhance biodiversity. The policy also includes measures to ensure necessary mitigation is included for the Thames Basin Heaths SPA, through the provision of SANGs. This would be expected to provide benefits to wildlife in terms of providing habitats or connections between areas of habitat within the urban environment and reducing recreational pressures on the European site. Overall, this policy would be expected to have a minor positive impact on local biodiversity.

#### **SA Objective 5 - Landscape Quality**

B.3.4.9 The allocations under this policy are located within the district centre of Ascot, and as such the proposals would be likely to involve redevelopment of existing sites and development on brownfield sites, presenting opportunities for the improvement of the townscape character.

B.3.4.10 This policy would help to ensure that residential and retail development within Ascot is of “*distinct and exemplar design*” and is well-connected to the local surroundings. Furthermore, development proposals under this policy would be expected to contribute towards the character and distinctiveness of the area. As such, a minor positive impact on the landscape quality would be expected.

#### **SA Objective 6 - Cultural Heritage**

B.3.4.11 There are a number of heritage assets located within Ascot, including several Listed Buildings, Scheduled Monuments and archaeological features. This policy seeks to create a high quality and vibrant public realm and seeks to ensure that development “*reflects the local architectural vernacular*” and that proposals enhance the cultural experience within the High Street. Therefore, this could potentially help to conserve and enhance the local historic character, and as such result in a minor positive impact would be expected.

#### **SA Objective 7 - Use of Resources**

B.3.4.12 All of the site allocations within this policy are located primarily on previously developed land, and as such development would help to protect ecologically or agriculturally important soil across the Plan area. Therefore, this would be expected to have a minor positive impact on the use of resources, due to this efficient use of land.

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### **SA Objective 8 - Housing**

- B.3.4.13 This policy aims to provide residential development in the identified areas within Ascot, which would be expected to have a major positive impact on housing provision across the Plan area.

### **SA Objective 9 - Health**

- B.3.4.14 As the sites proposed under this policy are situated within Ascot town centre, it would be expected that these locations would provide residents with good access to health facilities such as GP surgeries, leisure centres and NHS hospitals. Furthermore, this policy aims to increase the provision of public open spaces including the creation of new parks, which would be likely to have a positive impact on human health and wellbeing.

- B.3.4.15 This policy seeks to aid the development of a “*pedestrian and cyclist friendly environment*”, and aims to encourage visitors to use public transport, especially racecourse visitors. This could promote active travel, support healthy lifestyles and help to avoid some adverse impacts on health associated with poor air quality. However, this policy seeks to deliver new residential dwellings and retail floorspace within Ascot, which would be expected to result in an increase in traffic, exacerbation of local congestion issues and a reduction in local air quality, to some extent. Overall, a minor negative impact on health would be expected.

### **SA Objective 10 - Community**

- B.3.4.16 Under this policy, development proposals for housing and retail sites would be located within the centre of Ascot. This would be expected to ensure that residents have good access to local services and facilities, and are provided with opportunities for engaging with the local population. In addition, some of the proposals within this policy include the development of community facilities, including “*independent shops, cafes/restaurants, community uses and civic buildings*”. This could help to improve access to local services, and strengthen the sense of community. Therefore, a minor positive impact on the community would be expected.

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### **SA Objective 11 – Transport**

- B.3.4.17 By focusing the development of new residential and retail sites towards the centre of Ascot, it would be expected that these locations would provide residents with good access to public transport facilities such as bus stops and railway stations. Furthermore, sites are likely to be in close proximity to essential services and facilities including schools and workplaces. This policy also aims to enhance connectivity across Ascot, improving sustainable transport and accessibility in the local area including to major attractions, such as the racecourse and the High Street. Therefore, a major positive impact on transport and accessibility would be expected.

### **SA Objective 12 – Education**

- B.3.4.18 Due to the location of the proposed residential sites under this policy, situated within Ascot, it would be expected that these locations would provide residents with good access to primary and secondary schools. A minor positive impact would be expected.

### **SA Objective 13 – Waste**

- B.3.4.19 This policy seeks to deliver new residential dwellings and retail floorspace within Ascot, which would be expected to result in an increase in household waste generation, to some extent. A minor negative impact on waste would therefore be expected.

### **SA Objective 14 – Economy and Employment**

- B.3.4.20 This policy aims to promote Ascot as a retail centre, encourage sustainable tourism, and improve Ascot Business Park. Through allocating a number of sites for retail uses, and proposing the development of a new hotel, this policy would be expected to have a major positive impact on the economy and provision of employment opportunities.

### B.3.5 Policy QP2 – Green and Blue Infrastructure

#### Policy QP2 – Green and Blue Infrastructure

1. In order to secure multiple biodiversity, recreational, health and well-being and environmental benefits, development proposals will be required to contribute to the maintenance, enhancement, and, where possible, enlargement, of the Borough’s existing green and blue infrastructure network, in terms of both quantity and quality.
2. The level of provision of green and blue infrastructure on individual development sites will be expected to conform to the standards set out in the Council’s Green and Blue Infrastructure SPD, or a subsequent successor document.
3. Within intensifying urban areas, especially town centres, all forms of development will be expected to incorporate innovative, exemplar quality green and blue infrastructure at both ground floor and upper levels.
4. Development proposals will be expected to pay particular attention to the provision of blue infrastructure in their proposals. This could include (but is not limited to) improving and restoring the quality and quantity of existing natural water features, as well as introducing man-made features such as fountains, rills and SUDs.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP2	+	+	+	+	+	0	0	0	+	0	0	0	0	0

B.3.5.1 Policy QP2 seeks to maintain, enhance and enlarge blue and green infrastructure assets and networks. This could potentially provide additional habitats and improve connectivity for flora and fauna, and as such improve the biodiversity value of the Plan area. Connectivity between habitats, including stepping-stone habitats, are particularly important when considering global climatic trends as they provide opportunities for the movement of species and adaptation to climate change. Therefore, this policy would be expected to have a minor positive impact on biodiversity (SA Objective 4).

B.3.5.2 Increased green cover would be expected to contribute towards improved air quality due to the increased uptake of carbon dioxide and filtration of pollutants associated with road transport, which could potentially help to reduce residents’ exposure to air pollution. Furthermore, due to this enhanced carbon storage capacity, Policy QP2 could potentially help to mitigate anthropogenic climate change. A minor positive impact on the climate change and air quality objectives would therefore be expected (SA Objectives 1 and 3).



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- B.3.5.3 Green infrastructure would also be expected to help reduce water runoff rates and as such, reduce the risk of both fluvial and pluvial flooding. Improvements to the quality and quantity of the Borough's blue infrastructure network would also be likely to enhance natural water storage and flow functions. In addition, this policy promotes the use of SUDs, which would be expected to have a beneficial impact on local surface water flooding issues. Overall, a minor positive impact on water and flooding (SA Objective 2) would be expected.
- B.3.5.4 This policy requires all development to provide green and blue infrastructure, and states that "*all forms of development will be expected to incorporate innovative, exemplar quality green and blue infrastructure at both ground floor and upper levels*". This would be likely to have positive impact on residents' wellbeing through providing increased access to a diverse range of natural habitats, which is known to be beneficial for mental and physical health. A minor positive impact on human health and wellbeing would therefore be expected (SA Objective 9).
- B.3.5.5 Furthermore, the conservation and enhancement of the green and blue infrastructure networks could potentially provide opportunities to retain and improve the character and appearance of the local landscape and townscape. This would be likely to result in a minor positive impact on the local landscape quality (SA Objective 5).

### B.3.6 Policy QP3 – Character and Design of New Development

#### Policy QP3 – 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. Is climate change resilient and incorporates sustainable design and construction which:
    - i. minimises energy demand and water use
    - ii. maximises energy efficiency
    - iii. minimises waste;
  - b. Respects and enhances the local, natural or historic character of the environment, paying particular regard to urban grain, layouts, rhythm, density, height, skylines, scale, bulk, massing, proportions, trees, biodiversity, water features, enclosure and materials;
  - c. Provides layouts that are well connected, permeable and legible and which encourage walking and cycling;
  - d. Delivers easy and safe access and movement for pedestrians, cyclists, cars and service vehicles, maximising the use of sustainable modes of transport where possible;
  - e. Respects and retains existing high quality townscapes and landscapes and helps create attractive new skylines, townscapes and landscapes;
  - f. 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);
  - g. Creates safe, accessible places where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Well connected, attractive, legible places with strong active frontages will be expected;
  - h. Incorporates interesting frontages and design details to provide visual interest, particularly at pedestrian level;
  - i. Designed to minimise the visual impact of traffic and parking;
  - j. Protects trees and vegetation worthy of retention and includes comprehensive green and blue infrastructure schemes that are integrated into proposals;
  - k. Provides high quality soft and hard landscaping where appropriate;
  - l. Provides sufficient levels of high quality private and public amenity space;
  - m. 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;
  - n. Is accessible to all and capable of adaption to meet future needs;
  - o. 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; and
  - p. Fronts onto, rather than turns its back on waterways and other water bodies.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP3	+	0	+	+	+	+	0	0	+	+	+	0	+	0

B.3.6.1 Policy QP3 seeks to ensure that all new developments within the Plan area are of high quality and sustainable design and have regard for the natural, built and historic environment.

- B.3.6.2 This policy would be likely to promote climate change resilience and help reduce carbon emissions associated with development, due to the promotion of energy efficient design. Furthermore, the delivery of safe infrastructure to facilitate active travel and the provision of sustainable modes of transport could potentially help to reduce transport associated greenhouse gas (GHG) emissions. Therefore, a minor positive impact on the climate change objective would be expected (SA Objective 1).
- B.3.6.3 Under this policy, well-connected layouts would be provided. This includes pedestrian and cycling routes, which, in addition to encouraging physical exercise, would be expected to provide alternative sustainable modes of transport and pleasant spaces which could potentially benefit mental wellbeing. This would be expected to result in a minor positive impact on health (SA Objective 9), as well as transport and access to local facilities (SA Objective 11).
- B.3.6.4 This policy would be likely to help to ensure residents are not exposed to unacceptable levels of air or noise pollution, and that development “*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*”. Additionally, the reductions in GHG emissions associated with sustainable transport and increased uptake of active travel would be expected to consequently improve local air quality. A minor positive impact on SA Objective 3 would therefore be expected.
- B.3.6.5 By protecting trees and vegetation and incorporating green and blue infrastructure schemes into development proposals, this policy would be likely to prevent a net loss in vegetation across the Plan area. Moreover, by encouraging development which “*respects and enhances the local, natural or historic character of the environment, paying particular regard to ... trees, biodiversity [and] water features*”, this policy could potentially result in a minor positive impact on local biodiversity (SA Objective 4).
- B.3.6.6 The incorporation of green and blue infrastructure would also be expected to help integrate new development into the surrounding landscape and townscape. Therefore, this policy could potentially provide opportunities to retain and improve the character and appearance of the local area, and as such, result in a minor positive impact on the local landscape quality (SA Objective 5).

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- B.3.6.7 Furthermore, the high-quality design would help to ensure that new development does not have an adverse impact on any surrounding heritage assets. Due to the requirements within this policy for development to respect and enhance historic character, as well as to seek opportunities for retaining and improving important local views of heritage assets, a minor positive impact would be expected for SA Objective 6.
- B.3.6.8 This policy would be likely to make a positive contribution to reducing crime and fear of crime in the local area. This would be expected to create safe and cohesive communities and help to improve quality of life for residents. As such, this policy would be likely to have a minor positive impact on the community objective (SA Objective 10).
- B.3.6.9 Through the provision of suitable waste storage methods and recycling facilities, this policy would be likely to help to reduce the volume of waste produced per household and encourage recycling. A minor positive impact on waste (SA Objective 13) would therefore be expected.

### B.3.7 Policy QP3a - Building Height and Tall Buildings

#### Policy QP3a - Building Height and Tall Buildings

1. Within established settlements new development will be expected to maintain contextual heights<sup>5</sup> to re-inforce and reflect the character of an area.
2. On large greenfield sites that lack an existing context height, an appropriate contextual height will be established through a masterplanning process, undertaken in conjunction with the local planning authority. Proposed context heights for such sites should not normally constitute an increase to the surrounding context height by more than one storey.
3. Increases in context height of up to two storeys will be considered acceptable in specific locations in central Maidenhead (as identified in the Tall Buildings SPD (and any successor document)) to facilitate intensification.
4. Buildings of more than 1.5 times contextual height or a minimum of 2 additional storeys (whichever is the greater) of the surrounding area will be considered a tall building. Tall buildings are exceptional forms of development in the Borough and will not be acceptable in areas identified as inappropriate for tall buildings in the Tall Buildings SPD (or any successor document).
5. The maximum height of tall buildings should be no more than 2.5 times contextual height. At a few locations in Maidenhead town centre it may be possible to go higher as identified in the Tall Buildings SPD.
6. Tall buildings will only be acceptable in town centres, at strategic nodes or gateways and on major development sites with their own character that have high levels of public transport. Proposals for tall buildings will need to fully comply with Paragraph 7 of this policy.
7. Tall buildings will need to be of exceptional quality and demonstrate how they meet the design requirements of Policy QP1, QP2 & QP3 in an exemplar manner, as well complying with the detailed criteria set out in the Tall Buildings SPD.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP3a	+	+	+	+	0	0	0	0	0	0	0	0	0	0

B.3.7.1 Policy QP3a sets out criteria for the height of new buildings that will be permitted, in order to ensure that development proposals are of an appropriate size and scale to their context.

<sup>5</sup> Contextual heights – The prevailing height of an area. Established in Tall Buildings Study 2019

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- B.3.7.2 This policy aims to ensure that building height is sympathetic to the local area, which would be expected to ensure that development proposals have regard to any local heritage assets, built form, as well as the general lie of the land. Therefore, this would be likely to have negligible impacts in relation to the local landscape character (SA Objective 5) and the historic environment (SA Objective 6).
- B.3.7.3 This policy states that the development proposals for tall buildings must meet the design requirements of Policies QP1, QP2 and QP3. As such, these developments would be expected to conserve and enhance the surrounding character, provide sustainable design and incorporate benefits to the wider green and blue infrastructure networks. Therefore, minor positive impacts would be expected in terms of climate change, water and flooding, air quality and biodiversity (SA Objectives 1, 2, 3 and 4).

### B.3.8 Policy QP4 – River Thames Corridor

#### Policy QP4 – 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; and
  - 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP4	+	+	0	+	+	+	0	0	+	0	+	0	0	+

- B.3.8.1 Policy QP4 seeks to ensure that development proposals located in close proximity to the River Thames corridor protect, and where possible enhance, the biodiversity and landscape value of the river, whilst also promoting sustainable utilisation for communities, leisure and business.
- B.3.8.2 This policy would be expected to ensure the protection of river banks including trees and bankside vegetation during development, through the requirement for 8m buffer zones adjacent to the river. This would be likely to help conserve priority habitats and protect flora and fauna which rely on the river and riparian ecosystem, safeguarding its role as a wildlife network. Furthermore, this policy states that new development should seek “*opportunities for the restoration and enhancement of natural elements of the river environment*”. Therefore, a minor positive impact on biodiversity (SA Objective 4) would be expected. The protection of green infrastructure adjacent to the River Thames would also be expected to help reduce water runoff rates and as such, reduce the risk of both fluvial and pluvial flooding. This could potentially result in a minor positive impact on flooding in the local area and downstream (SA Objective 2).
- B.3.8.3 Through conserving and enhancing access to the River Thames corridor, this policy would be expected to help improve access to natural habitats, which would be likely to benefit physical and mental wellbeing. This could further benefit local residents through providing opportunities for sustainable water-based recreation and facilitating active travel along the river banks. As such, a minor positive impact would be expected in terms of both human health and transport (SA Objectives 9 and 11).
- B.3.8.4 This policy would help to ensure all new developments are in-keeping with the landscape character surrounding the River Thames, and aims to preserve, and where possible enhance, important views of the river. Furthermore, this policy seeks to protect heritage assets, including “*buildings, structures, bridges [and] archaeological remains that are associated with the Thames and its history and heritage*”. This policy would therefore be expected to have a minor positive impact on landscape quality (SA Objective 5) and cultural heritage (SA Objective 6).



B.3.8.5

This policy promotes the growth of sustainable businesses and river-related employment, providing development proposals would not have adverse impacts on pedestrian accessibility or ecological value. This could potentially result in a minor positive impact on the economy through providing local employment opportunities (SA Objective 14). Furthermore, the promotion of renewable energy generation could potentially have a minor positive impact on the climate change objective (SA Objective 1), through reducing the Plan area's reliance on energy from fossil fuels.

## B.3.9 Policy QP5 – Rural Development

### Policy QP5 – Rural Development

#### **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. Very special circumstances 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.
2. Certain forms of development are not considered inappropriate within the Green Belt provided that they preserve its openness and do not conflict with the purposes of including land within it. Proposals will be considered appropriate where they are consistent with the exceptions listed in national planning policy.

#### **Specific rural uses**

##### **Limited infilling**

3. Limited infilling may be appropriate outside 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**

4. New equestrian development (including lighting and means of enclosure) should be 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
5. Proposals will need to ensure sufficient land is available for grazing and exercise, where necessary
6. A satisfactory scheme for the disposal of waste will need to be provided.

##### **Best and most versatile agricultural land**

7. Proposals should not result in the irreversible loss of best and most versatile agricultural land (grades 1, 2 and 3a).

##### **Re-use of buildings**

8. Re-use of buildings will be acceptable where it 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
9. 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**

10. The scale of development will be expected to be no more than is genuinely required for the proper functioning of the enterprise or the use of the land to which it is associated
11. Buildings should be 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
12. The development (including lighting) should have no detrimental effect on landscape quality, biodiversity, residential amenity or highway safety.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy QP5	0	0	0	0	+	0	+	0	0	0	0	0	0	0

B.3.9.1 Policy QP5 aims to conserve the Metropolitan Green Belt, through preventing inappropriate development, in line with national planning policy. A number of ‘Specific Rural Uses’ are also identified as appropriate development in the Green Belt.

B.3.9.2 This policy seeks to ensure that development proposals are located in areas which preserve the openness of the land and are appropriate to their surroundings. This would be expected to have a minor positive impact in relation to the local landscape quality through retaining the rural character and sense of place (SA Objective 5).

B.3.9.3 By restricting development proposals permitted within the Green Belt, with particular reference to the re-use of buildings or infilling, this policy could potentially help to direct new development towards previously developed land and away from areas of best and most versatile (BMV) agricultural land. This could therefore result in a minor positive impact on natural resources (SA Objective 7), due to the efficient use of land and the protection of agriculturally important soils.

B.3.9.4 This policy seeks to ensure that development proposals do not have a “*detrimental effect on ... biodiversity*” and as such, a negligible impact would be expected for SA Objective 4.

## B.4 Housing

### B.4.1 Policy HO1 – Housing Development Sites

#### Policy HO1 – 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.
2. The sites allocated for housing development are identified below and are also defined on the Policies Map.
3. Site specific requirements and considerations for each of the allocated housing sites are set out in individual site proformas which are located in Appendix D. The proformas form part of this policy and will be expected to help guide the design, decision making and delivery of the sites as they come forward for development.

SITE REF	SITE	ESTIMATED NUMBER OF RESIDENTIAL UNITS (NET)
<b>Maidenhead</b>		
<b>Maidenhead Town Centre</b>		
AL1*	Nicholsons Centre, Maidenhead	500
AL2*	Land between High Street and West Street, Maidenhead	268 (32 in commitments)
AL3*	St Mary's Walk, Maidenhead	120
AL4*	York Road, Maidenhead	110 (340 in commitments)
AL5*	West Street Opportunity Area, Maidenhead	240
AL6*	Methodist Church, High Street, Maidenhead	50
AL7*	Maidenhead Railway Station	150
AL9*	Saint-Cloud Way, Maidenhead	550
AL10*	Stafferton Way Retail Park, Maidenhead	350
AL12	Land to east of Braywick Gate, Braywick Road, Maidenhead	50
<b>South West Maidenhead</b>		
AL13*	Desborough, Harvest Hill Road, South West Maidenhead	2600
<b>Other Maidenhead</b>		
AL23	St. Marks Hospital, Maidenhead	54
AL24*	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead (West)	300
AL25*	Spencer's Farm, Maidenhead	330
AL26	Land between Windsor Road and Bray Lake, Bray	100
<b>Windsor</b>		
<b>West of Windsor</b>		
AL21*	Land west of Windsor, north and south of A308, Windsor	450
AL22	Squires Garden Centre Maidenhead Road Windsor	39
<b>Other Windsor</b>		
AL29*	Minton Place, Victoria St, Windsor	100
AL30	Windsor and Eton Riverside Station Car Park	30
AL31	King Edward VII Hospital, Windsor	47
<b>Ascot</b>		
<b>Ascot Town Centre</b>		
AL16*	Ascot Centre	300
AL17	Shorts waste transfer station and recycling facility, St Georges Lane, Ascot	131
AL18	Ascot Station Car Park, Ascot	50
AL19	Englemere Lodge London Road Ascot	10
AL20	Heatherwood Hospital, Ascot	250
<b>Other Ascot</b>		
AL32	Sandridge House, London Road, Ascot	25
<b>Other locations</b>		
AL33*	Sunningdale Broomhall Centre, Sunningdale	30
AL34	White House, London Road, Sunningdale	10

### Policy HO1 – Housing Development Sites

AL35	Sunningdale Park, Sunningdale	230
AL36	Gasholder Station Whyteladyes Lane, Cookham	50
AL37	Land north of Lower Mount Farm Long Lane Cookham	200
AL38	Land East of Strande Park, Strande Lane, Cookham, Maidenhead	20
AL39	Land at Riding Court Road and London Road, Datchet	80
AL40	Land to East of Queen Mother Reservoir, Horton	100
Total number of units in allocations		7924

\* Denotes site is allocated for mixed use development

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy HO1	--	-	--	-	-	-	-	++	-	+	+	+	--	+

B.4.1.1 Policy HO1 sets out the identified locations for residential and mixed-use developments across RBWM in the Plan period up to 2033, in line with the spatial strategy.

#### SA Objective 1 – Climate Change

B.4.1.2 The development of 14,240 new dwellings across the Plan area within this policy would be expected to result in an increase in carbon emissions during construction and occupation and would also be likely to cause a loss of greenfield land and vegetation cover to some extent, compromising the carbon storage capacity of the environment.

B.4.1.3 In 2017, RBWM had a total annual carbon footprint of 850,900 tonnes CO<sub>2</sub>, and residents had an average annual carbon footprint of 5.7 tonnes CO<sub>2</sub> per person. At 2.36 people per dwelling, the development of 14,240 new dwellings could increase the local population by approximately 33,606 people. The introduction of 33,606 new residents would therefore be expected to increase the annual carbon footprint of the Plan area by approximately 191,556 tonnes, or 22.5%. Overall, a major negative impact on climate change mitigation and adaptation would be expected.

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### **SA Objective 2 – Water and Flooding**

- B.4.1.4 The development of 14,240 new dwellings across the Plan area within this policy would be expected to result in a loss of greenfield land and vegetation cover, to some extent. Furthermore, a small proportion of the residential sites proposed within this policy are located partially within Food Zone 3. The development proposed within this policy would therefore be expected to reduce the water storage capacity of the natural environment and could result in a minor negative impact on flood risk.

### **SA Objective 3 – Air and Noise Pollution**

- B.4.1.5 This policy seeks to deliver at least 14,240 new dwellings across the Plan area. This quantity of residential development would be expected to result in a reduction in local air quality, to some extent. Furthermore, the majority of allocations within this policy are located in the major centres of Maidenhead, Windsor and Ascot. This could potentially expose new residents to poor air quality associated with major roads, and result in a worsening of air quality within or in close proximity to Air Quality Management Areas (AQMAs) such as ‘Maidenhead’, ‘Bray/M4’ and ‘Windsor’. Overall, a major negative impact on local air quality would be expected.

### **SA Objective 4 – Biodiversity**

- B.4.1.6 The development of 14,240 new dwellings across the Plan area within this policy would be expected to result in a net loss of greenfield land and vegetation cover, including ecologically important soils. Some sites are also located in close proximity to biodiversity sites or coincide with priority habitat. Therefore, a minor negative impact on biodiversity would be expected.

### **SA Objective 5 – Landscape Quality**

- B.4.1.7 The majority of allocations under this policy are located within the major centres of Maidenhead, Windsor and Ascot, and as such the proposals would be likely to involve redevelopment of existing sites and development on brownfield sites, presenting opportunities for the improvement of the townscape character.

- B.4.1.8                    However, some of the residential development sites which are located on the outskirts of these settlements would be likely to result in an alteration to landscape character and visual amenity, to some extent. Overall, the development within this policy could potentially result in a minor negative impact on the landscape character.

**SA Objective 6 – Cultural Heritage**

- B.4.1.9                    There are a large number of heritage assets within the Plan area, many of which are located in close proximity to the residential allocations within this policy, particularly in the towns of Windsor and Maidenhead. Therefore, the proposed development could potentially have adverse impacts on the setting of some of these heritage assets, resulting in a minor negative impact on cultural heritage overall.

**SA Objective 7 – Use of Resources**

- B.4.1.10                  The spatial strategy within this policy identifies Maidenhead, Windsor and Ascot as major areas for growth. This policy could therefore potentially provide opportunities for the re-use of brownfield sites and development on previously developed land.
- B.4.1.11                  However, the development of 14,240 dwellings across the Plan area would be likely to result in a net loss of previously undeveloped land, particularly as a large proportion of this development is also directed towards rural locations. Therefore, a minor negative impact on the use of resources would be expected.

**SA Objective 8 – Housing**

- B.4.1.12                  The development of 14,240 dwellings as proposed under this policy would be expected to satisfy the identified housing need for RBWM over the Plan period and would therefore have a major positive impact on local housing provision.

**SA Objective 9 – Health**

- B.4.1.13                  As many of the sites proposed under this policy are situated within the major centres of Maidenhead, Windsor and Ascot, it would be expected that these locations would provide residents with good access to health facilities such as GP surgeries, leisure centres and NHS hospitals.

B.4.1.14 However, the proposed development of 14,240 dwellings would be expected to result in an increase in traffic, contributing towards the reduction of local air quality. A minor negative impact would therefore be expected.

#### **SA Objective 10 - Community**

B.4.1.15 Under this policy, new development proposals for housing sites would be located in close proximity to existing centres. This would be expected to ensure that new residents have good access to local services and facilities and are provided with opportunities for engaging with existing communities. As such, a minor positive impact on the community would be expected.

#### **SA Objective 11 - Transport**

B.4.1.16 By focusing the development of new houses towards the major centres of Maidenhead, Windsor and Ascot, it would be expected that these locations would provide residents with good access to public transport facilities such as bus stops and railway stations. Furthermore, sites are likely to be in close proximity to essential services and facilities including schools and workplaces. Therefore, a minor positive impact on transport and accessibility would be expected.

#### **SA Objective 12 - Education**

B.4.1.17 Due to the location of the proposed residential sites under this policy, largely situated within the major centres of Maidenhead, Windsor and Ascot, it would be expected that residents would have good access to primary and secondary schools. Therefore, a minor positive impact would be expected.

#### **SA Objective 13 - Waste**

B.4.1.18 Between 2017 and 2018, a total of 67,765 tonnes of household waste was collected in RBWM. The average waste generated per capita in England between 2017 and 2018 was 409.5kg. Assuming new residents generate 409.5kg per capita, 33,606 people could be expected to increase the total annual waste generated in the Plan area by 13,762 tonnes, or 20.3%. Therefore, a major negative impact on waste generation across the Plan area would be expected.



### SA Objective 14 - Economy and Employment

- B.4.1.19 The majority of residential sites allocated within this policy would be expected to be situated in areas with good access to local employment opportunities.
- B.4.1.20 Some of the sites listed within this policy are proposed for mixed use development, which could potentially include employment land. Therefore, a minor positive impact on the local economy would be expected due to the provision of job opportunities in these areas.

### B.4.2 Policy HO2 - Housing Mix and Type

#### Policy HO2 - 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. Where evidence of local circumstances/market conditions demonstrates an alternative housing mix be more appropriate, this will be taken into account;
  - b. Be adaptable to changing life circumstances; and
  - 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.
2. The provision of purpose built and/or specialist accommodation with care for older people will be supported in settlement locations, subject to compliance with other policy requirements.
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 that include 20 or more housing units (excluding houses provided as affordable homes) are required to include 5% of the proposed dwelling numbers as fully serviced plots for custom and self-build. Self build plots will generally be expected to be provided in clusters. Where developers are required to provide custom and self-build plots, these plots must be made available and appropriately marketed for 12 months. Marketing should be agreed with the council before it is commenced. If the plots have not been sold in the 12 month period, these plots may be reverted back to the developer to build. All self build plots will need to be provided with a plot passport.
5. Community-led housing approaches (such as co-housing, community land trusts and co-operatives) will be encouraged in sustainable settlement locations and on allocated sites.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy HO2	0	0	0	0	0	0	0	+	+	+	0	0	0	0

- 
- B.4.2.1 Policy HO2 aims to ensure that residential developments meet the local housing need, supporting the current and future requirements of the population in terms of housing type and size, as well as providing specialist accommodation for those with particular needs.
- B.4.2.2 The policy requires residential developments to “*provide an appropriate mix of dwelling types and sizes*”, which would be likely to have a minor positive impact on local housing provision (SA Objective 8), through meeting the differing needs of the population.
- B.4.2.3 Furthermore, this policy supports the development of specialist accommodation for elderly people as well as community-led housing approaches, which would be likely to have minor positive impacts on human health and the local community (SA Objectives 9 and 10).

### B.4.3 Policy HO3 – Affordable Housing

#### Policy HO3 – Affordable Housing

1. The Council will require all developments for 10 dwellings gross, or more than 1,000 sqm of residential floorspace, to provide on-site affordable housing in accordance with the following:
  - a. On greenfield sites (or sites last used for Class B business use or a similar sui generis employment-generating use) providing up to 500 dwellings gross - 40% of the total number of units proposed on the site; and
  - b. On all other sites, (including those over 500 dwellings) - 30% of the total number of units.
2. Within designated rural areas, the Council will require 40% affordable housing from all developments of between 5 and 9 dwellings.
3. Where a development falls below the size thresholds in 1 or 2 but is demonstrably part of a potentially larger developable area above those thresholds, the Council will require affordable housing on a pro rata basis.
4. The required affordable housing size and tenure mix shall be provided in accordance with the Berkshire Strategic Housing Market Assessment 2016, or subsequent affordable housing needs evidence. This currently suggests a split of 45% social rent, 35% affordable rent and 20% intermediate tenure overall.
5. 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; and
  - c. Financial payment to be utilised in providing affordable housing on an alternative site. Only in exceptional circumstances to the satisfaction of the Council. Financial Contributions should however be used for any fractions of Affordable Housing units required on site, there should also be no rounding down.
6. 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy HO3	0	0	0	0	0	0	0	+	0	+	0	0	0	0

B.4.3.1 Policy HO3 seeks to ensure that development proposals provide affordable housing, in accordance with relevant affordable housing needs assessments.

**B.4.3.2** This policy sets out the requirements for affordable housing in urban and rural communities, including housing size and tenure mix, to ensure that suitable residential development is provided to meet the needs of the population. Therefore, this policy would be expected to have minor positive impacts on housing provision and the local community (SA Objectives 8 and 10).

## B.4.4 Policy HO4 – Gypsies and Travellers

### Policy HO4 – Gypsies and Travellers

1. The need for Gypsy and Traveller Accommodation will be addressed through the proposed Traveller Local Plan. The current Gypsy and Traveller Accommodation Assessment has identified a 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.
2. Planning permission for Gypsy and Traveller, and Travelling Showpeople accommodation will be granted providing all of the following criteria are met:
  - 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; and
  - 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.
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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy HO4	+	+	+	0	0	0	0	+	+	+	+	+	0	+

- B.4.4.1 Policy HO4 seeks to provide appropriate accommodation for Gypsies, Travellers and Travelling Showpeople, in order to meet the needs identified in the Gypsy and Traveller Accommodation Assessment. This policy would therefore be expected to have a minor positive impact on housing (SA Objective 8).
- B.4.4.2 This policy aims to ensure that traveller accommodation is situated in sustainable locations, with good access via *“sustainable modes of transport to a settlement with health care, retail, and school facilities with capacity”*. This would be expected to have minor positive impacts across a number of objectives including transport and accessibility (SA Objective 11), the local community (SA Objective 10), and access to education and employment (SA Objectives 12 and 14).
- B.4.4.3 In addition to providing access via public transport to health care facilities, this policy would be expected to ensure that all traveller accommodation sites are accessible to pedestrians. This could potentially help to encourage active travel, providing residents with opportunities for outdoor recreation and access to natural spaces which are known to have mental and physical health benefits. Therefore, this policy would be expected to have a minor positive impact on human health and wellbeing (SA Objective 9).
- B.4.4.4 Furthermore, the promotion of active travel and sustainable transport within this policy could potentially help to reduce the Plan area’s contributions towards climate change in terms of minimising the release of greenhouse gases. Through reducing reliance on personal car use and associated emissions, this could also help to improve local air quality. A minor positive impact would therefore be expected for SA Objectives 1 and 3.
- B.4.4.5 This policy would only grant planning permission for sites which are *“not located in an area at high risk of flooding as defined by the Council’s strategic flood risk assessment”*. This could potentially result in a minor positive impact for SA Objective 2, by ensuring that traveller accommodation sites are not located in areas at risk of flooding.

B.4.4.6 This policy seeks to ensure that development would not result in adverse impacts on biodiversity assets, the local landscape or heritage assets. Negligible impacts would therefore be expected for these objectives (4, 5 and 6).

B.4.4.7 On-site utilities including the provision of appropriate waste disposal and treatment within this policy “*in order to avoid adverse impacts on the natural environment*” could potentially be strengthened by including reference to recycling facilities.

## B.4.5 Policy HO5 – Loss and Subdivision of Dwellings

### Policy HO5 – Loss and Subdivision of Dwellings

1. Development proposals for the subdivision 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; and
  - 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; and
  - 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy HO5	0	0	0	0	0	0	+	+	+	+	+	0	+	0

B.4.5.1 Policy HO5 sets out criteria which development proposals resulting in the loss or subdivision of existing dwellings must adhere to in order to be permitted.

B.4.5.2 Through the subdivision of dwellings to provide additional accommodation, and resisting the loss of residential development, this policy could potentially result in a minor positive impact on housing (SA Objective 8). Subdivision of existing properties would also be expected to result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.

B.4.5.3 This policy would be expected to ensure that subdivided development has satisfactory access for pedestrians and vehicles, including provision of car parking and cycle storage. This could potentially have a minor positive impact on transport and accessibility (SA Objective 11). Additionally, this policy ensures that subdivided development is of acceptable size with adequate living space and provides “usable outdoor amenity space”. Therefore, this policy would be expected to have a minor positive impact on human health and the local community (SA Objectives 9 and 10), due to the mental and physical wellbeing benefits associated with healthy living conditions and access to communal outdoor green spaces.

B.4.5.4 This policy aims to ensure subdivided development has suitable space for refuse and recycling, which could potentially have a positive impact on household waste generation (SA Objective 13).

B.4.5.5 This policy would help to ensure that the subdivision of dwellings does not result in adverse impacts on the character of the original dwelling or the surrounding local landscape. Therefore, a negligible impact on SA Objectives 5 and 6 would be expected.

## B.5 Economy

### B.5.1 Policy ED1 – Economic Development

#### Policy ED1 – 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.
3. 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.

#### Allocated sites to meet economic needs

4. To ensure that the Royal Borough delivers its employment needs in full, land will be allocated for economic needs in the following locations:

#### Offices

5. New office space will be focused within Maidenhead, Windsor and Ascot town centres. The Council will require that the recently permitted schemes at both Alma Road (Windsor) and The Landing (Maidenhead) will be delivered in accordance with the planning consent.
6. In addition the following sites and areas will be expected to meet the Borough's office needs:
  - a. The following sites will be allocated to meet the Borough's office needs:

Ref	Site	Estimated additional office space (sq m)
AL1	Nicholsons Centre, Maidenhead	15,000 (net additional)
AL7	Maidenhead Railway Station	8,500 (gross)
AL8	St Cloud's Gate	3,500 (net additional)

- b. Redevelopment of the Nicholsons centre is a major opportunity to deliver net additional employment floorspace within Maidenhead town centre. The council will work with the site promoter to ensure that this redevelopment makes a positive contribution to the Borough's office supply;
- c. Where other sites within town centres come forward for redevelopment developers will be required to demonstrate that they have maximised the office component of their scheme in line with market evidence at the time; and
- d. A strong presumption against net loss of floorspace will apply where sites are redeveloped within the town centres.

#### Industrial and warehousing space

7. New industrial and warehousing space (B1c, B2, B8 and associated sui generis employment uses) will be provided at the following locations around Maidenhead:

Ref	Site	Ha
AL14	The 'Triangle Site' (land south of the A308(M) west of Ascot Road and north of the M4, Maidenhead)	25.7
AL11	Crossrail West Outer Depot	1.2



**Policy ED1 – Economic Development**

8. Given the shortage of industrial space in the Borough and limited scope to allocate new sites as a result of constraints, priority should be to deliver units that meet the needs of the Borough’s firms. This is likely to take the form of smaller ‘flexible’ units for small and medium sized firms who may otherwise be required to look for space outside the Borough focusing on <1,000 sq m units with a some slightly larger (<2,000 sq m).
9. Where possible property should be provided in a format that may allow mezzanine floors and consideration should be given to providing office space above industrial units to make the most efficient use of limited land.
10. At the Triangle site, larger units (for example B8 distribution units) should only be permitted where they are required to secure the delivery of a mix of units as part of a comprehensive scheme and ensure that the allocation is delivered to a high standard reflecting the ‘gateway’ nature of the site to Maidenhead. The site should also be subject to a phased masterplan to deliver new units to the local market over the first 10 years of the plan.
11. The above employment site allocations are identified on the Policies Map. Site specific requirements for each of the employment sites are contained in Appendix D and form part of this policy.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy ED1	0	0	0	0	+	0	+	0	0	0	0	0	0	++

B.5.1.1 Policy ED1 seeks to enhance economic growth across the Plan area through intensification, redevelopment and upgrading of existing employment sites.

B.5.1.2 This policy aims to provide 11,200 additional jobs within the Borough, which would be expected to have a major positive impact on the economy (SA Objective 14), through meeting the employment needs throughout the Plan area and encouraging economic growth.

B.5.1.3 By directing employment development proposals to existing sites, through intensification and redevelopment, this policy would be expected to provide good opportunities for the development of previously developed or brownfield land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.

- B.5.1.4 Furthermore, redevelopment of town centres such as the Nicholsons Centre in Maidenhead could potentially help to improve the landscape quality and character in these areas, and as such have a minor positive impact for SA Objective 5.

## B.5.2 Policy ED2 – Protected Employment Sites

### Policy ED2 – Protected Employment Sites

1. The BLP will retain sites for economic use and employment as defined on the Policies Map.
2. Office stock within the town centres of Maidenhead, Windsor and Ascot will be protected and, in line with ED1(b), where redeveloped the Council will look to secure net additional office space where possible.
3. Outside the above town centres the 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
  - h. Whitebrook Park, Maidenhead
  - i. Tectonic Place, Maidenhead
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,
  - j. Manor House Lane Employment Estate, Datchet
  - k. Baltic Wharf, Maidenhead
  - l. Boyn Valley Industrial Estate. Maidenhead
  - m. Reform Road, Maidenhead
5. The sites listed below are defined on the Policies Map as Mixed Use Areas:
  - a. DTC Research, Belmont Road
  - b. Shirley Avenue (Vale Road Industrial Estate), Windsor
6. The sites below are defined on the Proposals Map as Established Employment sites in the Green Belt
  - a. Maidenhead Office Park, For B1 and industrial Uses
  - b. Ashurst Manor, Sunninghill, For B1 use

### Policy ED2 – Protected Employment Sites

- 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.
  10. For all sites a ‘nil net loss’ of commercial floorspace principle will apply.
  11. In exceptional cases, where redevelopment does not provide full replacement space the Council will require market evidence to justify this loss, using policy ED3 and Appendix E as a guide. This should consider both the reuse of the buildings on site and feasibility / viability of replacement space offered freehold or leasehold. Justification should also be provided as to why the release is needed in advance of the plan review of the allocation in question.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy ED2	0	0	0	0	0	0	+	0	0	0	0	0	0	++

B.5.2.1 Policy ED2 aims to protect certain existing employment locations and would be expected to help reduce the loss of employment floorspace across the Plan area, including preventing the net loss of commercial floorspace. The encouraged “*intensification of employment activity*” could potentially result in an increase in employment opportunities. Therefore, this policy would be expected to have a major positive impact on the local economy and employment (SA Objective 14).

- B.5.2.2** This policy promotes development located within existing identified employment sites, including the redevelopment or intensification of premises. Therefore, this could potentially help to direct new development towards previously developed land. This could therefore result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.

### **B.5.3 Policy ED3 – Other Sites and Loss of Employment Floorspace**

#### **Policy ED3 – 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**

3. 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.
4. 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.
5. Information should be provided detailing any interest received from potential buyers or tenants since the marketing commenced. 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.
6. 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; and
  - f. The achievement of other plan objectives.

Marketing evidence will need to address the demand from both the freehold and leasehold markets – reflecting the fact that the dynamics of the two markets may differ.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy ED3	0	0	0	0	0	0	0	0	0	0	0	0	0	+

B.5.3.1 Policy ED3 applies to ‘other sites’, not identified in Policy ED2. This policy supports proposals for employment use on identified sites as well as non-employment sites.

B.5.3.2 This policy seeks to ensure that development proposals do not result in a loss of employment floorspace, unless it has been demonstrated that the site has been suitable marketed and has not been taken up for employment uses. By preventing the unacceptable loss of employment floorspace, this policy would be likely to have a minor positive impact on the economy through the retention of existing employment floorspace and provision of additional employment opportunities in the local area (SA Objective 14).

## B.5.4 Policy ED4 – Farm Diversification

### Policy ED4 – 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy ED4	0	0	0	0	0	0	+	0	0	+	+	0	0	+

B.5.4.1 Policy ED4 sets out the Council's support for farm diversification, providing that development proposals comply with criteria in order to ensure no inappropriate development occurs within the agricultural landscape, and that the development would benefit the wider community.

B.5.4.2 This policy would be likely to enhance the rural economy within the Plan area and provide additional employment opportunities, having minor positive impacts on the local economy and rural communities (SA Objectives 14 and 10).

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- B.5.4.3 This policy supports the re-use or adaptation of derelict agricultural buildings, which could potentially help to promote the efficient use of land. Furthermore, the policy states that where additional buildings are required, development proposals must avoid best and most versatile (BMV) agricultural land where possible. Therefore, a minor positive impact on the use of natural resources would be expected (SA Objective 7).
- B.5.4.4 This policy seeks to ensure that farm diversification proposals are located with suitable access to the local road network and do not result in adverse impacts on local traffic flows by ensuring that development is “*well located in relation to villages, settlements and towns*”. Therefore, a minor positive impact on transport and accessibility would be expected (SA Objective 11).
- B.5.4.5 Additionally, where the development of additional buildings is proposed, this policy requires the development to be well related to the surrounding built form and wider landscape, which would help to avoid harm to the rural landscape character. Furthermore, the policy states that “*no significant detriment to ... biodiversity or geodiversity, and no unacceptable effect on water quality or flooding on any watercourse*” should occur as a result of development. As such, a negligible impact would be expected in terms of the impact of development on local flood risk (SA Objective 2), biodiversity (SA Objective 4) and the landscape quality (SA Objective 5).

## B.6 Town Centres and Retail

### B.6.1 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, hotels, arts, cultural and tourism development will be supported in accordance with the hierarchy, provided they are appropriate in terms of their scale, character and design, and are well-related to the centre.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR1	0	0	0	0	+	0	+	0	0	+	0	0	0	+

B.6.1.1 Policy TR1 sets out the hierarchy of centres within RBWM including town centres, district centres and local centres, in order to help ensure that development proposals are of appropriate use and scale depending on the needs and capacity of the area.

B.6.1.2 This policy aims to support and strengthen the identified hierarchy of centres. This would be expected to provide benefits at the local community scale, in terms of residents’ access to local services and facilities, as well as strengthening the local economy. Therefore, a minor positive impact would be expected for the local community (SA Objective 10). This policy could also potentially result in a minor positive impact on the economy (SA Objective 14), due to the support for growth of key employment areas across the Plan area.



- B.6.1.3 By directing retail, leisure and other developments to existing centres, this policy would be expected to provide good opportunities for the development of previously developed or brownfield land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.
- B.6.1.4 This policy aims to ensure that development proposals for main town centre uses must be appropriate in terms of “*scale, character and design, and are well-related to the centre*”. By having no detrimental impact on the local landscape character and setting, this policy would be expected to result in a negligible impact on the historic environment (SA Objective 6). The hierarchy of centres aims to maintain economic vitality and viability of centres, in preference to out of town development. This would be likely to have an indirect, yet minor positive, impact on the overall townscape of the Borough (SA Objective 5).

## B.6.2 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 predominantly retail units on the ground floor with residential units above is identified on the Policies Map at Minton Place.
8. Development proposals must have regard to the conservation and enhancement of the historic environment of Windsor Town Centre.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR2	0	0	0	0	+	+	+	+	0	+	0	0	0	+

- B.6.2.1 Policy TR2 provides more detail regarding the role of Windsor town centre within the hierarchy of centres presented within Policy TR1, emphasising its importance in regard to retail and tourism developments.
- B.6.2.2 This policy aims to support development proposals within Windsor town centre for retail use and particularly retail and service provision aimed at visitors. This would be expected to have a minor positive impact on the local economy through the promotion of Windsor as a major shopping and tourism destination, and the provision of local employment opportunities (SA Objective 14). Additionally, this could potentially help to improve access of local residents to shops and services, and as such have a minor positive impact on the community (SA Objective 10).
- B.6.2.3 This policy aims to ensure development is appropriate to the local character, enhances vitality and viability, and seeks to retain important frontages. This would be likely to result in minor positive impacts in regard to the local landscape and heritage assets (SA Objectives 5 and 6), due to the support for development proposals which would protect and enhance the sense of place and historic character of Windsor.
- B.6.2.4 Under this policy, residential development on upper floors within Windsor town centre would be encouraged. Therefore, this could potentially result in a minor positive impact on housing (SA Objective 8).
- B.6.2.5 By directing retail and tourism developments to Windsor town centre, this policy would be expected to provide good opportunities for the development of previously developed or brownfield land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.

### B.6.3 Policy TR3 – Maidenhead Retail Centre

#### Policy TR3 – Maidenhead Retail 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. 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. 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. Outside the primary and secondary frontages, new retail development will only be permitted where it would not compromise the vitality, viability and attractiveness of the town centre.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR3	0	0	0	0	0	0	+	0	0	+	0	0	0	+

B.6.3.1 Policy TR3 provides more detail regarding the role of Maidenhead town centre within the hierarchy of centres presented within Policy TR1, emphasising its importance in regard to retail developments.

B.6.3.2 This policy aims to promote the role of Maidenhead town centre, through supporting development proposals for retail use. Furthermore, proposals for “*cultural, entertainment and food offer*” in Maidenhead would be supported under this policy. This would be expected to have a minor positive impact on the local economy through the promotion of Maidenhead as a major shopping destination, and the provision of local employment opportunities (SA Objective 14). Additionally, this could help to improve access of local residents to shops and services, and as such have a minor positive impact on the community (SA Objective 10).

**B.6.3.3** This policy aims to ensure development is appropriate to the Maidenhead's character, enhances vitality and viability, and seeks to retain important frontages. This would be likely to result in a negligible impact in regard to the local landscape (SA Objective 5).

**B.6.3.4** By directing retail developments to Maidenhead town centre, this policy would be expected to provide good opportunities for the development of previously developed or brownfield land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.

## **B.6.4 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 where they do not negatively impact the character, and 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR4	0	0	0	0	0	0	+	+	0	+	0	0	0	+

B.6.4.1 Policy TR4 provides more detail regarding the role of Ascot and Sunningdale within the hierarchy of centres presented within Policy TR1, emphasising their importance in regard to providing shops and services.

B.6.4.2 This policy supports retail development, non-retail development and services within the district centres of Ascot and Sunningdale. This would be expected to have a minor positive impact on the local economy through the promotion of these areas as shopping destinations, and the provision of local employment opportunities (SA Objective 14). Additionally, this could help to improve access of local residents to shops and services, and as such have a minor positive impact on the community (SA Objective 10).

B.6.4.3 Under this policy, development proposals for “residential use on upper floors in district and local centres” would be supported. Therefore, this could potentially result in a minor positive impact on housing (SA Objective 8).

B.6.4.4 By directing retail developments to the existing centres of Ascot and Sunningdale, this policy would be expected to provide good opportunities for the development of previously developed or brownfield land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.

B.6.4.5 This policy would help to ensure that development proposals within district centres are appropriate in terms of the “scale and function of the centre”. This could potentially help to reduce detrimental impacts on the local landscape character and setting, and therefore this policy would be expected to result in a negligible impact on the landscape quality (SA Objective 5).

## B.6.5 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 where they do not negatively impact the character, and provided that 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR5	0	0	0	0	0	0	0	+	0	+	0	0	0	+

B.6.5.1 Policy TR5 provides more detail regarding the role of local centres within the hierarchy of centres presented within Policy TR1, providing a broad range of services appropriate to their level in the hierarchy.

B.6.5.2 This policy supports small-scale retail development, non-retail uses, services and specialist services meeting local needs within the local centres listed in Policy TR1. This would be expected to improve access to essential services within local centres, which would be likely to benefit the local community by encouraging residents to support local businesses and providing nearby shopping opportunities. Therefore, a minor positive impact would be expected on the local economy, provision of local employment opportunities and the community (SA Objectives 14 and 10).

B.6.5.3 Under this policy, development proposals for “*residential use on upper floors in local centres*” would be supported. Therefore, this could potentially result in a minor positive impact on housing (SA Objective 8).

B.6.5.4 This policy would help to ensure that development proposals within local centres are appropriate in terms of the “*scale and function of the centre*”. This could potentially help to reduce detrimental impacts on the local landscape character and setting, and therefore this policy would be expected to result in a negligible impact on the landscape quality (SA Objective 5).

## B.6.6 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, (a) the proposal passes the sequential test outlined above, or (b) 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR6	0	0	0	0	0	0	+	0	0	+	0	0	0	+

B.6.6.1 Policy TR6 supports proposals for non-residential development located within centres according to the hierarchy presented within Policy TR1, and sets out a ‘sequential test’ which proposals must adhere to in order to ensure the development is located within existing centres where possible.

B.6.6.2 This policy aims to strengthen the role of centres within the Borough, which could potentially provide additional shopping locations as well as local employment opportunities. Edge of centre locations would be considered appropriate providing they are well-connected and accessible to residents and employees. Therefore, this would be likely to have minor positive impacts in regard to local communities and the local economy (SA Objectives 10 and 14).

B.6.6.3 By directing development proposals firstly towards town centres, followed by district and local centres, this policy would be likely to provide good opportunities for the development of previously developed or brownfield land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.



## B.6.7 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR7	0	0	0	0	0	0	0	0	0	+	0	0	0	+

B.6.7.1 Policy TR7 seeks to protect existing shops and parades, and enhance their functions, in order to provide community benefits.

B.6.7.2 This policy would be likely to have a minor positive impact on the local community (SA Objective 10), due to the protection of the provision of shops and services located in closer proximity to the community they serve.

B.6.7.3 This policy would also be expected to result in a slight increase in the provision of employment opportunities in locations outside the centre, across the Plan area, and provide greater access to shopping facilities for local residents. As such, a minor positive impact would be expected regarding the economy and employment (SA Objective 14).

## B.6.8 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 amenity of nearby residential and business properties, especially with regard to noise.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy TR8	0	0	0	0	0	0	0	0	0	+	0	0	0	+

B.6.8.1 Policy TR8 supports the development and retention of markets within town, district and local centres (identified within Policy TR1), and the provision of necessary infrastructure such as electricity and lighting to facilitate these local shopping opportunities.

B.6.8.2 This policy provides support for both existing and proposed markets within the Borough and seeks to ensure that all markets demonstrate how the development would not result in adverse impacts on the local amenity of nearby properties and businesses. Markets would be expected to provide opportunities for local shopping, employment and community events. Therefore, this policy would be likely to result in minor positive impacts to the local community and local economy (SA Objectives 10 and 14).

## B.7 Visitors and Tourism

### B.7.1 Policy VT1 – Visitor Development

#### Policy VT1 – 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; and
  - 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy VT1	+	0	+	+	+	+	+	0	+	+	+	0	0	+

- B.7.1.1 Policy VT1 identifies Maidenhead and Windsor as major locations for visitor related development, providing the proposals are accessible via sustainable transport methods and the scale and nature of the attractions are appropriate to the local area.

- B.7.1.2 Through supporting visitor related development, this policy would be expected to have a minor positive impact on the economy (SA Objective 14) through boosting tourism and providing local employment opportunities.
- B.7.1.3 This policy aims to ensure development “*contribute[s] positively to the character of the area*”, including rejuvenation of the town centres where possible. This policy also seeks to ensure that development is well related to its surroundings, whether in rural or more urbanised areas, including the “*retention and enhancement of heritage assets*”. Therefore, this policy would be expected to have minor positive impacts on the landscape quality and the historic environment (SA Objectives 5 and 6).
- B.7.1.4 Through aiming to ensure development contributes towards environmental enhancement and the provision of attractive locations, this policy would also be expected to have a minor positive impact on the local community (SA Objective 10). The proposed “*protection and enhancement of the countryside*” could also potentially have a minor positive impact on local biodiversity (SA Objective 4).
- B.7.1.5 Furthermore, this policy could potentially help to ensure that visitor developments are accessible via walking, cycling and public transport routes, and as such have a minor positive impact on transport accessibility (SA Objective 11). This could potentially help to encourage visitors to use sustainable means of transport rather than personal cars, and as such have a minor positive impact towards the climate change objective (SA Objective 1). In addition, improved sustainable transport accessibility across the Plan area would be expected to contribute towards improved air quality, and healthier travel choices for both visitors and residents. As such, this policy could potentially have a minor negative impact on local air quality and human health (SA Objectives 3 and 9).
- B.7.1.6 This policy directs development towards the town centres of Maidenhead and Windsor. Therefore, this would be expected to provide good opportunities for development situated on brownfield or previously developed land. This could potentially result in a minor positive impact on the use of resources (SA Objective 7), due to the efficient use of land.

## B.8 Historic Environment

### B.8.1 Policy HE1 – Historic Environment

#### Policy HE1 – 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 (whether designated or non-designated) 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 in accordance with legislation and national policy.
3. The loss of heritage assets will be resisted. Where this is proven not to be possible, recording in accordance with best practice will be required.
4. Applications for works to heritage assets will only be considered if accompanied by a heritage statement which includes an assessment of significance, a heritage impact assessment and, where appropriate, information on marketing and viability.
5. Applications for works within archaeologically sensitive areas will be required to include a desk-top archaeological assessment.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy HE1	0	0	0	0	+	++	0	0	0	0	0	0	0	0

B.8.1.1 Policy HE1 outlines the importance of the Borough’s historic environment and states that heritage assets and their setting should be conserved and enhanced.

B.8.1.2 Under this policy, any proposed development which could potentially cause harm to designated or non-designated heritage assets or their settings would not be supported. This policy states that “*development proposals should seek to conserve and enhance the character, appearance and function of heritage assets*”, and requires development which would directly affect heritage assets to be accompanied by a heritage statement. Therefore, this policy would be expected to have a major positive impact on cultural heritage and a minor positive impact on the character and quality of the local landscape (SA Objectives 5 and 6).

## B.8.2 Policy HE2 – Windsor Castle and Great Park

### Policy HE2 – 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;
  - 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy HE2	0	0	0	0	+	+	0	0	0	+	0	0	0	+

B.8.2.1 Policy HE2 seeks to protect and enhance Windsor Castle and Windsor Great Park and their settings in order to conserve the historic significance of these heritage assets and promote tourism.

B.8.2.2 This policy would be expected to ensure that views of Windsor Castle and Windsor Great Park are conserved or improved, which would benefit the historic character of Windsor and enhance the attractiveness of the surrounding area and sense of place. Therefore, a minor positive impact on the quality of the landscape and the historic environment would be anticipated (SA Objectives 5 and 6).

B.8.2.3 Protecting Windsor Castle and Windsor Great Park would be expected to have benefits to the sense of community and help to promote tourism in the local area. Therefore, this would be expected to have a minor positive impact on the community and the economy (SA Objectives 10 and 14).

## B.9 Natural Resources

### B.9.1 Policy NR1 – Managing Flood Risk and Waterways

#### Policy NR1 – 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 2 and 3 (and also in Flood Zone 1 on sites of 1 hectare or more in size and in other circumstances as set out in the NPPF) 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. The sequential approach should be followed by developers for all development so that development is located in the lowest risk flood areas within a site, taking account of all sources of flood risk. The sequential test is required for all development in Flood Zones 2 and 3. 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;
  - 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; and
  - 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; and
  - 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; and
  - e. Incorporate flood evacuation plans where appropriate.
6. Development proposals should include an assessment of the impact of climate change using appropriate climate change allowances over the lifetime of the development so that future flood risk is taken into account.
7. 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.
8. Development proposals near rivers should retain or provide an undeveloped 8 metre buffer zone alongside river corridors. This buffer zone should be on both sides and measured from the top of the river bank at the point at which the bank meets the level of the surrounding land.

9. 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy NR1	+	+	0	+	+	0	0	0	0	0	0	0	0	0

B.9.1.1 Policy NR1 seeks to manage the risk of flooding throughout the Plan area and ensure that measures are put in place within new developments to promote resilience to flooding, and to safeguard land identified for strategic flood relief measures.

B.9.1.2 This policy requires all proposed development in Flood Zones 2 and 3 to be subject to a sequential test in order to direct development proposals away from areas at risk of flooding. This policy also requires flood risk assessments to be carried out, in accordance with national planning policy. This would also be likely to help ensure that new development does not exacerbate current flooding issues within the Plan area. Furthermore, the requirement for SUDs to be incorporated within new development would be expected to reduce surface water flood risk. Therefore, a minor positive impact would be expected in terms of water and flooding (SA Objective 2).

B.9.1.3 This policy would help to ensure that development proposals do not impact the ecological quality of surrounding waterways. This could potentially result in a minor positive impact on biodiversity (SA Objective 4) and help to enhance local landscape character through incorporation of green spaces amongst new development (SA Objective 5).

B.9.1.4 Furthermore, this policy seeks to increase the capacity of the floodplain in order to reduce flood risk on site and in the surrounding areas, where possible, in terms of current and future flooding. Therefore, this policy could potentially have a minor positive impact in terms of helping to improve resilience and adaptation to climate change (SA Objective 1).



## B.9.2 Policy NR2 – Nature Conservation & Biodiversity

### Policy NR2 – Nature Conservation & Biodiversity

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; and
  - 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.

#### Biodiversity

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; and
  - g. Conserve soil resources to protect below ground biodiversity which in turn helps retain and enhance above ground biodiversity.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy NR2	+	+	+	++	+	0	+	0	+	+	0	0	0	0

B.9.2.1 Policy NR2 seeks to conserve and enhance biodiversity assets and protected species through requiring development proposals to mitigate any potential adverse impacts on the natural environment.

B.9.2.2 This policy would help to ensure that development proposals throughout the Plan area “*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*”. Through implementation of a mitigation hierarchy in order to “*avoid, mitigate or as a last resort compensate for any adverse biodiversity impacts*” as a result of the proposed development, this policy would help to ensure new development does not result in adverse impacts on designated biodiversity sites, sites of nature conservation importance, protected habitats or species. Furthermore, this policy requires new developments to demonstrate quantifiable biodiversity net gains. Therefore, a major positive impact on biodiversity (SA Objective 4) would be expected.

B.9.2.3 This policy states that developers would be expected to seek opportunities to improve biodiversity and enhance green networks. This would be likely to increase green cover and promote habitat connectivity across the Plan area, and as such help to introduce greater resilience to climate change into the ecosystem. Furthermore, enhancing the natural environment would be expected to provide increased carbon storage capacity and natural filtration of pollutants. Overall, a minor positive impact on climate change mitigation and adaptation and air quality would be expected (SA Objectives 1 and 3).

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- B.9.2.4 The enhancement of features of conservation value including green infrastructure would be expected to help reduce water runoff rates and as such, reduce the risk of both fluvial and pluvial flooding. Improvements to the quality and quantity of the Borough's blue infrastructure network would also be likely to enhance natural water storage and flow functions. Therefore, this policy would be expected to have a minor positive impact on water and flooding (SA Objective 2).
- B.9.2.5 This policy encourages development proposals to seek opportunities for public access to areas of wildlife importance, where appropriate. This would be likely to result in benefits to local residents, through improving access to natural outdoor spaces, encouraging physical activity and providing opportunities for community cohesion. This would therefore be expected to have a minor positive impact on health and wellbeing (SA Objective 9) and the local community (SA Objective 10).
- B.9.2.6 Additionally, enhanced green infrastructure and quality of the natural environment as a result of this policy would be expected to contribute positively towards the character and attractiveness of the landscape. As such, a minor positive impact would be expected for SA Objective 5.
- B.9.2.7 This policy would help to reduce the quantity of soils lost to new developments, and as such aid the preservation of ecologically important soils including below-ground flora and fauna. Therefore, a minor positive impact would be expected on the use of natural resources (SA Objective 7).

## B.9.3 Policy NR3 – Trees, Woodlands and Hedgerows

### Policy NR3 – 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; and
  - 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy NR3	+	+	+	+	+	0	+	0	+	0	0	0	0	0

B.9.3.1 Policy NR3 aims to protect, create and restore good quality and well-connected habitats including trees, woodlands and hedgerows across the Plan area, in accordance with the Tree and Woodland Strategy.

- B.9.3.2** This policy would be expected to help to ensure that trees, woodlands and hedgerows lost due to development would be minimal, and the creation of new or enhanced habitats would be encouraged. Trees, woodlands and hedgerows are known to support a vast array of important flora and fauna and can serve as useful connecting habitats to facilitate movement of species. Additionally, under this policy it would be expected that ancient woodland and veteran trees would be safeguarded. Therefore, this policy would be expected to result in a minor positive impact on biodiversity (SA Objective 4).
- B.9.3.3** The retention and enhancement of trees and woodland supported under this policy would be likely to boost the natural carbon sink and air filtration ecosystem services provided by trees and vegetation. This could also potentially help to provide natural filtration to reduce residents' exposure to air pollution, for example from emissions associated with road transport. Furthermore, due to this enhanced carbon storage capacity, this policy could potentially help to mitigate anthropogenic climate change. A minor positive impact on the climate change and air quality objectives would therefore be expected (SA Objectives 1 and 3). This could also help to improve the respiratory health of residents and provide opportunities for integrating green spaces amongst development for recreation. Therefore, a minor positive impact would also be expected in terms of human health and wellbeing (SA Objective 9).
- B.9.3.4** Trees serve an important role in protecting soil from erosion as a result of rainfall and surface water runoff, due to the stabilisation provided by roots and interception of rainfall by foliage. This policy would therefore be likely to help preserve soils and have a minor positive impact on natural resources (SA Objective 7). By reducing water runoff rates this would also be expected to enhance natural water storage and help to reduce the risk of fluvial and pluvial flooding. A minor positive impact would be expected in terms of reducing flood risk (SA Objective 2).
- B.9.3.5** Furthermore, trees, woodlands and hedgerows are used as a useful tool to help integrate new development into the existing landscape character, for example in terms of protecting or enhancing views, or providing visual interest. Therefore, this policy could potentially result in minor positive impact to the local landscape (SA Objective 5).

## B.9.4 Policy NR4 – Thames Basin Heaths Special Protection Area

### Policy NR4 – 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:
  - 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 require appropriate mitigation and will need to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
  - 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.
3. 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)

#### Future SANG provision

4. It is likely that new strategic SANG land will need to be identified in the future to provide appropriate mitigation in the area of influence of the SPA. The Council will continue to work with partner organisations to deliver an appropriate level of SANG mitigation to mitigate the impact of new development. If insufficient SANG is available for future developments requiring mitigation, then planning permission will be refused.
5. 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.
6. 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 SANG 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy NR4	0	0	0	+	0	0	0	0	+	+	0	0	0	0

B.9.4.1 Policy NR4 details the Council’s approach to the conservation of the Thames Basin Heaths SPA in light of proposed development within the Plan period.

B.9.4.2 This policy provides protection of the Thames Basin Heaths SPA by restricting residential development within 400m of the SPA and requiring development proposals which could potentially cause harm to the SPA to demonstrate that suitable mitigation will be put in place. Additionally, the delivery and planning of new strategic SANGs and management through the SAMM are required under this policy for development proposals located within the zone of influence. The protection of the SPA and provision of new green spaces would be expected to result in a minor positive impact on biodiversity (SA Objective 4).

B.9.4.3 SANGs would be expected to minimise adverse impacts on the SPA from recreational pressures, by providing alternative accessible open spaces for residents. This policy also encourages the creation of bespoke SANGs as part of new developments, and measures to ensure the continued provision of SANGs to meet future needs throughout the Plan period. Improved access to green spaces would be expected to have a minor positive impact on health and the local community (SA Objectives 9 and 10), due to providing opportunities for outdoor leisure and recreation, as well as engaging with the local population in communal spaces.

## B.9.5 Policy NR5 – Renewable Energy

### Policy NR5 – Renewable Energy

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; and
  - 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy NR5	+	0	0	0	0	0	+	0	0	0	0	0	0	0

B.9.5.1 Policy NR5 supports the development of renewable energy and associated infrastructure, providing its design and location is such that impacts on the natural and built environment are minimised.

B.9.5.2 The encouragement of renewable energy infrastructure developments under this policy could potentially help to promote low carbon energy schemes, decreasing the volume of carbon emitted in the Plan area and reducing reliance on energy generation from fossil fuels. Therefore, this policy would be expected to have a minor positive impact on climate change (SA Objective 1).



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- B.9.5.3 This policy would help to ensure that areas of previously developed land are prioritised for renewable energy development, having a minor positive impact on the protection of important soil resources across the Plan area (SA Objective 7).
- B.9.5.4 This policy aims to ensure that renewable energy developments do not result in adverse impacts to the historic environment, wildlife, landscape and visual amenity. As such, a negligible impact would be expected in terms of the landscape quality (SA Objective 5), biodiversity (SA Objective 4) and the local historic environment (SA Objective 6) as a result of this policy.

# B.10 Environmental Protection

## B.10.1 Policy EP1 – Environmental Protection

### Policy EP1 – Environmental Protection

1. Development proposals will only be supported where it can be shown that either individually or cumulatively in combination with other schemes, they do not have an unacceptable effect on environmental quality or landscape, both during the construction phase or when completed. Development proposals should also avoid locating sensitive uses such as residential units, schools or hospitals in areas with existing or likely future nuisance, pollution or contamination.
2. Where appropriate, applicants will be required to submit details of remedial or preventative measures (for example: construction management plans) and any supporting environmental assessments. Planning conditions may be imposed to ensure implementation of any measures that make development proposals acceptable.
3. Development proposals should seek to conserve, enhance and maintain existing environmental quality in the locality, including areas of ecological value (land and water based), and improve quality where possible, both during construction and upon completion. Opportunities for such improvements should be incorporated at the design stage and through operation.
4. Residential amenity should not be harmed by reason of noise, smell or other nuisance. Accordingly, care should be taken when siting particular commercial or agricultural proposals such as livestock units, silage storage or slurry pits which should be sited well away from the curtilage of any residential property.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy EP1	0	+	+	+	+	0	0	0	+	0	0	0	0	0

B.10.1.1 Policy EP1 aims to ensure that development proposals demonstrate protection of the environment through preventing unacceptable effects of proposals on environmental quality or landscape, either alone or in combination, during construction and operation.

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- B.10.1.2 This policy states that development proposals “*should seek to conserve, enhance and maintain existing environmental quality in the locality, including areas of ecological value (land and water based)*”. Therefore, it would be expected that local wildlife habitats would be conserved and enhanced where possible, and the Plan area’s green and blue infrastructure networks would be maintained and improved. This would be expected to help reduce water runoff rates and enhance natural water storage, and as such, reduce the risk of both fluvial and pluvial flooding. Due to these benefits, a minor positive impact would be expected in terms of local biodiversity (SA Objective 4), as well as water and flooding (SA Objective 2).
- B.10.1.3 This policy would help to ensure that new development does not result in adverse impacts on the surrounding environment and seeks opportunities to improve the quality of the local landscape during design and operation. This could potentially have a minor positive impact on the landscape character (SA Objective 5).
- B.10.1.4 This policy would be expected to ensure new development is situated in appropriate locations to minimise the risk of exposure of new or existing residents to pollution or contamination issues. Furthermore, this policy aims to ensure development proposals do not result in adverse impacts on local residents in regard to noise, odour or nuisance. This could potentially have a minor positive impact on SA Objective 3 in terms of preventing noise pollution, and a minor positive impact on health and wellbeing (SA Objective 9) through the provision of clean and safe environments in which to live.

## B.10.2 Policy EP2 – Air Pollution

### Policy EP2 – 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, (such as green infrastructure, sustainable travel, electric vehicle charging parking points, limited vehicle parking, awareness raising, and enabling smarter travel choices) 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy EP2	+	0	0	0	0	0	0	0	0	0	+	0	0	0

B.10.2.1 Policy EP2 focuses on protecting and improving air quality within the Plan area, seeking to protect the health of current and future residents.

B.10.2.2 This policy aims to ensure that new developments do not result in a significant increase in air pollution, and in particular ensure that air quality within or adjacent to AQMAs is protected. This policy provides detail on appropriate mitigation measures which could be implemented to help combat issues in regard to air pollution. In accordance with this policy, no new residents will be exposed to unacceptable high levels of air pollution, and therefore, a negligible impact would be expected on local air pollution (SA Objective 3) and health (SA Objective 9) as a result of this policy.

**B.10.2.3** As well as contributing towards the improvement of local air quality, encouraging the provision of sustainable transport methods and electric car charging points in order to minimise reliance on personal car use would be expected to have a minor positive impact on transport and accessibility (SA Objective 11). Furthermore, this could potentially help to minimise the Plan area’s contributions to climate change by offering alternative, lower emission and more sustainable means of transport. A minor positive impact would therefore also be expected for SA Objective 1.

### B.10.3 Policy EP3 – Artificial Light Pollution

#### Policy EP3 – Artificial Light Pollution

1. Development proposals should seek to avoid generating artificial light pollution and development proposals for new outdoor lighting schemes that are likely to have a detrimental impact on neighbouring residents, the 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. All artificial lighting must be directional and focused with cowlings to reduce light spill into river corridors and other wildlife corridors.
5. 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.
6. 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy EP3	0	0	0	+	+	0	0	0	+	0	0	0	0	0

- 
- B.10.3.1 Policy EP3 seeks to manage the effects of artificial light associated with development, in order to avoid adverse impacts on local habitats, species and residents whilst providing adequate illumination for safety.
- B.10.3.2 This policy would help to ensure that artificial light pollution associated with new development does not adversely impact local habitats and species, including requirements for development proposals to “*reduce light spill into river corridors and other wildlife corridors*”. This policy would help to retain dark skies associated with some locations within the Plan area. Therefore, this policy would be expected to have a minor positive impact on biodiversity (SA Objective 4), through minimising disturbance and facilitating connectivity of natural, unlit habitats.
- B.10.3.3 This policy would help to ensure that light pollution associated with new development does not have a detrimental impact on local residents, as development is required to incorporate sensitively designed lighting schemes, in line with national guidance. Therefore, this policy could potentially have a minor positive impact in regard to human health (SA Objective 9), and on the local landscape character (SA Objective 5).

## B.10.4 Policy EP4 – Noise

### Policy EP4 – 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; and
  - 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.

These noise standards will apply unless there are particular specific circumstances that justify some variation to be made in individual cases
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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy EP4	0	0	+	0	0	0	0	0	+	0	0	0	0	0

B.10.4.1 Policy EP4 seeks to ensure that local residents are not exposed to, and that development proposals do not result in, unacceptable levels of noise pollution. This would be expected to have a minor positive impact on air and noise pollution (SA Objective 3).

B.10.4.2 By aiming to reduce noise pollution created by new developments and requiring development proposals to meet internal and external noise standards, this policy would be likely to have a minor positive impact in regard to human health (SA Objective 9).

B.10.4.3 This policy would help to reduce noise pollution created due to new developments which may detract from the local character and could potentially reduce impacts from noise pollution on local biodiversity. As such, a negligible impact would be expected for these objectives (SA Objectives 4 and 5).



## B.10.5 Policy EP5 – Contaminated Land and Water

### Policy EP5 – 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy EP5	0	+	0	0	0	0	0	0	+	0	0	0	0	0

B.10.5.1 Policy EP5 supports development proposals which would not result in adverse impacts on the quality of groundwater or surface water.

B.10.5.2 This policy would be expected to ensure that new developments do not lead to deterioration of water quality, including groundwater Source Protection Zones (SPZs) and above ground flows. Therefore, this policy would be expected to have a minor positive impact on water and flooding (SA Objective 2), through protecting water quality across the Plan area from pollution associated with development.

B.10.5.3 This policy aims to ensure development proposals located “*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 ... to the health of future users*”. Therefore, a minor positive impact on the health and wellbeing of the local populations would be expected (SA Objective 9), as this policy would be expected to protect residents from harmful contaminants.

# B.11 Infrastructure

## B.11.1 Policy IF1 – Infrastructure and Developer Contributions

### Policy IF1 – 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.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy IF1	0	0	0	0	0	0	0	0	+	+	+	+	0	0

B.11.1.1 Policy IF1 aims to ensure developers contribute towards the delivery of locally important infrastructure, in order to support the overall spatial strategy of the Borough and meet the needs of the community.

- B.11.1.2 Suitable supporting infrastructure would be provided under this policy, through on-site provision or funding including via the Community Infrastructure Levy. This would be expected to include a range of infrastructure including road transport, leisure and healthcare facilities, and schools. Therefore, this policy could potentially have a minor positive impact on the SA objectives with a social focus; health, community, transport and education (SA Objectives 9, 10, 11 and 12).

## B.11.2 Policy IF2 – Sustainable Transport

### Policy IF2 – Sustainable Transport

1. In order to deliver a significant shift to sustainable transport the Council will require all new development to:
  - a. Be located in sustainable locations that are well-served by existing walking, cycling and public transport networks, or locations that can be made sustainable through improvements to highway infrastructure and / or public transport services;
  - b. Be located and designed such that homes are in close proximity to key destinations such as schools and colleges, employment, shops, leisure and healthcare facilities, and other everyday services, in order to minimise the distances that people need to travel and the number of vehicle trips they need to make;
  - c. Be designed to prioritise walking, cycling and public transport over the private car, with high levels of connectivity, permeability and priority so these become the default modes of transport for local journeys;
  - d. Address issues of severance caused by major roads, railway lines, rivers and other natural or man-made features that may cut-off the development from neighbouring developments or key trip attractors and suppress levels of walking and cycling;
  - e. Facilitate seamless access to / integration with coach and rail services so these become the default modes of transport for longer journeys;
  - f. Facilitate better integration and interchange between transport modes particularly for Windsor, Maidenhead and Ascot town centres and railway stations;
  - g. Have superfast fibre broadband to support home / remote working and video conferencing and therefore minimise the need for vehicle trips;
  - h. Incorporate convenient and secure cycle parking facilities in line with the council's current Parking Standards and industry best practice;
  - i. Incorporate electric vehicle charge points in line with the council's current Parking Standards and industry best practice, taking opportunities to incorporate micro-generation and battery storage where appropriate;
  - j. Support the shared use of vehicles, including bikes and car clubs, in order to minimise the need for occupants to own / use their own vehicles;
  - k. Incorporate significant green infrastructure to help capture carbon and other pollutants from the atmosphere; and
  - l. Optimise traffic flows and circulation to minimise emissions of greenhouse gases and tackle other negative environmental impacts of travel such as air quality, noise and congestion.
2. Transport infrastructure provided as part of new developments will need to demonstrate that it is designed and constructed in order to take account of and be resilient to the effects of climate change, including higher temperatures and more intense periods of rainfall. This includes the appropriate choice of materials and the use of sustainable drainage solutions, as well as sensitive design solutions that offer shade and shelter to people using streets and outdoor spaces within the development.

### Policy IF2 – Sustainable Transport

3. For any major development proposal or any proposal that is considered likely to have a significant impact on local highway and transport networks, Transport Statements, Transport Assessments and Travel Plans may be required to be submitted alongside development proposals in accordance with Department for Transport guidance and local authority requirements. These will assess the impacts of the development on local highway and transport networks and must include mitigation measures to address significant impacts and facilitate sustainable travel to and from the site.
4. In accordance with the National Planning Policy Framework, developments that are likely to have a 'severe' impact on highway or transport networks may be refused unless appropriate mitigation is provided. These impacts may relate to congestion, delay, air quality, noise, road safety and overcrowding on public transport.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy IF2	+	+	+	+	0	0	0	0	+	+	++	+	0	+

B.11.2.1 Policy IF2 seeks to promote sustainable transport throughout the Plan area through a wide range of measures including the location and design on development and improved connections to onward travel, encouraging walking, cycling and car sharing, and requiring Travel Plans for major developments. This would be expected to result in a major positive impact on transport and accessibility (SA Objective 11).

B.11.2.2 By locating new development in areas with good public transport connections and sustainable access to local facilities, this policy would be expected to ensure that residents have good access to “schools and colleges, employment, shops, leisure and healthcare facilities, and other everyday services” and reduces the need to travel. This would be likely to have a minor positive impact on the local community (SA Objective 10) and education (SA Objective 12), by improving access to shops, services and schools.

B.11.2.3 In addition to ensuring residents have good access to employment, the requirement for superfast fibre broadband within new developments would be likely to benefit local businesses and provide increased opportunities for working at home. Therefore, a minor positive impact on the economy and employment would be expected (SA Objective 14).

- B.11.2.4 Improving access to leisure and healthcare facilities would be expected to include enhanced accessibility of essential facilities such as GP surgeries and NHS hospitals. The policy also aims to promote walking and cycling, through provision of suitable infrastructure such as cycle parking. Under this policy, development proposals would be designed to “*prioritise walking, cycling and public transport over the private car*” and seek opportunities for providing better connected routes, especially across major roads, railway lines or rivers. Therefore, this would be expected to encourage active travel, which would be likely to provide opportunities for exercise and spending time in outdoor green spaces.
- B.11.2.5 Furthermore, the incorporation of “*significant green infrastructure*” amongst new development would be expected to contribute towards improved air quality due to natural filtration, which could potentially reduce residents’ exposure to air pollution, for example from emissions associated with road transport. This would be alongside additional benefits in terms of reducing reliance on personal cars, which could help to reduce the volume of traffic using the local road network. Therefore, a minor positive impact would be expected in terms of air and noise pollution in the local area (SA Objective 3), as well as human health (SA Objective 9). A significant increase in green infrastructure would also be expected to have a minor positive impact on local biodiversity, through the provision of additional habitats and green links within the urban environment (SA Objective 4).
- B.11.2.6 Furthermore, due to the enhanced carbon storage capacity associated with green cover, as well as the promotion of alternative transport options to reduce reliance on the private car and optimise traffic flows, this policy could potentially contribute towards the mitigation anthropogenic climate change. Additionally, the provision of infrastructure such as charging points would help to encourage the use of electric vehicles. This policy seeks to ensure that development proposals “*take account of and be resilient to the effects of climate change*”, including requirements for sustainable drainage systems and shading routes. Therefore, this could potentially have a minor positive impact on climate change (SA Objective 1), as well as water and flooding (SA Objective 2).

### B.11.3 Policy IF3 – Local Green Space

#### Policy IF3 – 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; and
  - c. The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy IF3	0	0	0	0	0	0	0	0	+	+	0	0	0	0

B.11.3.1 Policy IF3 seeks to protect designated Local Green Spaces and ensure that development is not permitted within these areas, unless it is considered to be ‘appropriate development’.

B.11.3.2 By protecting Local Green Spaces, this policy would be likely to help ensure new residents have good access to natural and open spaces, which are known to have physical and mental health benefits. A minor positive impact would therefore be expected for SA Objective 9. This could also have a minor positive impact on the local population, through providing opportunities for creating cohesive and vibrant communities (SA Objective 10).

B.11.3.3 Furthermore, protecting Local Green Spaces would be expected to conserve the landscape character and biodiversity. Retaining green cover would also be likely to ensure that there is no detrimental impact on local flood risk. Therefore, a negligible impact would be expected for SA Objectives 2, 4 and 5.

## B.11.4 Policy IF4 – Open Space

### Policy IF4 – Open Space

#### Existing facilities

1. Existing open space in the Borough will, where appropriate, be protected, managed and enhanced to increase its capacity and make it more usable, attractive and accessible.
2. Development involving the loss of open space will only be granted permission where
  - a. There is clear evidence, for example from the latest published Open Space Study, that the existing facility is no longer required to meet current or projected needs, including for biodiversity improvements/off-setting;
  - b. The existing facility would be replaced by equivalent or improved provision in terms of quality and quantity in a suitable location within walking distance of the existing facility; or
  - c. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

#### New facilities

3. The following sites are allocated as new or upgraded open space as part of the Borough's Green Infrastructure network:

Ref	Site
AL15	Braywick Park, Maidenhead
AL27	Land south of Ray Mill Road East, Maidenhead
AL28	Land north of Lutman Lane, Spencer's Farm, Maidenhead

These sites are identified on the policies map. Site specific requirements for these green infrastructure sites are set out in proformas in Appendix D. The proformas form part of this policy.

4. New open space and play facilities for children and young people will be required on sites allocated for new housing and housing-led mixed use developments as set out in the site allocation pro formas in Appendix D and in line with requirements contained in the most up to date Open Space Study.
5. Proposals for residential development on non allocated sites of ten dwellings and above should normally provide new open space and play facilities in accordance with the quantity standards set out in Appendix G, or those within a more up to date Open Space Study. However, where there is clear evidence that there is a quantitative surplus of one or more types of open space/play facilities in the local area, these standards will be applied flexibly in order to address any local deficits.
6. Whilst on-site provision is preferred, provision of new open space and play facilities on an alternative site within walking distance of the development site, as set out in Appendix G, would be acceptable if this meets the needs of the community and results in a greater range of functional uses. A financial contribution towards improving existing provision may be acceptable if there are qualitative open space deficiencies in the area.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy IF4	+	+	+	+	+	0	0	0	+	+	0	0	0	0

B.11.4.1 Policy IF4 seeks to ensure that open space throughout the Borough will be protected, managed and enhanced, in order to provide safe and accessible community facilities for existing and future residents.

B.11.4.2 By preserving and enhancing open spaces, this policy would be likely to help ensure residents have good access to natural and open spaces, providing opportunities for recreation and leisure, including play facilities for children. Therefore, a minor positive impact on mental and physical health would be expected (SA Objective 9). This could also have a minor positive impact on the local population, through providing opportunities for creating cohesive and vibrant communities (SA Objective 10).

B.11.4.3 This policy seeks to provide “*new or upgraded open space as part of the Borough’s Green Infrastructure network*”. Therefore, this could potentially help to enhance the local landscape character by integrating development within its surroundings, preserving views and providing visual interest. A minor positive impact would be expected on the landscape quality (SA Objective 5). Additionally, enhanced green infrastructure and green space could potentially have a minor positive impact on local biodiversity (SA Objective 4).



- B.11.4.4 Potential new or enhanced open spaces under this policy, including green infrastructure, would be expected to contribute towards improved air quality due to the increased uptake of carbon dioxide. Green infrastructure could also potentially provide natural filtration to reduce residents' exposure to air pollution, for example from emissions associated with road transport. Furthermore, due to this enhanced carbon storage capacity, this policy could potentially contribute towards the mitigation anthropogenic climate change. A minor positive impact on the climate change and air quality objectives would therefore be expected (SA Objectives 1 and 3). Green infrastructure would also be expected to help reduce water runoff rates and as such, have a minor positive impact on SA Objective 2 by reducing the risk of flooding.

## B.11.5 Policy IF5 – Rights of Way and Access to the Countryside

### Policy IF5 – 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; and
  - 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; and
  - d. Improvement of public transport links to the countryside.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy IF5	+	0	+	0	+	0	0	0	+	+	+	+	0	0

B.11.5.1 Policy IF5 supports development proposals which protect and safeguard the Public Rights of Way (PRoW) network and seek opportunities for linking green and blue infrastructure and the open countryside, in order to maximise sustainable access to facilities and recreation.

B.11.5.2 This policy would be expected to improve local accessibility via walking or cycling to local services and facilities, including “*local schools, shops, stations and other community facilities*”. A minor positive impact would therefore be expected in terms of transport and accessibility (SA Objective 11), the local community (SA Objective 10) and access to educational facilities (SA Objective 12).

B.11.5.3 Furthermore, by promoting attractive routes through development sites, and protecting the amenity of existing routes, this policy could potentially result in a minor positive impact on the landscape character (SA Objective 5).

B.11.5.4 The improvement of the local PRoW and cycle network promoted within this policy would help to encourage healthy lifestyles and travel by foot or bicycle rather than personal car use. Increased facilitation of active travel would be expected to be beneficial for health and could also potentially help to manage traffic flows and reduce road transport related emissions of greenhouse gases and other pollutants. Therefore, a minor positive impact would be expected in terms of human health and wellbeing (SA Objective 9), as well as climate change and air pollution (SA Objectives 1 and 3).

## B.11.6 Policy IF6 – Community Facilities

### Policy IF6 – Community Facilities

#### Community Facilities

1. Proposals for new or improved community facilities which meet the needs or aspirations of local residents and visitors will be supported. Where an assessment identifies specific needs in the local area, proposals to meet that local need will be supported when they are located in areas that are accessible by walking, cycling or public transport.
2. Existing community facilities should be retained, improved and enhanced. Applications for change of use or redevelopment will therefore be resisted, unless evidence can be provided to show that the facility is not needed, not economically viable and is no longer required to meet the needs of the local community.
3. Where a new community facility is proposed (including stand-alone new facilities, facilities provided as part of a mixed-use development or conversions), it should be in an accessible location and designed to maximise use by local communities. Proposals for new community facilities should demonstrate that there is a specific need for the facility in the local area. An assessment should be provided, and use may be made of existing evidence provided by the Borough such as the Indoor Sports Facility Strategy.
4. Where opportunities exist the Council will support the co-location of community, leisure and cultural facilities and other local services.
5. Any development proposals for new or additional school provision should be accompanied by a Travel Plan.

#### Loss of Facilities

6. Existing community facilities should be retained, improved and enhanced and applications for change of use or redevelopment will therefore be resisted. Planning permission for development leading to the loss of facilities currently, or last used for the provision of community activities will only be granted where it can be demonstrated that:
  - a. There is no longer a demand for the facility within the area, demonstrated by continuous marketing evidence for a period of at least twelve months;
  - b. The proposed development would provide sufficient community benefit to outweigh the loss of the existing facility; or
  - c. There is provision for new or replacement facilities to meet an identified need in locations which are well related and easily accessible to the settlement or local community.
7. When a proposal will involve the loss of social and community facilities which are not being replaced, applicants will be required to provide evidence that they have consulted with an appropriate range of service providers and the community, to prove that there is no need for, or requirement for, the facility from any other service provider for an alternative social or community facility that could be met through change of use or redevelopment. In addition applicants are expected to provide evidence that:
  - a. There is no significant local support for its retention;
  - b. There are alternative premises within easy walking distance; and
  - c. Any such alternative premises offer similar facilities and a similar community environment to the facility which is the subject of the application.
8. Loss of an indoor or outdoor sports facility will only be acceptable where an assessment of current and future needs has demonstrated that there is an excess of provision in the catchment, and the site has no special significance to the interests of sport.
9. Any loss of school facilities will only be acceptable where the loss would not result in any constraints on school place provision.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy IF6	0	0	0	0	0	0	0	0	+	+	+	+	0	0

B.11.6.1 Policy IF6 seeks to protect existing community facilities and support development proposals for new or improved facilities.

B.11.6.2 This policy would be expected to ensure that existing local services are retained and enhanced, which would be likely to improve local residents' access to services such as sports facilities, community centres and schools. A minor positive impact would therefore be expected for SA Objective 10.

B.11.6.3 Furthermore, this policy seeks to ensure that facilities are “*accessible by walking, cycling or public transport*”, and that proposals for new schools are accompanied by a Travel Plan. As such, this policy could potentially have a minor positive impact on local residents' access to educational facilities (SA Objective 12) and on transport and accessibility in the local area (SA Objective 11).

B.11.6.4 By encouraging the retention of existing facilities and development of new services in areas that are accessible to pedestrians and cyclists, this policy could potentially encourage the uptake of active travel to reach community facilities including schools. Therefore, this could lead to a minor positive impact on human health and wellbeing (SA Objective 9).

## B.11.7 Policy IF7 – Utilities

### Policy IF7 – Utilities

#### Telecommunications

1. Expansion of electronic communications networks and the provision of suitable infrastructure to achieve this are supported, subject to appropriate safeguards relating to the impact of the infrastructure. Development proposals that would result in improvements to telecommunications networks will be supported, provided environmental impacts are minimised.
2. Development proposals for telecommunications equipment that require planning permission will be permitted provided that the following criteria are met:
  - a. The siting and appearance of the proposed apparatus and associated structures should seek to minimise harm to the visual amenity, character and appearance of the surrounding area;
  - b. Proposed apparatus and associated structures on buildings should be sited and designed in order to seek to minimise harm to the external appearance of the host building;
  - c. Proposals for new masts should demonstrate that the applicant has explored the possibility of erecting apparatus in existing locations in the following sequence:
    - i. sharing existing masts and other structures
    - ii. on existing buildings
    - iii. on sites currently used for telecommunications infrastructure such evidence should accompany any planning application for new masts and should show clearly why sequentially preferable options have been discounted; and
  - d. Development proposals should not cause unacceptable harm to areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historical interest.

#### Water Supply and Sewerage Infrastructure

3. Development proposals should demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off site to serve the development and that the development would not lead to problems for existing users. Developers are encouraged to contact the water/wastewater company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of / in line with the occupation of the relevant phase of development.
4. Where appropriate, planning permission for developments, which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.
5. Where works are required to secure water supply and sewerage provision to a development proposal, such works will be secured either by a planning condition or other mechanism as appropriate.
6. New water resource schemes, improvements to the water supply network, demand management measures needed to meet current and future water supply needs and those needed to meet the challenges of climate change and environmental protection will be supported. Sites that are identified by water or sewerage undertakers or the Environment Agency as being required to deliver necessary water or sewerage infrastructure will be allocated or safeguarded as appropriate.

Policy Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Policy IF7	0	+	0	0	0	0	0	0	0	+	0	0	0	+

B.11.7.1 Policy IF7 supports the expansion of telecommunications networks and infrastructure, and ensures that new development provides adequate water supply and sewerage infrastructure in order to meet the needs of current and future populations.

B.11.7.2 With improvements to telecommunications in the area under this policy, residents would have a greater opportunity to access essential services from home. This would provide increased opportunities to work from home and access to a larger range of employment opportunities, resulting in a minor positive impact on the local community (SA Objective 10) and economy (SA Objective 14).

B.11.7.3 This policy seeks to ensure that the expansion of electronic communication networks does not result in adverse impacts to “*areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historical interest.*” Therefore, this policy would be expected to have a negligible impact on biodiversity, landscape quality and cultural heritage (SA Objectives 4, 5 and 6).

B.11.7.4 This policy would help to ensure that water supply and sewerage treatment works within the Plan area have sufficient capacity to deal with any increase in demand that arises from development proposed in the Plan. Therefore, this policy would be expected to have a minor positive impact on water management (SA Objective 2).

# Appendix C: Site Allocations Assessments

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# C.1 Introduction

## C.1.1 Background

C.1.1.1 The following sections of this report provide an appraisal of each allocated site proforma within the BLPSV-PC. Each appraisal includes an SA impact matrix that provides an indication of the nature and magnitude of the likely effects. Assessment narratives follow the impact matrices for each site allocation, within which the findings of the appraisal and the rationale for the recorded impacts are described.

C.1.1.2 A total of 40 site allocations have been assessed in this section of the report. The 40 site allocations assessed in this section of the report are listed in **Table C.1.1** below.

*Table C.1.1: Details of the 40 site allocations within the BLPSV-PC*

Site Reference Number	Site Address	Site use	Area (ha)	Housing number (if applicable)
AL1	Nicholsons Centre, Maidenhead	Mixed use	2.74	500
AL2	Land between High Street and West Street, Maidenhead	Mixed use	0.96	300 (32 already in commitments)
AL3	St Mary's Walk, Maidenhead	Mixed use	0.32	120
AL4	York Road	Mixed use	2.51	450 (340 already in commitments)
AL5	West Street	Mixed use	0.96	240
AL6	Methodist Church, High Street, Maidenhead	Mixed use	0.20	50
AL7	Maidenhead Railway Station	Mixed use	3.11	150
AL8	St Cloud Gate, Maidenhead	Employment	0.19	
AL9	Saint-Cloud Way	Mixed use	2.52	550
AL10	Stafferton Way Retail Park, Maidenhead	Mixed use	1.89	350
AL11	Crossrail West Outer Depot, Maidenhead	Employment	1.17	
AL12	Land to east of Braywick Gate, Braywick Road, Maidenhead	Mixed use	0.47	50

Site Reference Number	Site Address	Site use	Area (ha)	Housing number (if applicable)
AL13	Desborough, Harvest Hill Road, South West Maidenhead	Mixed use	89.93	2,600
AL14	The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead	Employment	25.70	
AL15	Braywick Park, Maidenhead	Green infrastructure	54.1	
AL16	Ascot Centre, Ascot	Mixed use	12.30	300
AL17	Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot	Residential	5.80	131
AL18	Ascot Station Car Park	Mixed use	1.14	50
AL19	Englemere Lodge, Ascot	Residential	0.65	10
AL20	Heatherwood Hospital, Ascot	Mixed use	6.95	250
AL21	Land west of Windsor, north and south of the A308, Windsor	Mixed use	22.76	450
AL22	Squires Garden Centre Maidenhead Road Windsor	Residential	0.74	39
AL23	St. Marks Hospital, Maidenhead	Residential	1.55	54
AL24	Land East of Woodlands Park Avenue and North of Woodlands Business Park, Maidenhead	Mixed use	16.69	300
AL25	Land known as Spencer's Farm, North of Lutman Lane, Maidenhead	Mixed use	13.51	330
AL26	Land between Windsor Road and Bray Lake, south of Maidenhead	Residential	3.99	100
AL27	Land south of Ray Mill Road East, Maidenhead	Green infrastructure	2.29	
AL28	Land north of Lutman Lane, Spencer's Farm, Maidenhead	Green infrastructure	6.43	
AL29	Minton Place, Victoria Street, Windsor	Mixed use	0.53	100
AL30	Windsor and Eton Riverside Station Car Park	Residential	0.85	30
AL31	King Edward VII Hospital, Windsor	Residential	0.72	47

Site Reference Number	Site Address	Site use	Area (ha)	Housing number (if applicable)
AL32	Sandridge House, London Road, Ascot	Residential	0.49	25
AL33	Broomhall Car Park, Sunningdale	Mixed use	1.45	30
AL34	White House, London Road, Sunningdale	Residential	0.82	10
AL35	Sunningdale Park, Sunningdale	Residential	4.83	230
AL36	Cookham Gas holder, Whyteladyes Lane, Cookham	Residential	1.25	50
AL37	Land north of Lower Mount Farm, Long Lane, Cookham	Residential	8.78	200
AL38	Land east of Strande Park, Cookham	Residential	0.90	20
AL39	Land at Riding Court Road and London Road Datchet	Residential	3.92	80
AL40	Land east of Queen Mother Reservoir, Horton	Residential	4.44	100

## C.1.2 Overview of the site assessments

C.1.2.1 The impacts matrices for the 40 site allocations of the BLPSV-PC are presented below. These impacts should be read in conjunction with the assessment text narratives which follow in subsequent sections of this appendix, as well as topic specific methodologies and assumptions presented in **Table 4.6**.

*Table C.1.2: Impact matrix of site allocations assessments*

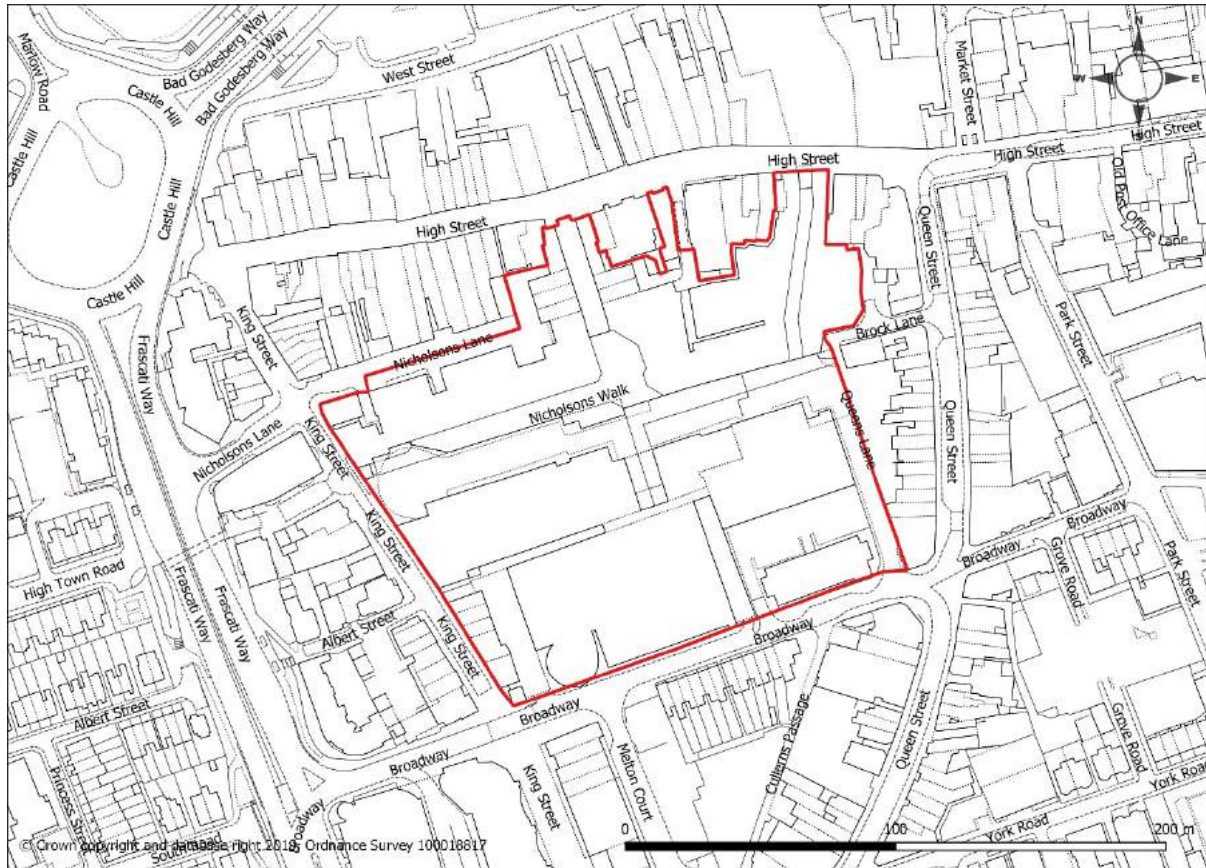
Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Maidenhead Town Centre														
AL1	-	-	--	-	+	0	+	++	-	+	++	++	-	-
AL2	-	-	--	-	+	0	+	++	-	+	++	++	-	-
AL3	-	-	--	-	+	-	+	++	-	+	++	++	-	-

AL4	-	-	-	-	+	0	+	++	-	+	++	+	-	-
AL5	-	-	-	-	+	0	+	++	-	+	++	++	-	-
AL6	0	-	-	-	+	0	+	+	-	+	++	++	0	-
AL7	-	-	-	-	+	0	+	++	-	+	++	+	-	-
AL8	0	+	-	-	+	0	+	0	-	+	++	0	0	0
AL9	-	-	-	-	+	0	+	++	-	+	++	++	-	-
AL10	-	-	-	-	+	-	+	++	-	+	++	++	-	-
AL11	0	0	-	-	+	-	+	0	-	0	++	0	0	+
AL12	0	-	-	-	+	0	+	+	-	+	++	+	0	+
South West Maidenhead														
AL13	--	--	--	-	-	-	-	++	-	+	++	++	--	0
AL14	0	-	-	-	-	0	-	0	-	0	+	0	0	++
AL15	0	-	-	-	+	-	0	0	-	0	++	+	0	0
Ascot Centre Sites														
AL16	-	0	--	0	+	0	+	++	-	+	+	0	-	-
AL17	-	+	--	0	0	0	+	++	-	+	++	+	-	-
AL18	0	+	-	0	+	-	+	+	-	+	++	+	0	+
AL19	0	+	0	0	+	-	+	+	-	0	++	-	0	+
AL20	-	+	--	-	+	-	0	++	-	0	++	0	-	+
West of Windsor														
AL21	-	--	--	-	-	-	-	++	-	+	+	+	-	+
AL22	0	-	-	-	+	0	+	+	-	+	+	0	0	-
Other Maidenhead Sites														
AL23	0	-	+	-	+	0	-	+	++	+	+	++	0	-
AL24	-	-	--	-	-	0	-	++	++	+	+	++	-	+
AL25	-	--	--	-	-	-	-	++	+	+	++	++	-	+
AL26	-	0	-	-	-	0	-	++	-	0	+	0	-	+
AL27	+	0	+	+	+	0	+	0	++	+	++	0	0	0
AL28	+	0	0	+	+	0	+	0	+	+	++	0	0	0
Other Windsor Sites														
AL29	-	-	-	-	+	0	+	++	++	+	+	++	-	-
AL30	0	-	0	-	0	0	+	+	++	+	++	++	0	++
AL31	0	+	0	-	+	0	+	+	+	-	+	++	0	-

Other Ascot Sites														
AL32	0	+	0	0	+	0	+	+	-	-	++	--	0	+
Sunningdale and Sunninghill														
AL33	0	+	-	0	+	0	+	+	-	+	++	0	0	+
AL34	0	+	-	0	+	0	+	+	-	+	++	0	0	+
AL35	-	+	--	0	0	0	0	++	-	0	++	++	-	-
Other Sites														
AL36	0	-	0	-	0	0	-	+	+	0	++	0	0	+
AL37	-	-	--	-	-	0	-	++	+	0	++	0	-	+
AL38	0	-	-	-	0	0	-	+	-	0	++	0	0	+
AL39	-	-	-	-	0	-	-	+	-	+	++	++	-	+
AL40	-	-	0	-	0	-	-	++	0	+	+	0	-	+

# C.2 Maidenhead Town Centre

## C.2.1 AL1 - Nicholson's Centre, Maidenhead



### NICHOLSONS CENTRE, MAIDENHEAD

<b>Allocation</b>	➤ A mixed use development providing retail, community, 22,000 sqm of employment space and approximately 500 residential units
	➤ Public square
<b>Site Size</b>	➤ 2.47Ha

#### Site Specific Requirements

Development of the site will be required to:

- Be of exceptional design and a main focal point in terms of placemaking and town centre functions;
- Act as the primary retail focus for Maidenhead providing high quality primary retailing frontages with a dominance of A1 uses;
- Create a highly permeable network of attractive human scale streets that are highly connected to surrounding streets and adjoining developments;
- Provide a network of high quality pedestrian and cycle routes across the site and linked into surrounding areas and routes;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys. This will include provision of bus stops adjacent to the main frontages of the site and attractive way marking from Maidenhead Railway Station;
- Provide storage and parking for cycles and scooters along with electric car charging points;

- Be strongly connected in visual terms into the High Street with a visually prominent route through from the High Street through the site to the intersection of King Street and Broadway;
- Create a generous green infrastructure network on the site at both ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for visitors, workers and residents;
- Plant large growing trees along the western side of the site, including on the junction of King Street and Nicolson’s Lane and at the junction of King Street and Broadway corner;
- Provide mixed uses at ground floor levels throughout the development;
- Provision of public social spaces at upper levels in the form of an exceptional quality roof garden;
- Provide an exemplar quality designed public square at ground floor level to act as the focus for streets, pedestrian and cycling routes and the network of green infrastructure. The square will be expected to be fronted by high quality buildings housing a mix of retail, community and employment uses at ground floor level. The square will be human scale and a social space providing a favorable micro climate for outdoor leisure throughout much of the year. Blue infrastructure and public art will be expected to provide a focus for the square;
- Contribute to the vitality, enclosure and enhancement of all surrounding streets, particularly the High Street, King Street and Broadway;
- Provide high quality attractive and animated frontages to Queen Lane and Brock Lane;
- Respond positively and sensitively to the character and scale of heritage assets in the surrounding area;
- Be designed sensitively to consider the privacy and amenity of neighboring residential properties;
- Maintain a human scale frontage to the High Street;
- Provide at least 30% affordable housing; and
- Provide 5% of units for custom build opportunities.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL1	-	-	-	-	+	0	+	++	-	+	++	++	-	-

### SA Objective 1 – Climate Change

C.2.1.1 Site AL1 is proposed for the development of 500 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green and blue infrastructure, a minor negative impact on climate change would be anticipated.

### SA Objective 2 – Water and Flooding

C.2.1.2 Site AL1 coincides with areas identified as being at medium risk of surface water flooding and coincides with a groundwater SPZ (Zone I). Therefore, a minor negative impact on water and flooding would be anticipated.



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### **SA Objective 3 – Air and Noise Pollution**

- C.2.1.3 Site AL1 is located wholly within ‘Maidenhead’ AQMA, and partially within 200m of the A308. This site is also proposed for the development of 500 dwellings, which would be expected to reduce local air quality, to some extent. The proforma for this site does not seek to mitigate these impacts, and therefore a major negative impact would be anticipated for pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.2.1.4 Site AL1 is located approximately 4.4km south east of Chilterns Beechwoods SAC. The proposed development at the site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.2.1.5 The proposed development at Site AL1 would be unlikely to impact the landscape as the site is previously developed. The proforma would be expected to provide enhancements to the landscape at this site by making provisions for *“the network of green infrastructure and sensitive design to consider privacy and amenity of neighbouring residential properties”* and therefore, a minor positive impact would be expected.

### **SA Objective 6 – Cultural Heritage**

- C.2.1.6 The north of Site AL1 coincides with ‘Maidenhead’ Conservation Area and the archaeological feature ‘Site of the White Hart Inn, 69-77 High Street, Maidenhead’. This site is also located approximately 15m from the Grade II Listed Building ‘Stables immediately to east of 3 and 5 King Street’. The proforma for Site AL1 would help to ensure that the development responds *“positively and sensitively to the character and scale of heritage assets in the surrounding area”*. Therefore, the proforma would be expected to mitigate the potential impacts of development on the setting of these heritage assets, and as a result a negligible impact on the local historic environment would be anticipated.

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### **SA Objective 7 - Use of Resources**

- C.2.1.7 Site AL1 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.1.8 Site AL1 is proposed for residential development of 500 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.2.1.9 Site AL1 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A308 and coincides with 'Maidenhead' AQMA. The proforma does not seek to mitigate the impacts of air quality and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.1.10 Site AL1 is located within the 600m target distance to local services. The proforma states that provisions will be made for "*exemplar quality designed public square at ground floor level to act as the focus for streets, pedestrian and cycling routes and the network of green infrastructure*". This would be likely to help enhance the access of site end users to local services, and therefore a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.2.1.11 Site AL1 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The proforma for this site aims to provide enhancements to the local transport network, as it states that provisions will be made for pedestrian and cycle links and ensuring that the development will be well served by public bus routes. Therefore, a major positive impact would be expected on site end users' access to transport.

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### **SA Objective 12 - Education**

- C.2.1.12 Site AL1 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

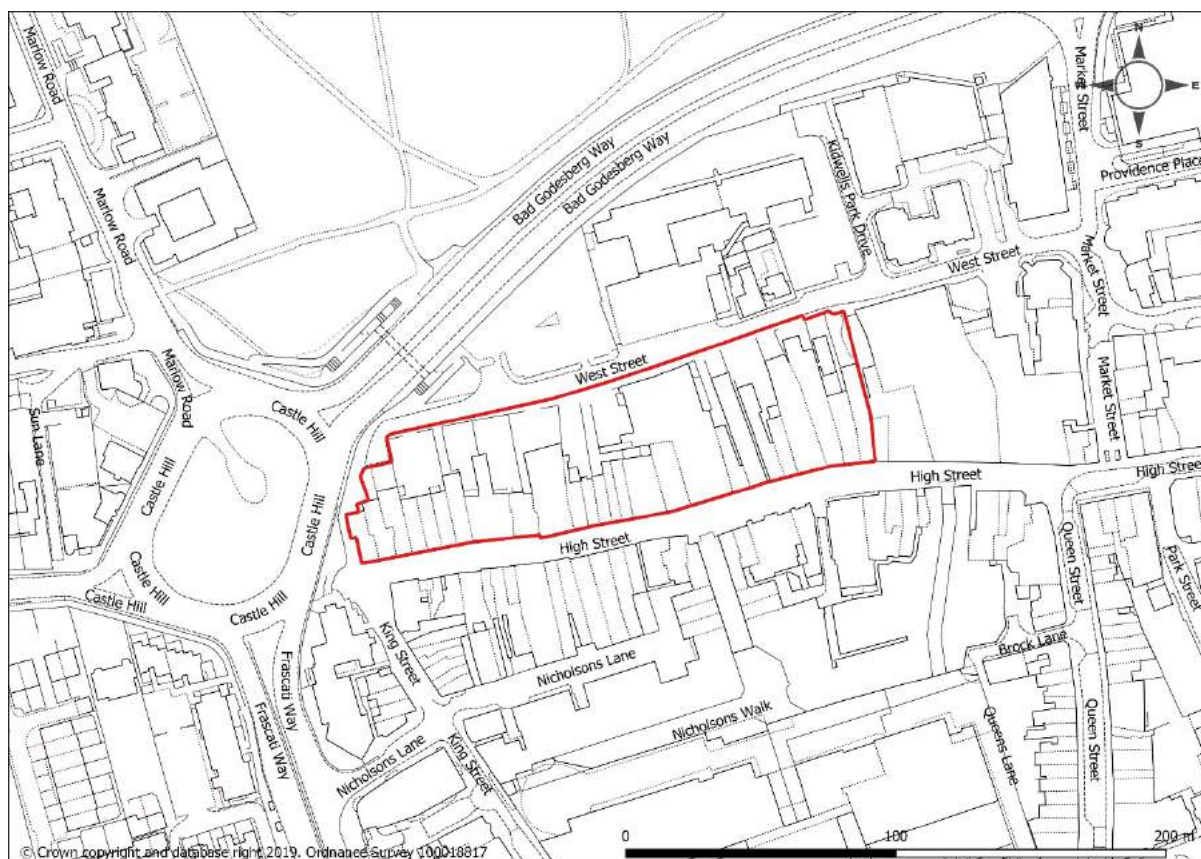
### **SA Objective 13 - Waste**

- C.2.1.13 Site AL1 is proposed for the development of 500 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.2.1.14 Site AL1 is located within Maidenhead town centre, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 500 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

## C.2.2 AL2 - Land between High Street and West Street, Maidenhead



### LAND BETWEEN HIGH STREET AND WEST STREET, MAIDENHEAD

<b>Allocation</b>	➤ A mixed use scheme incorporating retail, employment and approximately 300 residential units (32 already in commitments)
<b>Site Size</b>	➤ 0.96Ha

#### Site Specific Requirements

Development of the site will be required to:

- Demonstrate how proposals have sought to facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and attractiveness of the western end of the High Street and improving the environment of West Street;
- Provide mixed uses at ground floor levels with a dominance of retail uses in the eastern half of the site;
- Contribute towards the provision of high quality pedestrian and cycle connections between the High Street and West Street;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Create green infrastructure on the site at ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for residents;
- Provide suitable tree planting on the western end of the site to provide a buffer to the Castle Hill roundabout and also along the southern side of West Street to improve the visual qualities of the street;
- Contribute to the vitality, enclosure and enhancement of the public space at the intersection of King Street, High Street and Castle Hill;
- Provide high quality attractive and animated frontages to West Street, the High Street and Castle Hill;

- Respond positively and sensitively to the character and scale of heritage assets both on the site and in the surrounding area;
- Be designed sensitively to consider the privacy and amenity of neighbouring residential properties;
- Maintain an attractive and human scale frontage to the High Street;
- Incorporate at least 30% affordable housing and 5% of housing units as custom build; and
- Address surface water flooding issues.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL2	-	-	--	-	+	0	+	++	-	+	++	++	-	-

### SA Objective 1 - Climate Change

C.2.2.1 Site AL2 is proposed for the development of 300 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.2.2.2 Site AL2 coincides with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone I). The proforma states that development at this site will aim to “*address surface water flooding issues*”, however the mitigation measures are unclear and therefore, a minor negative impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.2.2.3 Site AL2 is located wholly within ‘Maidenhead’ AQMA, and partially within 200m of the A308 and A4. This site is also proposed for the development of 300 dwellings, which would be expected to reduce local air quality, to some extent. The proforma for this site does not seek to mitigate these impacts, and therefore a major negative impact would be anticipated for air pollution.

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### **SA Objective 4 - Biodiversity and Geodiversity**

C.2.2.4 The proforma for Site AL2 states that development of this site will be required to *“create green infrastructure on the site at ground and upper levels to facilitate biodiversity enhancement”*.

C.2.2.5 However, Site AL2 is located approximately 4.4km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

C.2.2.6 The proposed development at Site AL2 would be unlikely to impact the landscape as the site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“create green infrastructure on the site at ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for residents”* and therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

C.2.2.7 Site AL2 coincides with ‘Maidenhead’ Conservation Area and the archaeological feature ‘Post-medieval gully at 110-114 High Street, Maidenhead’. This site is also located in close proximity to the Grade II Listed Building ‘Stables immediately to east of 3 and 5 King Street’. The proforma for Site AL2 will ensure that the development responds, *“positively and sensitively to the character and scale of heritage assets in the surrounding area”*. Therefore, the proforma would be likely to help mitigate the impacts of development on the setting of these heritage assets, and as a result a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

C.2.2.8 Site AL2 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

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### **SA Objective 8 - Housing**

- C.2.2.9 Site AL2 is proposed for residential development of 300 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.2.2.10 Site AL2 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A308 and A4, and coincides with 'Maidenhead' AQMA. The proforma does not seek to mitigate the impacts of air quality and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.2.11 Site AL2 is located within the 600m target distance to local services. The proforma states that development should *"contribute towards the provision of high-quality pedestrian and cycle connections between the High Street and West Street"*. This would be likely to help enhance the access of site end users to local services, and therefore a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.2.2.12 Site AL2 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The proforma for Site AL2 would be expected to provide enhancements to transport as development of the site will be required to *"ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys"*. Therefore, a major positive impact would be expected on site end users' access to transport.



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### **SA Objective 12 - Education**

- C.2.2.13 Site AL2 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

### **SA Objective 13 - Waste**

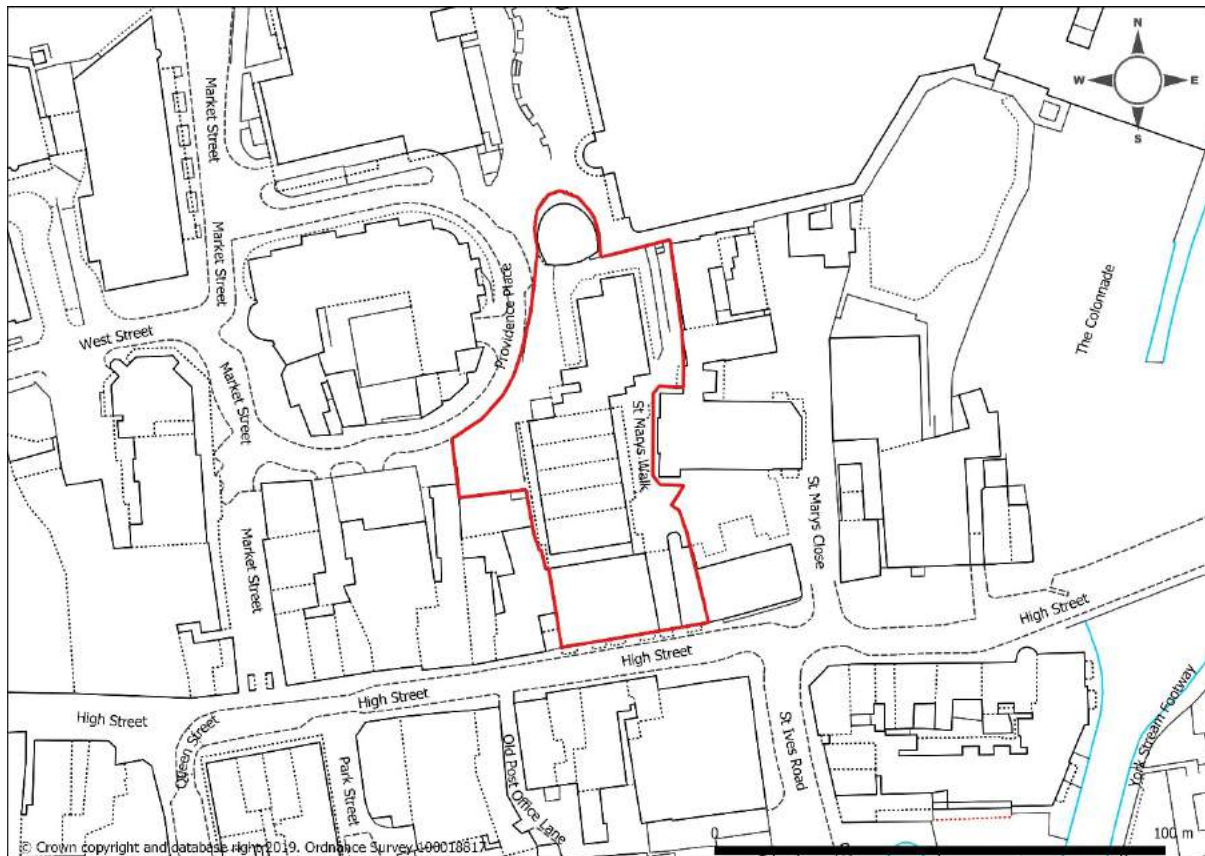
- C.2.2.14 Site AL2 is proposed for the development of 300 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.2.2.15 Site AL2 is located within Maidenhead town centre, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 300 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.



### C.2.3 AL3 - St Mary's Walk, Maidenhead



#### ST MARY'S WALK, MAIDENHEAD

<b>Allocation</b>	➤ A mixed use scheme incorporating retail, employment and approximately 120 residential units
<b>Site Size</b>	➤ 0.32Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in providing an attractive and safe connection between the High Street and the public realm areas to the north of the site as well as enhancing the vitality and attractiveness of Providence Place;
- Provide for a mix of retail, employment, community and residential uses with retail dominating on the High Street frontage at ground floor level;
- Provide high quality attractive and safe pedestrian and cycle connections between the High Street, Providence Place, St. Marys Close and the public realm area to the north;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Create a generous green infrastructure network on the site at ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for residents and visitors;
- Retain and protect existing trees, including the Hornbeam in the precinct area and the Lime tree next to Providence Place;
- Improve the design quality, safety, green infrastructure and vitality of St Mary's Walk through public realm improvements, incorporation of a mix of uses, providing for overlooking, improving frontages and adding public art;

- Provide for high quality active frontages to the High Street, Providence Place, St Mary’s Walk and the public realm space to the north;
- Predominantly retail uses on the ground floor;
- Provide at least 30% affordable housing; and
- Provide 5% of units for custom build opportunities.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL3	-	-	--	-	+	-	+	++	-	+	++	++	-	-

### SA Objective 1 - Climate Change

C.2.3.1 Site AL3 is proposed for the development of 120 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and retention of trees, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.2.3.2 Site AL3 coincides with a groundwater SPZ (Zone II). The proforma for this site does not seek to mitigate the potential impact of development on the groundwater SPZ, therefore, a minor negative impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.2.3.3 Site AL3 is located wholly within ‘Maidenhead’ AQMA, and partially within 200m of the A4. This site is also proposed for the development of approximately 120 dwellings, which would be expected to reduce local air quality, to some extent. Therefore, a major negative impact would be anticipated for air pollution. The proforma for this site does not seek to mitigate these impacts.

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## **SA Objective 4 - Biodiversity and Geodiversity**

C.2.3.4 The proforma for Site AL3 states that the proposed development at the site will be required to *“create green infrastructure on the site at ground and upper levels to facilitate biodiversity enhancement”*.

C.2.3.5 However, Site AL3 is located approximately 4.5km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

## **SA Objective 5 - Landscape**

C.2.3.6 The proposed development at Site AL3 would be unlikely to impact the landscape as the site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“create a generous green infrastructure network on the site at ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for residents and visitors”*. Therefore, a minor positive impact would be anticipated.

## **SA Objective 6 - Cultural Heritage**

C.2.3.7 Site AL3 coincides with ‘Maidenhead’ Conservation Area and is located adjacent to the archaeological feature ‘Elintone in Domesday Book’. The proforma for Site AL3 does not seek to mitigate the impacts of development on the setting of these heritage assets, and as a result a minor negative impact on the local historic environment would be anticipated.

## **SA Objective 7 - Use of Resources**

C.2.3.8 Site AL3 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

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### **SA Objective 8 - Housing**

- C.2.3.9 Site AL3 is proposed for residential development of 120 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.2.3.10 Site AL3 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A4 and coincides with 'Maidenhead' AQMA. The proforma does not seek to mitigate the impacts of air quality and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.3.11 Site AL3 is located within the 600m target distance to local services. The proforma states that development should "*provide high quality attractive and safe pedestrian and cycle connections between the High Street, Providence Place, St. Marys Close and the public realm area to the north*". This would be likely to help enhance the access of site end users to local services, and therefore a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.2.3.12 Site AL3 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The proforma for Site AL3 would be expected to provide enhancements to transport as development of the site will be required to "*ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys*". Therefore, a major positive impact would be expected on site end users' access to transport.

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### **SA Objective 12 - Education**

- C.2.3.13 Site AL3 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

### **SA Objective 13 - Waste**

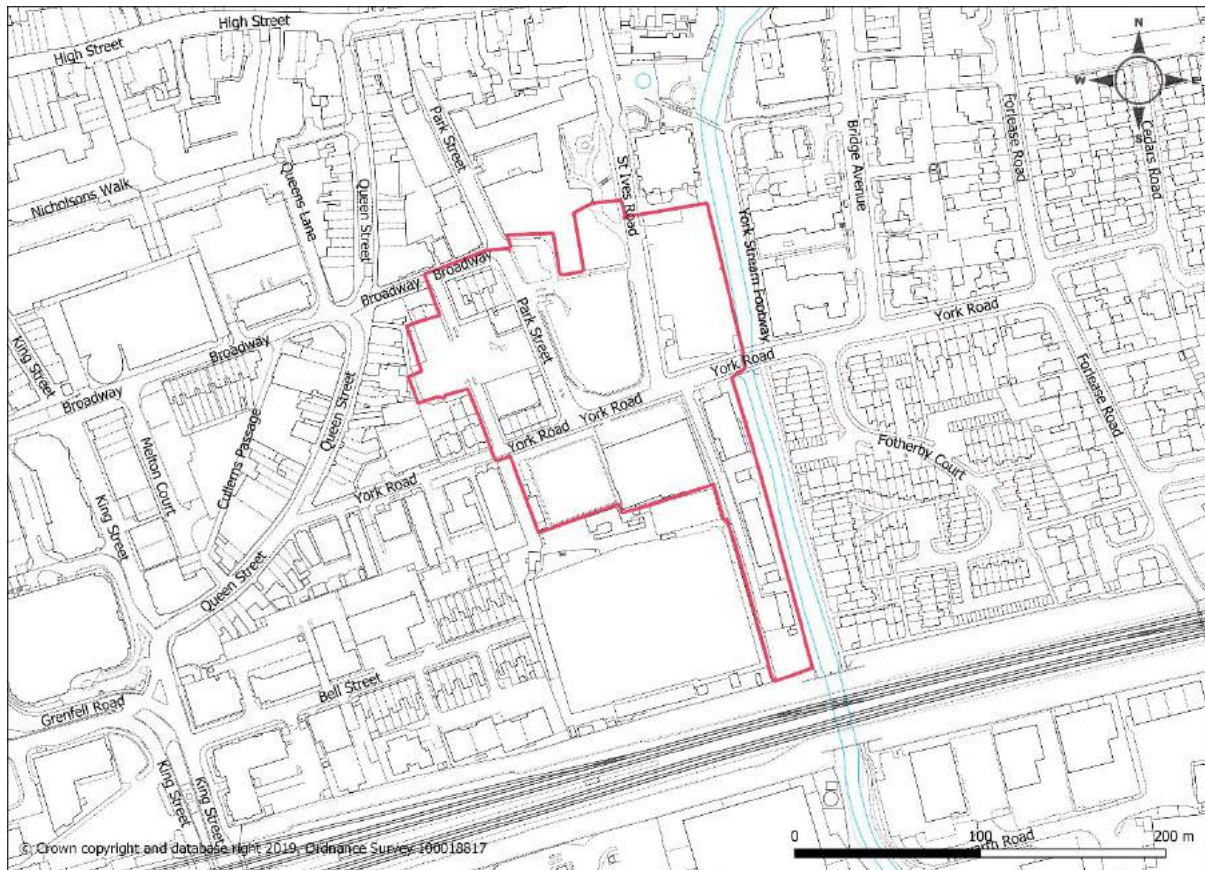
- C.2.3.14 Site AL3 is proposed for the development of 120 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.2.3.15 Site AL3 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 120 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.



## C.2.4 AL4 - York Road



### YORK ROAD

<b>Allocation</b>	➤ A mixed use scheme incorporating retail, employment, community uses, civic square and approximately 450 residential units (340 already in commitments)
<b>Site Size</b>	➤ 2.51Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include providing a new civic and social space for the town and improving the frontage to the adjacent waterway;
- Retaining existing community uses unless acceptable provision is made elsewhere Provide a network of high quality pedestrian and cycle routes across the site which link into surrounding areas and routes to improve the connectivity between Stafferton Way and the town centre via York Stream;
- Provide mixed uses at ground floor levels throughout the development;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to educational facilities;
- Provide generous amounts of green and blue infrastructure;
- Conserve and enhance local biodiversity;
- Retain high/medium quality trees and planting of replacement trees;
- Provide a high quality public realm, including improvements to existing pedestrian thoroughfare;
- Provide high quality attractive and animated frontages to St Ives Lane, York Road and York Stream;

- Provide at least 30% affordable housing;
- Conserve and enhance the setting of the Town Centre Conservation Area;
- Respond positively and sensitively to the character of heritage assets in the surrounding area including Grade II Listed Maidenhead Library and Grade II Listed 25 & 27 Broadway;
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway in order to protect residential amenity;
- Designed sensitively to consider the privacy and amenity of neighbouring residential properties;
- Address surface water flooding and groundwater source protection zone issues;
- Provide strategic waste water drainage infrastructure; and
- Protected and enhance the Designated Local Wildlife site (York Stream).

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL4	-	-	-	-	+	0	+	++	-	+	++	+	-	-

### SA Objective 1 - Climate Change

C.2.4.1 Site AL4 is proposed for the development of 450 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for planting of trees and green and blue infrastructure, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.2.4.2 Site AL4 coincides with areas identified as being low and medium risk of surface water flooding. The site is also partially located within Flood Zone 2 and coincides with a groundwater SPZ (Zone II). The proforma for this site aims to “*address surface water flooding and groundwater source protection zone issues*”. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

C.2.4.3 Site AL4 is located wholly within ‘Maidenhead’ AQMA and is located partially within 200m of a railway line. This site is also proposed for the development of approximately 450 dwellings, which would be expected to reduce local air quality, to some extent. The proforma for this site seeks to *“provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway in order to protect residential amenity”*. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

C.2.4.4 Site AL4 is located adjacent to ‘York Stream’ LWS. The proforma states that development at this site would be required to *“conserve and enhance local biodiversity ... [and] ... protect and enhance the designated Local Wildlife site (York Stream)”*.

C.2.4.5 However, Site AL4 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for *“residential development of 100 units or more”*. Site AL4 is also located approximately 4.6km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to these biodiversity assets. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

C.2.4.6 The proposed development at Site AL4 would be unlikely to impact the landscape, as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“provide generous amounts of green and blue infrastructure ... [and] ... retain high/medium quality trees and planting of replacement trees”*. Therefore, a minor positive impact would be anticipated.



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### **SA Objective 6 - Cultural Heritage**

- C.2.4.7 Site AL4 is located adjacent to the Grade II Listed Buildings '25 and 27, Broadway' and 'Maidenhead Library and surrounding raised pavement and ramps and steps and fountain'. The site is also located adjacent to 'Maidenhead' Conservation Area. However, the proforma seeks to *"respond positively and sensitively to the character of heritage assets in the surrounding area including Grade II Listed Maidenhead Library and Grade II Listed 25 & 27 Broadway"*. This would help to mitigate the impacts of development on the setting of these heritage assets, and as a result a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.2.4.8 Site AL4 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.4.9 Site AL4 is proposed for residential development of 450 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.2.4.10 Site AL4 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA. The proforma does not seek to mitigate the impacts of air quality from the AQMA and therefore, a minor negative impact would be expected on human health.

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### **SA Objective 10 – Community**

- C.2.4.11 Site AL4 is located within the 600m target distance to local services. The proforma states that provisions will be made to “*retain existing community uses unless acceptable provision is made elsewhere. Provide a network of high quality pedestrian and cycle routes across the site which link into surrounding areas and routes to improve the connectivity between Stafferton Way and the town centre via York Stream*”. This would be likely to help enhance the access of site end users to local services, and therefore a minor positive impact would be anticipated.

### **SA Objective 11 – Transport**

- C.2.4.12 Site AL4 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The proforma for Site AL4 would be expected to provide enhancements to transport as development of the site will be required to “*ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure*”. Therefore, a major positive impact would be expected on site end users’ access to transport.

### **SA Objective 12 – Education**

- C.2.4.13 Site AL4 is located within the target distance to a secondary school but is located outside the target distance to a primary school. However, the proforma makes provisions for “*new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to educational facilities*”. This would be likely to improve the access of site end users to educational facilities, and therefore a minor positive impact would be anticipated.

### **SA Objective 13 – Waste**

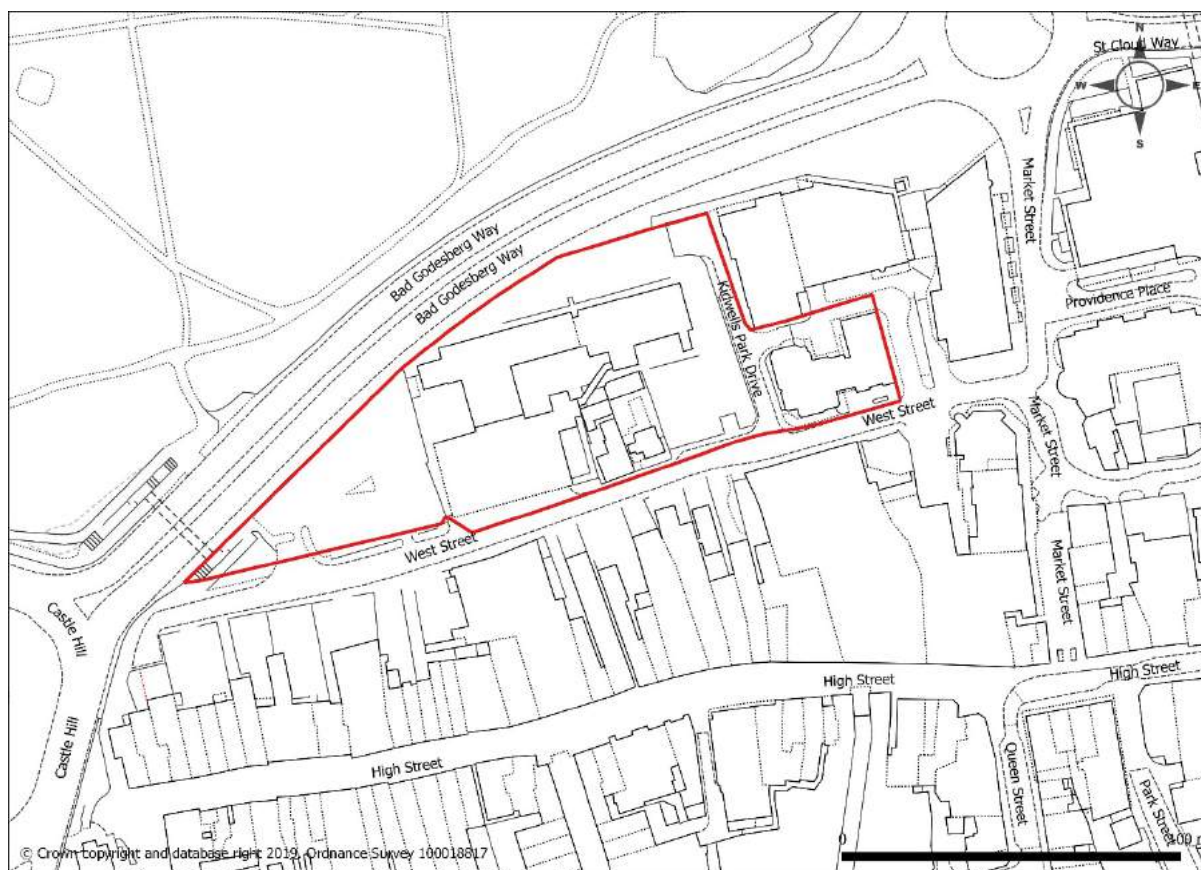
- C.2.4.14 Site AL4 is proposed for the development of 450 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

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## **SA Objective 14 - Employment**

- C.2.4.15 Site AL4 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 450 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

## C.2.5 AL5 - West Street



### WEST STREET

<b>Allocation</b>	➤ A mixed use development incorporating approximately 240 residential units and community uses
<b>Site Size</b>	➤ 0.96Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and attractiveness of West Street and improving the frontages onto Bad Godesberg Way;
- Consolidate or remove the telecommunications infrastructure to enable comprehensive, phased redevelopment;
- Retain existing community uses;
- Provide generous amounts of green and blue infrastructure throughout the site, including at higher levels;
- Retain and protect important trees along Bad Godesberg Way and to the west of the existing car park;
- Provide pedestrian and cycle links through the site, with improved connectivity to Kidwells Park to the north, overcoming the barrier of Bad Godesberg Way (A4), and to the south to the West Street Opportunity Area (AL5) and the High Street;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Provide improvements to the quality of the public realm including improvements to existing pedestrian underpass;
- Provide limited on-site parking, with vehicular access from West Street or Kidwells Park Drive

- Consist of an exemplar quality design which supports the character of the area;
- Provide an exceptional quality building to act as a landmark on the corner of Bad Godesberg Way and West Street;
- Provide at least 30% affordable housing;
- Provide 5% of units for custom build opportunities;
- Retain the Listed building (United Reformed Church) in an appropriate setting, with have regard had to the setting of the Town Centre Conservation Area;
- Address surface water flooding and groundwater source protection zone issues;
- Provide appropriate mitigation measures to address the impacts of noise and air quality from Bad Godesberg Way in order to protect residential amenity;
- Provide waste water drainage infrastructure in order to address network capacity issues; and
- Ensure that an appropriate archaeological assessment is undertaken.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL5	-	-	-	-	+	0	+	++	-	+	++	++	-	-

### SA Objective 1 - Climate Change

C.2.5.1 Site AL5 is proposed for the development of 240 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.2.5.2 Site AL5 coincides with areas identified as being at low, medium and high risk of surface water flooding, and coincides with a groundwater SPZ (Zone I). The proforma states that development at the site will aim to “address surface water flooding and groundwater source protection zone issues”, however the mitigation measures are unclear and therefore, a minor negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.2.5.3 Site AL5 is located wholly within ‘Maidenhead’ AQMA and within 200m of the A4. This site is also proposed for approximately 240 dwellings, which would be expected to reduce local air quality, to some extent. The proforma for this site seeks to “*provide appropriate mitigation measures to address the impacts of noise and air quality from Bad Godesberg Way in order to protect residential amenity*”. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.2.5.4 Site AL5 is located approximately 4.4km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would be unlikely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.2.5.5 The proposed development at Site AL5 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to “*provide generous amounts of green and blue infrastructure throughout the site*”. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 – Cultural Heritage**

- C.2.5.6 Site AL5 coincides with the Grade II Listed Building ‘United Reformed Church’ and is located in close proximity to ‘Maidenhead’ Conservation Area. The proforma seeks to “*retain the Listed building (United Reformed Church) in an appropriate setting, with have regard had to the setting of the Town Centre Conservation Area*”. This would help to mitigate the impacts of development on the setting of these heritage assets, and as a result a negligible impact on the local historic environment would be anticipated.

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### **SA Objective 7 - Use of Resources**

- C.2.5.7 Site AL5 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.5.8 Site AL5 is proposed for residential development of 240 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.2.5.9 Site AL5 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA and is located within 200m of the A4. The proforma for this site seeks to *"provide appropriate mitigation measures to address the impacts of noise and air quality from Bad Godesberg Way in order to protect residential amenity"*. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.5.10 Site AL5 is located within the 600m target distance to local services. The proforma states that provisions will be made to *"provide pedestrian and cycle links through the site, with improved connectivity to Kidwells Park to the north, overcoming the barrier of Bad Godesberg Way (A4), and to the south to the West Street Opportunity Area (AL5) and the High Street"*. This would be likely to help enhance the access of site end users to local services, and therefore a minor positive impact would be anticipated.

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### **SA Objective 11 – Transport**

- C.2.5.11 Site AL5 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The proforma for Site AL5 would be expected to provide enhancements to transport, as development of the site will be required to *“ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys”*. Therefore, a major positive impact would be expected on site end users’ access to transport.

### **SA Objective 12 – Education**

- C.2.5.12 Site AL5 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users’ access to education would be anticipated.

### **SA Objective 13 – Waste**

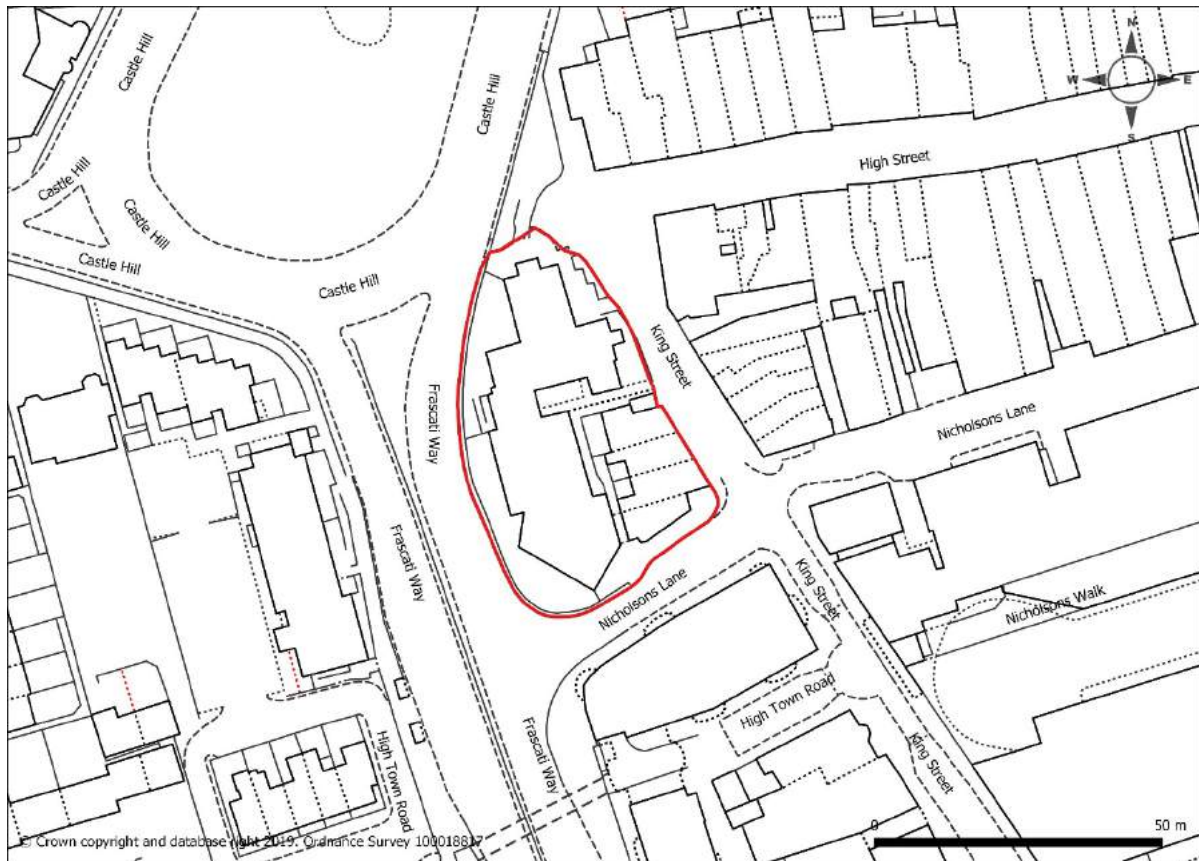
- C.2.5.13 Site AL5 is proposed for the development of 240 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 – Employment**

- C.2.5.14 Site AL5 is located within Maidenhead, a primary employment location and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 240 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.



## C.2.6 AL6 - Methodist Church, High Street, Maidenhead



### METHODIST CHURCH, HIGH STREET, MAIDENHEAD

<b>Allocation</b>	➤ A mixed use scheme incorporating community uses and approximately 50 residential units
<b>Site Size</b>	➤ 0.2Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and attractiveness of the King Street and improving the social space at the High Street/King Street intersection;
- Bring forward the site as a high quality gateway to the High Street;
- Retain the existing Methodist Church building as an important heritage asset fronting onto the High Street/King/Street intersection;
- Retain community uses on the site, unless alternative suitable accommodation can be provided elsewhere within Maidenhead Town Centre;
- Address all frontages and corners of the site with a high quality design;
- Provide active frontages to Nicholson's Lane, Kings Street and the High Street;
- Focus residential units away from Castle Hill and Frascati Way to mitigate noise and air quality impacts arising from traffic on;
- Provide improvements to the quality of the frontage with Castle Hill and Frascati Way;
- Consider views into the site, especially from the High Street and Castle Hill;
- Incorporate green and blue infrastructure;
- Contribute towards the enhancement of the social space at the intersection of King Street and the High Street;
- Provide a Heritage Management Plan;
- Minimise the visual impact on service areas with appropriate screening; and
- Provide at least 30% affordable housing and 5% of units as custom build.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL6	0	-	-	-	+	0	+	+	-	+	++	++	0	-

### SA Objective 1 - Climate Change

C.2.6.1 Site AL6 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.2.6.2 Site AL6 coincides with areas identified as being at low to medium risk of surface water flooding and coincides with a groundwater SPZ (Zone I). The proforma for this site does not seek to mitigate the potential impacts of development on surface water and groundwater issues and therefore, a minor negative impact on water and flooding would be anticipated.

### SA Objective 3 - Air and Noise Pollution

C.2.6.3 Site AL6 is located wholly within 'Maidenhead' AQMA and is located within 200m of the A308 and A4. This site is also proposed for the development of 50 dwellings, which would be expected to reduce local air quality, to some extent. The proforma will seek to "*focus residential units away from Castle Hill and Frascati Way to mitigate noise and air quality impacts arising from traffic*". This would help to mitigate the impact of noise and air pollution. However, site end users would still be located within an AQMA and therefore a minor negative impact would be expected on air and noise pollution.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.2.6.4 Site AL6 is located approximately 4.4km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

- C.2.6.5 The proposed development at Site AL6 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to “*incorporate green and blue infrastructure*”. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.2.6.6 Site AL6 coincides with ‘Maidenhead’ Conservation Area and is located in close proximity to the Grade II Listed Building ‘Stables immediately to east of 3 and 5 King Street’. The proforma seeks to “*provide a Heritage Management Plan*”. This would help to mitigate the impacts of development on the setting of these heritage assets, and as a result a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.2.6.7 Site AL6 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.6.8 Site AL6 is proposed for residential development of 50 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

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### **SA Objective 9 - Health**

- C.2.6.9 Site AL6 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA and is located within 200m of the A308 and A4. The proforma for this site seeks to *"focus residential units away from Castle Hill and Frascati Way to mitigate noise and air quality impacts arising from traffic"*. However, these measures would not be expected to fully mitigate poor air quality associated with the AQMA, and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.6.10 Site AL6 is located within the 600m target distance to local services. The proforma states that provisions will be made to *"retain community uses on the site, unless alternative suitable accommodation can be provided elsewhere within Maidenhead Town Centre"*. This would be likely to help enhance the access of site end users to local services, and therefore a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.2.6.11 Site AL6 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.2.6.12 Site AL6 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

### **SA Objective 13 - Waste**

- C.2.6.13 Site AL6 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

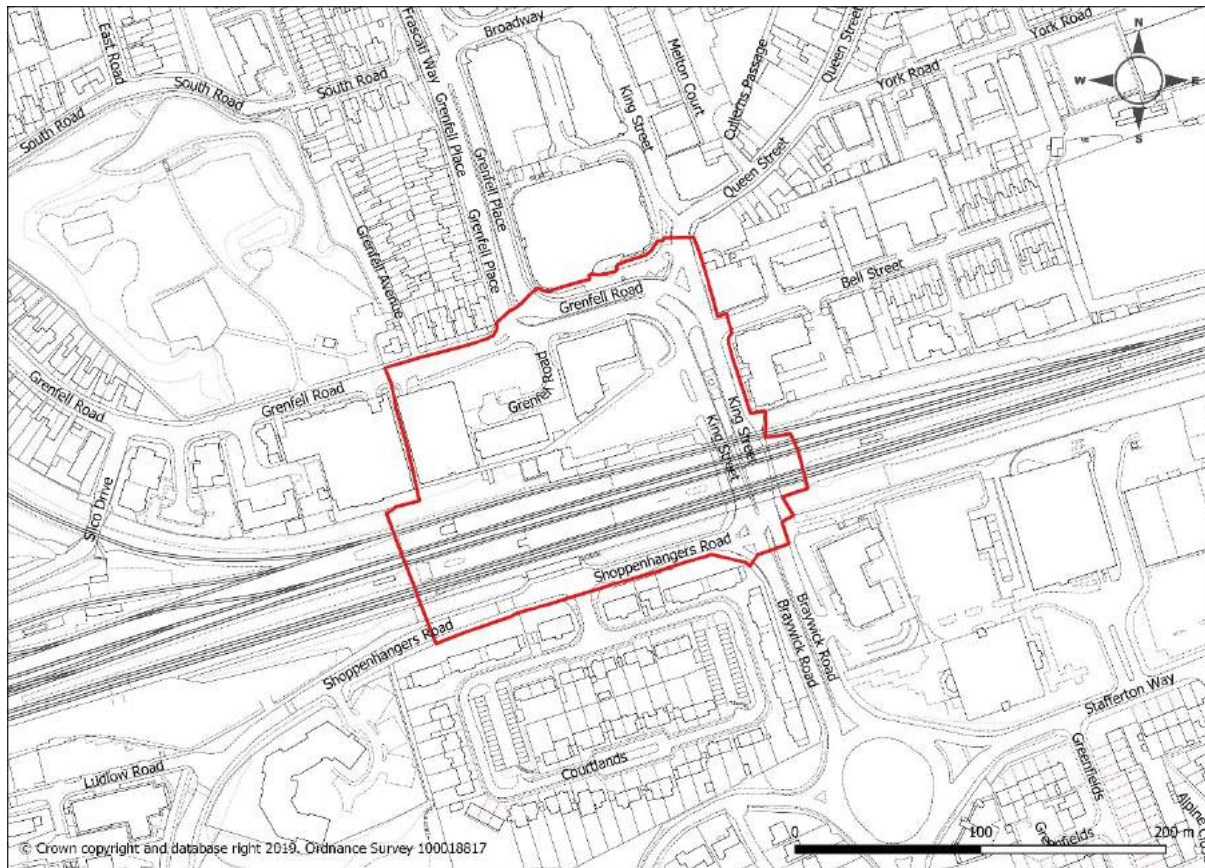
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## **SA Objective 14 - Employment**

- C.2.6.14 Site AL6 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 50 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.



## C.2.7 AL7 - Maidenhead Railway Station



### MAIDENHEAD RAILWAY STATION

<b>Allocation</b>	➤ A mixed use scheme providing 7,000 sqm of employment space, approximately 150 residential units, small scale station related retail/cafes and an enhanced railway station
<b>Site Size</b>	➤ 3.11Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include acting as a key gateway site of exceptional quality as well as the sustainable transport interchange for the town centre which significantly enhances the arrival and departure experience for visitors, workers and residents;
- Facilitate the delivery of a public transport interchange with drop off and cycle parking facilities and bus and taxi stops;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to educational facilities;
- Provide improved pedestrian/cycle connectivity through the station and into:
  - The primary shopping areas focussed on the High Street and the Nicholsons Centre
  - Surrounding residential and commercial areas (including South West Maidenhead)
  - Braywick Park;
- Provide a high quality public realm in the station approach areas, including a human scale public square with public art on the northern side of the station concourses;
- Improving the vitality and attractiveness of all streets within and surrounding the site by delivering exceptional architecture and active frontages;
- Provide generous amounts of green and blue infrastructure, including at higher levels

- Provide very limited on-site parking for both station users and other land uses;
- Provide an outstanding and distinctive design reflecting its gateway location with a landmark building fronting Grenfell Park;
- Provide at least 30% affordable housing and 5% of housing units as custom build;
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway and surrounding streets in order to protect residential amenity;
- Address surface water flooding and groundwater source protection zone issues; and
- Respond positively and sensitively to the character of heritage assets in the surrounding area, including the provision of an enhance setting for the Grade II clock tower and Victorian station buildings.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL7	-	-	-	-	+	0	+	++	-	+	++	+	-	-

### SA Objective 1 - Climate Change

C.2.7.1 Site AL7 is proposed for the development of 150 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.2.7.2 Site AL7 coincides with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone II). The proforma states that development at the site will aim to “address surface water flooding and groundwater source protection zone issues”, however the mitigation measures are unclear and therefore, a minor negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.2.7.3 Site AL7 is located wholly within ‘Maidenhead’ AQMA and is located within 200m of the A308 and a railway line. This site is also proposed for the development of 150 dwellings, which would be expected to reduce local air quality, to some extent. The proforma aims to *“provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway and surrounding streets in order to protect residential amenity”*. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.2.7.4 Site AL7 is located approximately 4.6km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.2.7.5 The proposed development at Site AL7 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“provide generous amounts of green and blue infrastructure, including at higher levels”*. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 – Cultural Heritage**

- C.2.7.6 Site AL7 coincides with ‘Maidenhead’ Conservation Area and the Grade II Listed Building ‘The Clocktower’. The proforma seeks to *“respond positively and sensitively to the character of heritage assets in the surrounding area, including the provision of an enhance setting for the Grade II clock tower and Victorian station buildings”*. This would help to mitigate the impacts of development on the setting of these heritage assets and as a result a negligible impact on the local historic environment would be anticipated.



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### **SA Objective 7 - Use of Resources**

- C.2.7.7 Site AL7 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.7.8 Site AL7 is proposed for residential development of 150 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.2.7.9 Site AL7 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA and is located within 200m of the A4. The proforma for this site seeks to "*provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway and surrounding streets in order to protect residential amenity*". However, these measures would not be expected to fully mitigate poor air quality within the AQMA, and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.7.10 Site AL7 is located within the 600m target distance to local services and the site proforma seeks to improve connectivity to shopping areas and Braywick park. Therefore, a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 - Transport**

- C.2.7.11 Site AL7 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The site proforma seeks to improve cycle and pedestrian connectivity to the station. Therefore, a major positive impact would be expected on site end users' access to transport.

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### **SA Objective 12 - Education**

- C.2.7.12 Site AL7 is located within the target distance to a secondary school but is located outside the target distance to a primary school. However, the proforma seeks to “ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to educational facilities”. This would be likely to improve the access of site end users to educational facilities, and therefore a minor positive impact on site end users’ access to education would be anticipated.

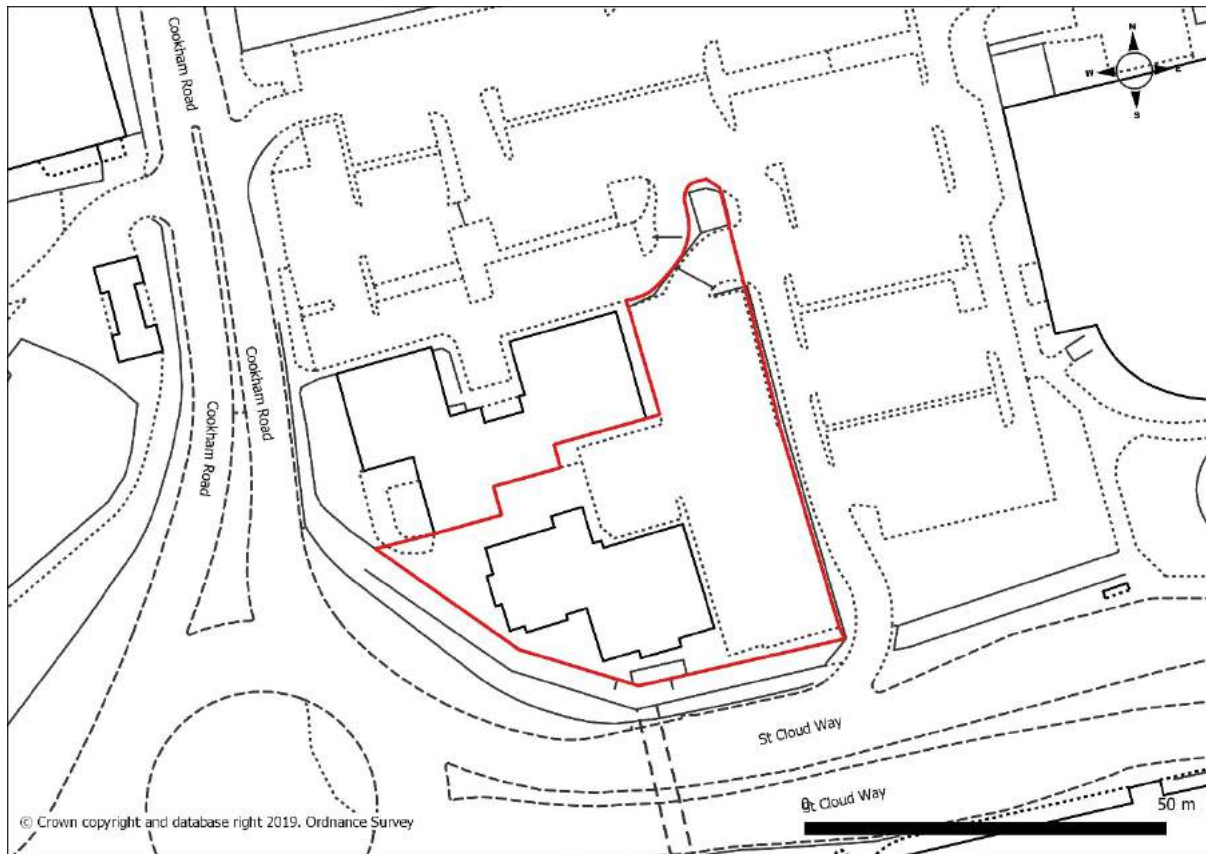
### **SA Objective 13 - Waste**

- C.2.7.13 Site AL7 is proposed for the development of 150 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.2.7.14 Site AL7 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 150 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

## C.2.8 AL8 - St Cloud Gate, Maidenhead



### ST CLOUD GATE, MAIDENHEAD

<b>Allocation</b>	➤ Up to 3,500 sqm of office space (gross)
<b>Site Size</b>	➤ 0.19Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing connections into the Town Centre Areas and improving the appearance and environment of the Town Centre Ring;
- Contribute to the provision of very high quality and safe connections from the northern side of St Cloud Way into the Town Centre Core Area;
- Provide a network of pedestrian and cycle connections through the site facilitating linkages to St Cloud Way, Cookham Road, the adjoining surgeries, Council car park and St Cloud Way allocation site;
- Provide adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Include generous green infrastructure at ground floor and higher levels and incorporate green walls and/or roofs and sitting out areas for employees;
- Given its gateway role and immediate proximity to a listed building, be of an exceptional quality design that supports the character and function of the surrounding area;
- Create an active frontage to both St Cloud Way and Cookham Road;
- Enclose St Cloud Way and Cookham Road with buildings and large trees;
- Address the Cookham Road/St Cloud Way intersection with a gateway feature;

- Provide appropriate transition from the height of the built form on the site to the low height and small scale buildings adjacent to the northern boundary. A building of inappropriate height, scale or mass that does not respect its setting will not be acceptable;
- Recognising that the site plays a role in the setting of Claremont Surgery, use exemplary design to positively manage and enhance the relationship between the site and the adjoining Grade II listed building. Particular attention will need to be paid to height, massing, character, overshadowing, architectural form, amenities, landscaping, lighting and materials;
- Integrate well in terms of design, layout, function and connectivity with the adjoining St Cloud Way allocation site; and
- Ensure that adjoining developments do not suffer from poor residential amenities as a result of the proposals. This will include good sun and daylighting and privacy standards for adjoining developments.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL8	0	+	-	-	+	0	+	0	-	+	++	0	0	0

### SA Objective 1 - Climate Change

C.2.8.1 Site AL8 is proposed for employment use and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.2.8.2 Site AL8 coincides with a groundwater SPZ (Zone I and II). The proforma does not seek to address the potential issues regarding groundwater and therefore, a minor negative impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.2.8.3 Site AL8 is located wholly within 'Maidenhead' AQMA and is located adjacent to the A4 and railway line. The proforma does not aim to mitigate the impacts of air and noise pollution and therefore, a minor negative impact would be expected.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.2.8.4 Site AL8 is located approximately 4.3km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

- C.2.8.5 The proposed development at Site AL8 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“include generous green infrastructure at ground floor and higher levels and incorporate green walls and/or roofs and sitting out areas for employees”*. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.2.8.6 Site AL8 is located adjacent to the Grade II Listed Building ‘The Wilderness’. However, the proforma states that development will be required to *“be of an exceptional quality design that supports the character and function of the surrounding area, given its gateway role and immediate proximity to a listed building”*. This would help to mitigate the impact of development on the setting of this heritage asset and as a result a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.2.8.7 Site AL8 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.8.8 Site AL8 is proposed for employment use and as such, would not result in a net change in housing within RBWM. Therefore, a negligible impact would be expected on housing.

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### **SA Objective 9 - Health**

- C.2.8.9 Site AL8 is located within the target distance to an NHS hospital, GP surgery and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA and is located adjacent to the A4. The proforma would not be expected to mitigate the impacts of air pollution and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 – Community**

- C.2.8.10 Site AL8 is located within the 600m target distance to local services and the site proforma seeks to improve pedestrian and cycle links to the town centre. Therefore, a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 – Transport**

- C.2.8.11 Site AL8 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The site proforma also seeks to provide "*innovative public transport solutions*". Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.2.8.12 Site AL8 is proposed for employment-led development and therefore a negligible impact would be expected on education.

### **SA Objective 13 – Waste**

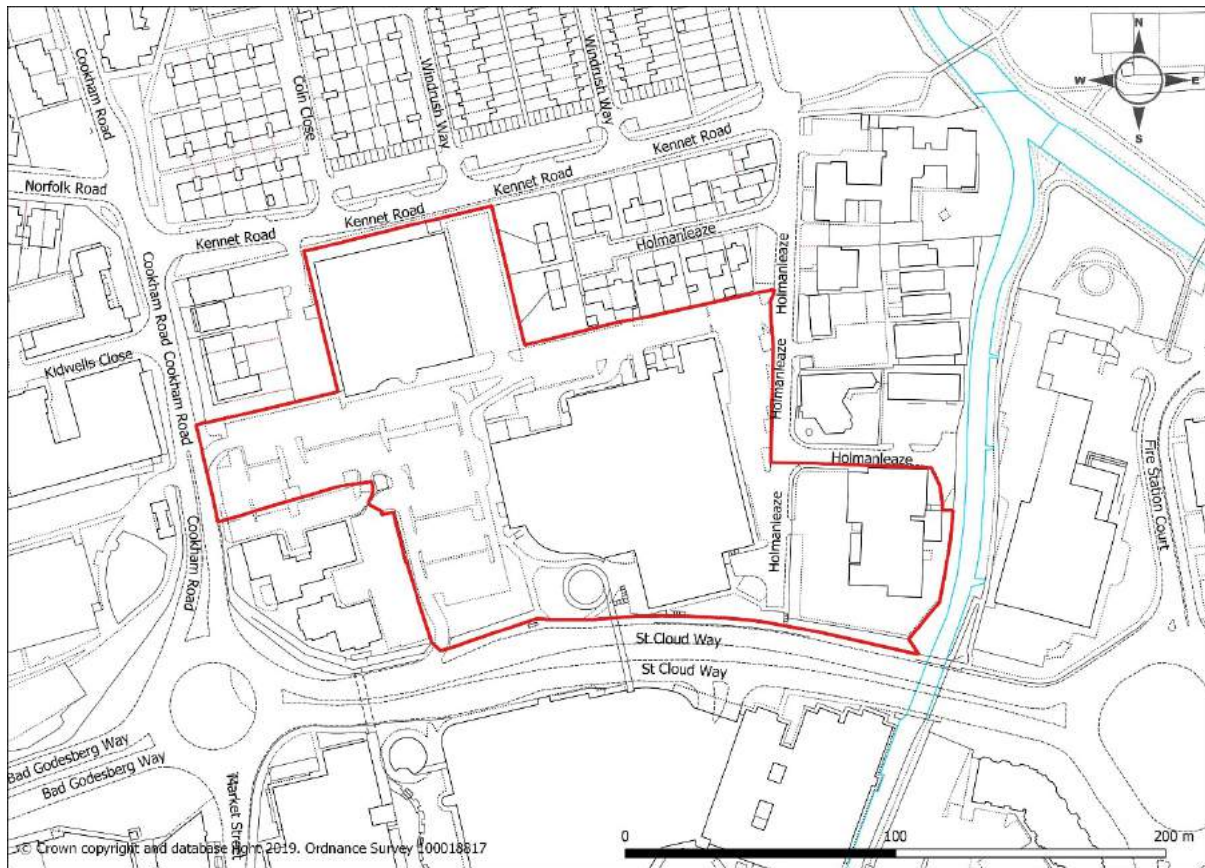
- C.2.8.13 Site AL8 is proposed for employment use and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 – Employment**

- C.2.8.14 Site AL8 comprises employment land and is proposed for employment use. It is uncertain if there would be a net change in the provision of employment floorspace, and therefore a negligible impact would be anticipated.



## C.2.9 AL9 - Saint-Cloud Way



### SAINT-CLOUD WAY

<b>Allocation</b>	➤ A mixed use scheme incorporating approximately 550 residential units, community centre and retail.
<b>Site Size</b>	➤ 2.52Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include playing an important visual and connectivity role in the Town Centre linking ring and fringe areas with the Town Centre Core;
- Provide a small amount of non-residential uses at ground floor level, including a small community centre to accommodate community groups and small scale retail/café units;
- Support delivery of the Maidenhead Missing Links scheme with high quality pedestrian and cycle routes through the site and into the town, and with an improved access across St Cloud Way (A4);
- Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents;
- Provide generous amounts of green infrastructure linking to existing open space to the west (Kidwells Park) and to the waterway (York Stream) to the east;
- Conserve and enhance biodiversity, especially in the proximity of the York Stream Local Wildlife Site;

- Consist of a very high quality design which supports the character of the area and is sensitively designed to consider the privacy and amenity of neighbouring residential properties;
- Develop the site in phases, with the Magnet Leisure Centre retained until the new facilities at Braywick Park are open;
- Integrates well in terms of design, layout, function and connectivity with the adjoining St Cloud Gate allocation site;
- Have residential development of an appropriate scale fronting onto Kennet Road, Holmanleaze and the waterway, with active frontages onto St Cloud Way, with buildings stepped back from the road, potentially with green walls;
- Address topographical issues across the site;
- Be designed sensitively to conserve and enhance the setting of the listed building (The Wilderness);
- Provide at least 30% affordable housing and opportunities for custom build housing;
- Retain high/medium quality trees and planting of replacement trees;
- Provide strategic waste water drainage infrastructure;
- Direct development away from areas at highest risk of flooding on eastern part of site;
- Address surface water flooding and groundwater source protection zone issues; and
- Provide appropriate mitigation measures to address the impacts of noise and air quality from St Cloud Way in order to protect residential amenity.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL9	-	-	-	-	+	0	+	++	-	+	++	++	-	-

### SA Objective 1 - Climate Change

C.2.9.1 Site AL9 is proposed for the development of 550 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure, a minor negative impact on climate change would be anticipated.



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## SA Objective 2 – Water and Flooding

- C.2.9.2 A proportion of Site AL9 coincides with Flood Zones 2 and 3. The site is also located in areas identified as being at low and medium risk of surface water flooding and coincides with a groundwater SPZ (Zone II). The proforma states that development at the site will aim to “*direct development away from areas at highest risk of flooding on eastern part of site and address surface water flooding and groundwater source protection zone issues*”. This would be likely to locate site end users in areas away from risk of fluvial flooding as well as helping to mitigate surface water flooding. Therefore, a minor negative impact would be expected on water and flooding.

## SA Objective 3 – Air and Noise Pollution

- C.2.9.3 Site AL9 is located wholly within ‘Maidenhead’ AQMA and is located adjacent to the A4. This site is also proposed for the development of 550 dwellings, which would be expected to reduce local air quality, to some extent. The proforma aims to “*provide appropriate mitigation measures to address the impacts of noise and air quality from St Cloud Way in order to protect residential amenity*”. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

## SA Objective 4 – Biodiversity and Geodiversity

- C.2.9.4 Site AL9 is located adjacent to ‘York Stream’ LWS. The proforma states that development of the site will be required to “*conserve and enhance biodiversity, especially in the proximity of the York Stream Local Wildlife Site*”.
- C.2.9.5 However, Site AL9 is also located approximately 4.3km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

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### **SA Objective 5 - Landscape**

- C.2.9.6 The proposed development at Site AL9 would be unlikely to impact the landscape as this site is previously developed. The proforma aims to provide enhancements to the landscape as development at this site will be required to “*provide generous amounts of green infrastructure linking to existing open space to the west (Kidwells Park) and to the waterway (York Stream) to the east*”. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.2.9.7 Site AL9 coincides with the archaeological feature ‘Malt kiln - east of Kidwells Park, Maidenhead, Berkshire’ and is also located in close proximity to the Grade II Listed Building ‘The Wilderness’. The proforma states that development will be required to “*be designed sensitively to conserve and enhance the setting of the listed building*”. This would help to mitigate the impact of development on the setting of these heritage assets and as a result a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.2.9.8 Site AL9 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.9.9 Site AL9 is proposed for residential development of 550 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

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### **SA Objective 9 - Health**

- C.2.9.10 Site AL9 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA and is located adjacent to the A4. The proforma for this site seeks to *"provide appropriate mitigation measures to address the impacts of noise and air quality from St Cloud Way in order to protect residential amenity"*. However, these measures would not be expected to fully mitigate poor air quality within the AQMA, and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.9.11 Site AL9 is located within the 600m target distance to local services and therefore a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 - Transport**

- C.2.9.12 Site AL9 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.2.9.13 Site AL9 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

### **SA Objective 13 - Waste**

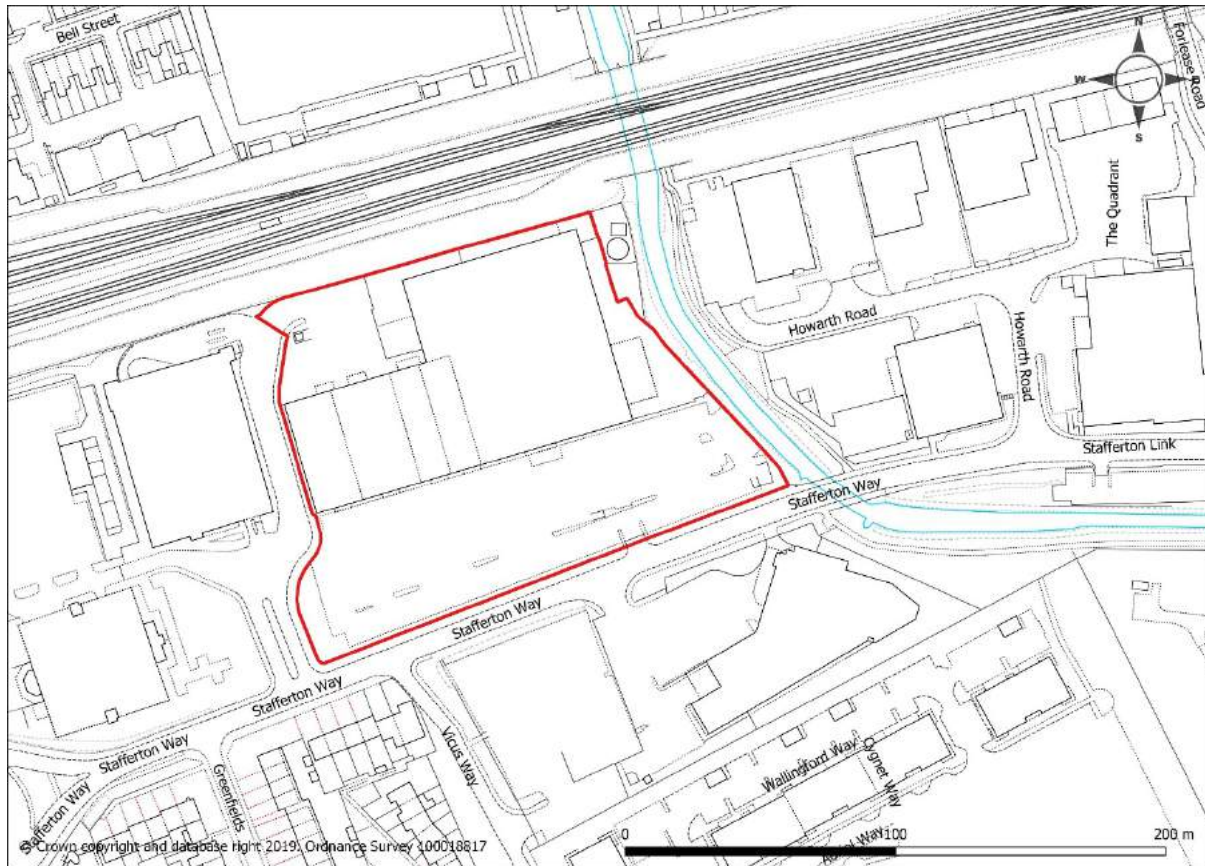
- C.2.9.14 Site AL9 is proposed for the development of 550 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

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## **SA Objective 14 - Employment**

- C.2.9.15 Site AL9 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 550 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

## C.2.10 AL10 - Stafferton Way Retail Park, Maidenhead



### STAFFERTON WAY RETAIL PARK, MAIDENHEAD

<b>Allocation</b>	➤ A mixed use scheme providing retail, employment and approximately 350 residential units
<b>Site Size</b>	➤ 1.89Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and visual and environmental attractiveness of the fringe areas of the town centre;
- Ensure that building heights respect and not significantly exceed those of the surrounding Stafferton Way area;
- Be designed as a high quality mixed use site that provides attractive and animated frontages to Stafferton Way;
- Significantly improves the interface and frontage of the site with the adjoining waterway to the east;
- Avoid domination of frontages by car parking and service areas;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Provide a strong and generous green infrastructure framework at all levels across the site and maintain a strong landscaping buffer at all site boundaries;
- Designed sensitively to consider the privacy and amenity of neighbouring residential properties in Greenfields;
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway in order to protect residential amenity;

- Provide at least 30% affordable housing;
- Provide a high quality public realm, including improvements to existing pedestrian thoroughfare;
- Provide a network of high quality pedestrian and cycle routes into and across the site which link into surrounding areas and routes;
- Address surface water flooding and groundwater source protection zone issues;
- Protected and enhance the nearby Designated Local Wildlife site (York Stream);
- Conserve and enhance local biodiversity;
- Retain high/medium quality trees and planting of replacement trees where required;
- Provision of strategic waste water drainage infrastructure; and
- Provide suitably located and screened servicing areas towards the rear of the site adjacent to the railway line.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL10	-	-	-	-	+	-	+	++	-	+	++	++	-	-

### SA Objective 1 - Climate Change

C.2.10.1 Site AL10 is proposed for the development of 350 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.2.10.2 A proportion of Site AL10 coincides with Flood Zone 2. This site also coincides with areas identified as being at low and medium risk of surface water flooding and coincides with a groundwater SPZ (Zone II). The proforma states that development at the site will aim to “*address surface water flooding and groundwater source protection zone issues*”. This would be likely to mitigate surface water impacts, however it would not be likely to located site end users away from fluvial flood risk. Therefore, a minor negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.2.10.3 Site AL10 is located wholly within ‘Maidenhead’ AQMA and is located adjacent to a railway line. This site is also proposed for the development of 350 dwellings, which would be expected to reduce local air quality, to some extent. The proforma aims to *“provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway in order to protect residential amenity”*. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.2.10.4 Site AL10 is located in close proximity to ‘Greenway Corridor’ LWS. The proforma states that development of the site will be required to *“protect and enhance the nearby Designated Local Wildlife site and conserve and enhance local biodiversity”*.

- C.2.10.5 However, Site AL10 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for *“residential development of 100 units or more”*. Site AL10 is also located approximately 4.6km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to these biodiversity assets. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.2.10.6 The proposed development at Site AL10 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“provide a strong and generous green infrastructure framework at all levels across the site and maintain a strong landscaping buffer at all site boundaries”*. Therefore, a minor positive impact would be anticipated.

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### **SA Objective 6 - Cultural Heritage**

- C.2.10.7 Site AL10 coincides with the archaeological feature 'Inhumation at York Stream/Rail Bridge, Maidenhead, Berkshire'. The proforma does not seek to mitigate the potential impacts of development on the setting of this heritage asset, and as a result a minor negative impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.2.10.8 Site AL10 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.10.9 Site AL10 is proposed for residential development of 350 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.2.10.10 Site AL10 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA. The proforma for this site seeks to "*provide appropriate mitigation measures to address the impacts of ... air quality from the railway in order to protect residential amenity*". However, these measures would not be expected to fully mitigate poor air quality within the AQMA, and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.10.11 Site AL10 is located within the 600m target distance to local services and therefore a minor positive impact would be anticipated for site end users' access to local services.



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### **SA Objective 11 - Transport**

- C.2.10.12 Site AL10 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.2.10.13 Site AL10 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

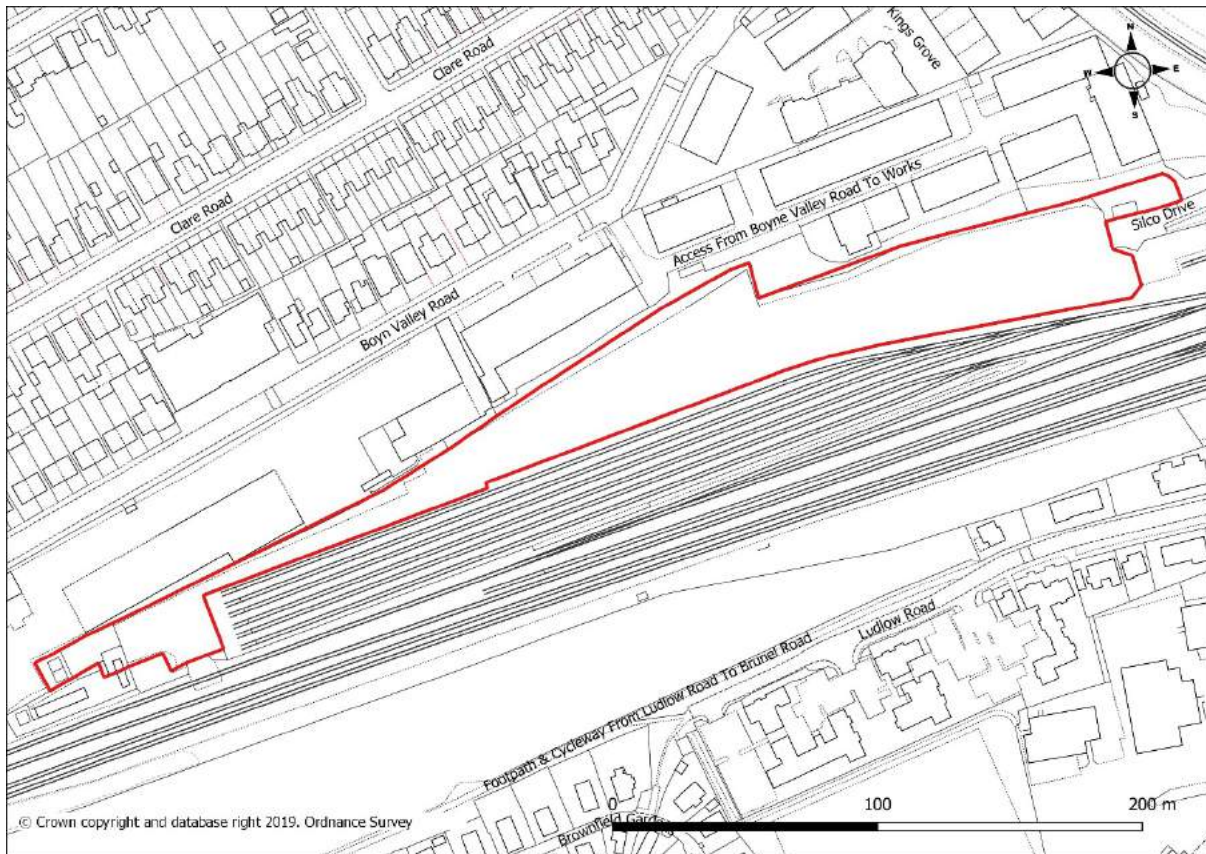
### **SA Objective 13 - Waste**

- C.2.10.14 Site AL10 is proposed for the development of 350 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.2.10.15 Site AL10 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 350 dwellings as well as retail and employment space. As the site currently comprises retail space, the proposed residential development could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

## C.2.11 AL11 - Crossrail West Outer Depot, Maidenhead



### CROSSRAIL WEST OUTER DEPOT, MAIDENHEAD

<b>Allocation</b>	➤ Approximately 4,500 sqm of industrial and warehousing space
<b>Site Size</b>	➤ 1.17Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide a suitable and sustainable mix of B1(c), B2 and B8 and associated sui generis employment uses;
- Retain existing belt of trees along northern boundary of site;
- Include green infrastructure along the southern boundary of the site and incorporate green walls and/or roofs and sitting out areas for employees;
- Include the submission of an appropriate Travel Plan;
- Provide adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures;
- Be designed to take into account that the access to and from the site passes residential properties. The Council will therefore limit delivery hours and control vehicle movements to minimise disruption to nearby residents;
- Be of a high quality design that supports the character and function of the surrounding area;
- Ensure that building heights and densities should reflect those of the surrounding area, including the industrial estate to the north;
- Address topographical issues across and adjacent to the site to the north, which is at a lower level;
- Ensure that any design takes account of the potential requirement for operational access to railway tracks and sidings;
- Address surface water flooding and groundwater source protection zone issues; and
- Provide appropriate mitigation measures to address the impacts of noise and air quality from the adjacent railway line.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL11	0	0	-	-	+	-	+	0	-	0	++	0	0	+

### SA Objective 1 - Climate Change

C.2.11.1 Site AL11 is proposed for employment use and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.2.11.2 Site AL11 coincides with a groundwater SPZ (Zone II). The proforma states that development at the site will aim to “*address surface water flooding and groundwater source protection zone issues*”. This would be likely to mitigate the impacts of development on the groundwater SPZ. Therefore, a negligible impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.2.11.3 Site AL11 is located partially within ‘Maidenhead’ AQMA and is located adjacent to a railway line. The proforma aims to “*provide appropriate mitigation measures to address the impacts of noise and air quality from the adjacent railway line*”. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

### SA Objective 4 - Biodiversity and Geodiversity

C.2.11.4 Site AL11 is located in close proximity to ‘The Gullet’ LNR and is also located approximately 4.6km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site and LNR. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

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### **SA Objective 5 - Landscape**

- C.2.11.5 The proposed development at Site AL11 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“include green infrastructure along the southern boundary of the site and incorporate green walls and/or roofs and sitting out areas for employees”*. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.2.11.6 Site AL11 coincides with the archaeological feature ‘Maidenhead Railway sidings and freight station - Maidenhead, Berkshire’. The proforma does not seek to mitigate the potential impacts of development on the setting of this heritage asset, and as a result a minor negative impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.2.11.7 Site AL11 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.11.8 Site AL11 is proposed for employment use and would not result in a net change in housing within RBWM. Therefore, a negligible impact would be expected on housing.

### **SA Objective 9 - Health**

- C.2.11.9 Site AL11 is located within the target distance to an NHS hospital, GP surgery and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with ‘Maidenhead’ AQMA and is located adjacent to a railway line. The proforma for this site seeks to *“provide appropriate mitigation measures to address the impacts of noise and air quality from the adjacent railway line”*. However, these measures would not be expected to fully mitigate poor air quality within the AQMA, and therefore, a minor negative impact would be expected on human health.

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### **SA Objective 10 – Community**

- C.2.11.10 Site AL11 is located over 600m from local services, which could potentially restrict site end users' access to local services. However, the proforma states that the development will provide "*adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures*". This would help to improve access of site end users to local services, and therefore a negligible impact would be anticipated.

### **SA Objective 11 – Transport**

- C.2.11.11 Site AL11 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. The site proforma also states that a travel plan is required. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.2.11.12 Site AL11 is proposed for employment-led development and therefore a negligible impact would be expected on education.

### **SA Objective 13 – Waste**

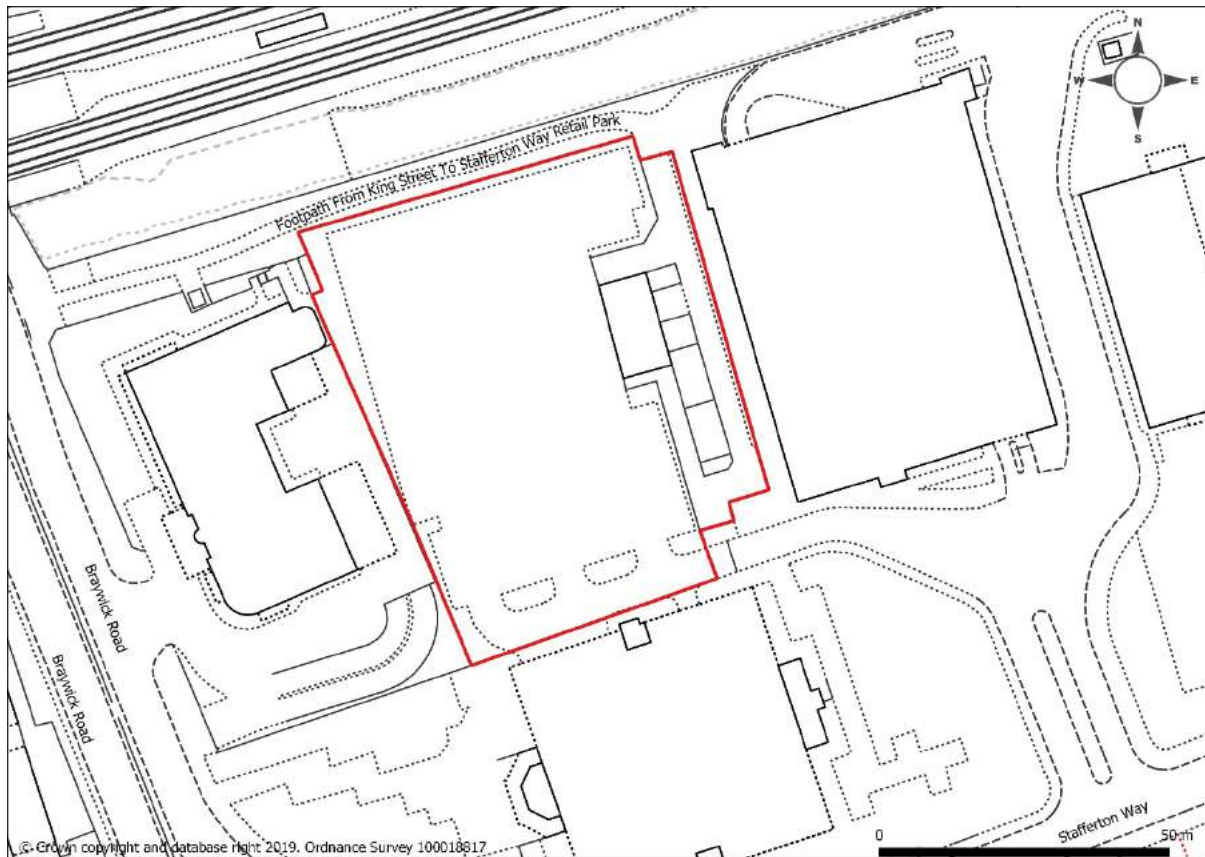
- C.2.11.13 Site AL11 is proposed for employment use and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 – Employment**

- C.2.11.14 Site AL11 is situated on partially developed industrial land and is proposed for industrial and warehousing space. This could potentially result in a net gain in employment space. Therefore, a minor positive impact would be anticipated.



## C.2.12 AL12 - Land to east of Braywick Gate, Braywick Road, Maidenhead



### LAND TO EAST OF BRAYWICK GATE, BRAYWICK ROAD MAIDENHEAD

<b>Allocation</b>	➤ Approximately 50 residential units
<b>Site Size</b>	➤ 0.47Ha

#### Site Specific Requirements

Development of the site will be required to:

- Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the attractiveness and safety of the environment in the Braywick Gate area;
- Provide pedestrian/cycle connections to external networks at all site boundaries;
- Provision of vehicular access from Stafferton Way;
- Create effective and attractive permeability through the site;
- Provide a permeable layout with a mix of pedestrian and cycle linkages, built form and green infrastructure;
- Including generous green infrastructure in the form of internal courtyards, roof gardens and green walls and roofs;
- Contribute to the enhancement of the existing footpath to the north of the site through provision of green boundary treatment, lighting active frontages and human scale high quality building design to enable sun and light access to the connection route;
- Provide improvements to the quality of the public realm with integrated green and blue infrastructure;
- Provide a high quality design to enable the effective integration of the residential uses with the surrounding non-residential buildings. Buildings of inappropriate height, scale or mass that do not respect their surroundings and contextual scale will not be acceptable;
- Be designed sensitively to mitigate air and noise pollution;

- Mitigate the loss of the car park facility through sustainable transport measures, including improving public transport links to educational facilities; and
- Provide at least 30% affordable housing and 5% of housing units as custom build.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL12	0	-	-	-	+	0	+	+	-	+	++	+	0	+

### SA Objective 1 - Climate Change

C.2.12.1 Site AL12 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.2.12.2 Site AL12 coincides with areas identified as being at low and medium risk of surface water flooding and coincides with a groundwater SPZ (Zone II). The proforma does not seek to mitigate the impacts of flooding and therefore, a minor negative impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.2.12.3 Site AL12 is located wholly within 'Maidenhead' AQMA and is also located adjacent to a railway line and partially within 200m of the A308. This site is also proposed for the development 50 dwellings, which would be expected to reduce local air quality, to some extent. The proforma states that the development should "*be designed sensitively to mitigate air and noise pollution*". However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.2.12.4 Site AL12 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for “*residential development of 100 units or more*”. Site AL12 is also located approximately 4.6km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

- C.2.12.5 The proposed development at Site AL12 would be unlikely to impact the landscape as this site is previously developed. The proforma aims to provide enhancements to the landscape as development at this site will be required to “*provide improvements to the quality of the public realm with integrated green and blue infrastructure*”. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.2.12.6 The proposed development at Site AL12 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.2.12.7 Site AL12 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.2.12.8 Site AL12 is proposed for residential development of 50 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.



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### **SA Objective 9 - Health**

- C.2.12.9 Site AL12 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site coincides with 'Maidenhead' AQMA and is located within 200m of the A308. The proforma for this site states that development should "*be designed sensitively to mitigate air and noise pollution*". However, these measures would not be expected to fully mitigate poor air quality within the AQMA, and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.2.12.10 Site AL12 is located within the 600m target distance to local services and therefore a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 - Transport**

- C.2.12.11 Site AL12 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.2.12.12 Site AL12 is located within the target distance to a secondary school but is located outside the target distance to a primary school. However, the proforma makes provisions for "*improving public transport links to educational facilities*". This would be likely to improve the access of site end users to educational facilities, and therefore a minor positive impact would be anticipated.

### **SA Objective 13 - Waste**

- C.2.12.13 Site AL12 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

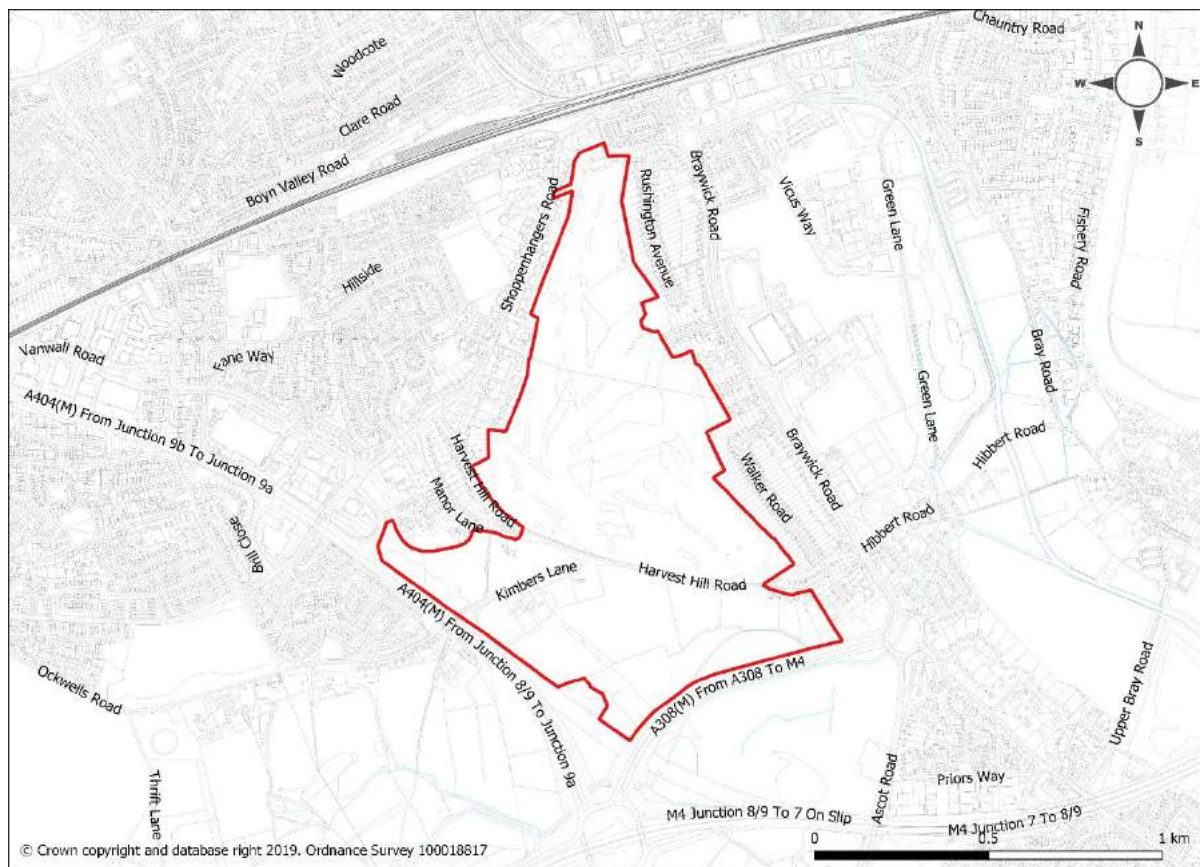
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## **SA Objective 14 - Employment**

- C.2.12.14 Site AL12 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.

# C.3 South West Maidenhead

## C.3.1 AL13 - Desborough, Harvest Hill Road, South West Maidenhead



### DESBOROUGH, HARVEST HILL ROAD, SOUTH WEST MAIDENHEAD

<b>Allocation</b>	<ul style="list-style-type: none"> <li>➤ Approximately 2600 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>
<b>Site Size</b>	<ul style="list-style-type: none"> <li>➤ 89.93Ha</li> </ul>

#### Site Specific Requirements

In addition to the requirements set out in other policies in this plan, particularly those in Policy QP1b: Placemaking Principles for South West Maidenhead Strategic Area, the development of the site will be required to:

- Create two new distinct neighbourhoods, each forming a clear sense of place and sustainable function:
  - i. The northern neighbourhood will be orientated towards the town centre making the most of proximity to the railway station and town centre facilities. Here, building heights, densities and typologies will reflect those in the town centre and will promote patterns of living which reduce reliance on the car.
  - ii. Residential development in the southern neighbourhood will be focused around a new local centre on Harvest Hill Road, where services and facilities are concentrated and housing densities and building heights of 4 to 6 storeys reflect the area's accessibility and contribute to its vibrancy. Residential areas will reduce

in density away from the Local Centre, allowing for the provision of family homes with gardens whilst retaining a high quality network of connections.

- Provision of a highly connected green spine running from the northern edge near the railway station through the northern neighbourhood, the central green space, the southern neighbourhood, the Local Centre and south towards the employment site. The spine will carry the main sustainable public transport, biodiversity and green infrastructure networks and be intensively connected with the rest of the site.
- Strengthen east-west connections across the site and the rest of the South West Maidenhead area and surrounding communities.
- A central green area combining existing ecological assets and new publicly accessible spaces, retaining the existing public right of way across the golf course and including measures to enhance biodiversity, will create a distinction between the northern and southern neighborhoods.
- Create a dense green/blue infrastructure network across the site capable of supporting biodiversity, recreation, food production and leisure functions.
- Provide a range of services and facilities within the Local Centre including local convenience retail, leisure, community facilities, including space for police, health, and local recycling.
- Provide a seven forms of entry secondary school and a 4 forms of entry primary school, as well as necessary nursery and early years provision. The schools should be co-located on a shared site totalling a minimum of 9.2ha within or in close proximity to the Local Centre. These facilities should be capable of dual use as community facilities.
- Retain Rushington Copse, together with other mature trees and hedgerows where possible, and include mitigation measures, including buffer zones where necessary, to protect trees from the impacts of development.
- Safeguard protected species and conserve and enhance the biodiversity of the area in addition to providing net biodiversity gain across the site and adjoining open spaces within the SWMSA as a whole.
- Retain and reinforce the tree landscape buffers to the A404(M) and A308(M) and along all of the site boundaries to maintain the sense of a leafy enclosure and setting to the development.
- Retain long distance views to and within the site, with particular regard to the impact of tall buildings on existing long distance views and the amenity of existing properties surrounding the sites.
- Preserve and enhance the setting of the nearby scheduled ancient monument to the south of the A308(M) at Moor Farm, Holyport.
- Enhance vehicular and non-vehicular access to and within the site in accordance with Policy QP1b: Placemaking Principles for South West Maidenhead Strategic Area, including
  - i. Access to the north of the site from the existing Golf Course access on Shoppenhangers Lane.
  - ii. The exploration of a new vehicular link between Shoppenhangers Lane and Braywick Road that would provide an additional access into the site and deliver environmental and public realm improvements to the south of the railway station.
  - iii. The creation of attractive and legible direct links from the northern part of site to the railway station and beyond into the town centre.
  - iv. Making Harvest Hill Road the main vehicular access into and through the new residential development area. Improvements to its junctions with Shoppenhangers Road and Braywick Road will be required for vehicular traffic and such improvements should make better provision for safe pedestrian and cycle crossings.
  - v. Where east-west connections cross existing road corridors, improvements to pedestrian and cycle crossings are required. The design of public realm, landscaping and tree planting around the public right of way which crosses the Golf Course should be used to increase the prominence of the right of way where it meets Shoppenhangers Lane and Braywick Road.
  - vi. A safe, attractive green link between this site and the new leisure facilities and existing open space at Braywick Park should be established and improvements made to the non-vehicular crossing over the A404(M) to improve the attractiveness of the link from the Site to Ockwells open space.
  - vii. A new bridge should be provided over the A308(M) to create a distinctive landmark on the approach to Maidenhead. The bridge will carry and extend the green spine that runs through Desborough into the Triangle site to reduce the reliance on the car and to encourage links to the Harvest Hill Local Centre to the north.
  - viii. Opportunities to create a relationship and access between this site and existing residential areas to the south-east and south-west should be explored to provide

- access for existing residents to the new development and its facilities and green space.
- Promote sustainable travel and mitigation measures such as improved public transport provision and walking and cycling routes to mitigate the impact of development on the Maidenhead Town Centre AQMA.
  - Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys
  - As the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL13	--	--	--	-	-	-	-	++	-	+	++	++	--	0

### SA Objective 1 - Climate Change

C.3.1.1 Site AL13 is proposed for the development of 2,600 dwellings and would therefore be expected to result in a major increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a major negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.3.1.2 Site AL13 coincides with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone II and III). The proforma does not seek to mitigate the impacts of flooding and therefore, a major negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.3.1.3 Site AL13 is located partially within ‘Maidenhead’ AQMA and is also located in close proximity to a railway line, the A404(M), A308(M) and A308. This site is also proposed for the development of approximately 2,600 dwellings which would be expected to reduce local air quality, to some extent. However, the proforma does not seek to mitigate these impacts and therefore, a major negative impact would be anticipated for air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.3.1.4 Site AL13 is located in close proximity to three LNRs and coincides with deciduous woodland and traditional orchard priority habitats. The proforma states that development at this site will be required to “safeguard protected species and conserve and enhance the biodiversity of the area in addition to providing net biodiversity gain across the site and adjoining open spaces within the SWMSA as a whole”. This would help to provide enhancements for biodiversity at the site, however it does not give protection to LNRs and priority habitats.
- C.3.1.5 Site AL13 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for “residential development of 100 units or more”. Site AL13 is also located approximately 4.7km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to these biodiversity assets. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

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## SA Objective 5 - Landscape

- C.3.1.6 The proposed development at Site AL13 could potentially alter the views experienced by users of the PRow network and by local residents. As Site AL13 comprises 89.9ha of primarily previously undeveloped land, the proposed development at this site could potentially result in urban sprawl into the open countryside. The proforma states that development should provide *“landscaping and tree planting around the public right of way which crosses the Golf Course should be used to increase the prominence of the right of way where it meets Shoppenhangers Lane and Braywick Road”* as well as *“retain and reinforce the tree landscape buffers to the A404(M) and A308(M) and along all of the site boundaries to maintain the sense of a leafy enclosure and setting to the development”*. These measures would be likely to help mitigate the impact of the development on the landscape to some extent, however due to the size of the site a minor negative impact would be expected.

## SA Objective 6 - Cultural Heritage

- C.3.1.7 Site AL13 is located in close proximity to the Grade I Listed Buildings ‘Dovecote at Ockwells Manor’ and ‘Barn at Ockwells Manor’ and the Grade II\* Listed Building ‘Braywick House’. The site is also located in close proximity to ‘Mesolithic site, Moor Farm, Holyport, Bray Wick’ SM. The proforma for this site states that development will seek to *“preserve and enhance the setting of the nearby scheduled ancient monument to the south of the A308(M) at Moor Farm, Holyport”*. This would help to mitigate the impact of development on the SM, however it would be unlikely to mitigate the potential effects of the development on the setting of the other surrounding historical assets. Therefore, a minor negative impact would be expected.



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## SA Objective 7 - Use of Resources

- C.3.1.8 Site AL13 comprises 89.9ha of primarily previously undeveloped land within a Mineral Safeguarding Area. The proposed development of 2,600 homes could potentially result in the loss of ecologically valuable land and restrict access to the Mineral Safeguarding Area. The proforma states that the development should undertake “*a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource*”. This would help to safeguard the mineral resource in RBWM, however the size of the development would be likely to result in a net loss of ecologically valuable land. Therefore, a minor negative impact would be anticipated on the use of resources.

## SA Objective 8 - Housing

- C.3.1.9 Site AL13 is proposed for residential development of 2,600 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

## SA Objective 9 - Health

- C.3.1.10 Site AL13 is located within the target distance to an NHS hospital, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site partially coincides with ‘Maidenhead’ AQMA and is located within 200m of the A404(M), A308(M) and A308. In addition, Site AL13 is located outside the target distance to a GP surgery. The proforma for this site states that development should “*provide a range of services and facilities within the Local Centre including local convenience retail, leisure, community facilities, including space for police, health, and local recycling*”. However, these measures would not be expected to fully mitigate poor air quality within the AQMA, and therefore, a minor negative impact would be expected on human health.



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### **SA Objective 10 – Community**

- C.3.1.11 Site AL13 is located over 600m from local services, and therefore could potentially restrict site end users' access to local services. The proforma states that provisions will be made to "*provide a range of services and facilities within the Local Centre including local convenience retail, leisure, community facilities, including space for police, health, and local recycling*". This would be expected to help improve the access of site end users to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 – Transport**

- C.3.1.12 Site AL13 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.3.1.13 Site AL13 is located within the target distance to a secondary school but is located outside the target distance to a primary school. However, the site proposal includes the development of new nurseries, primary and secondary schools. This would be likely to improve the access of site end users to educational facilities, and therefore a major positive impact would be anticipated.

### **SA Objective 13 – Waste**

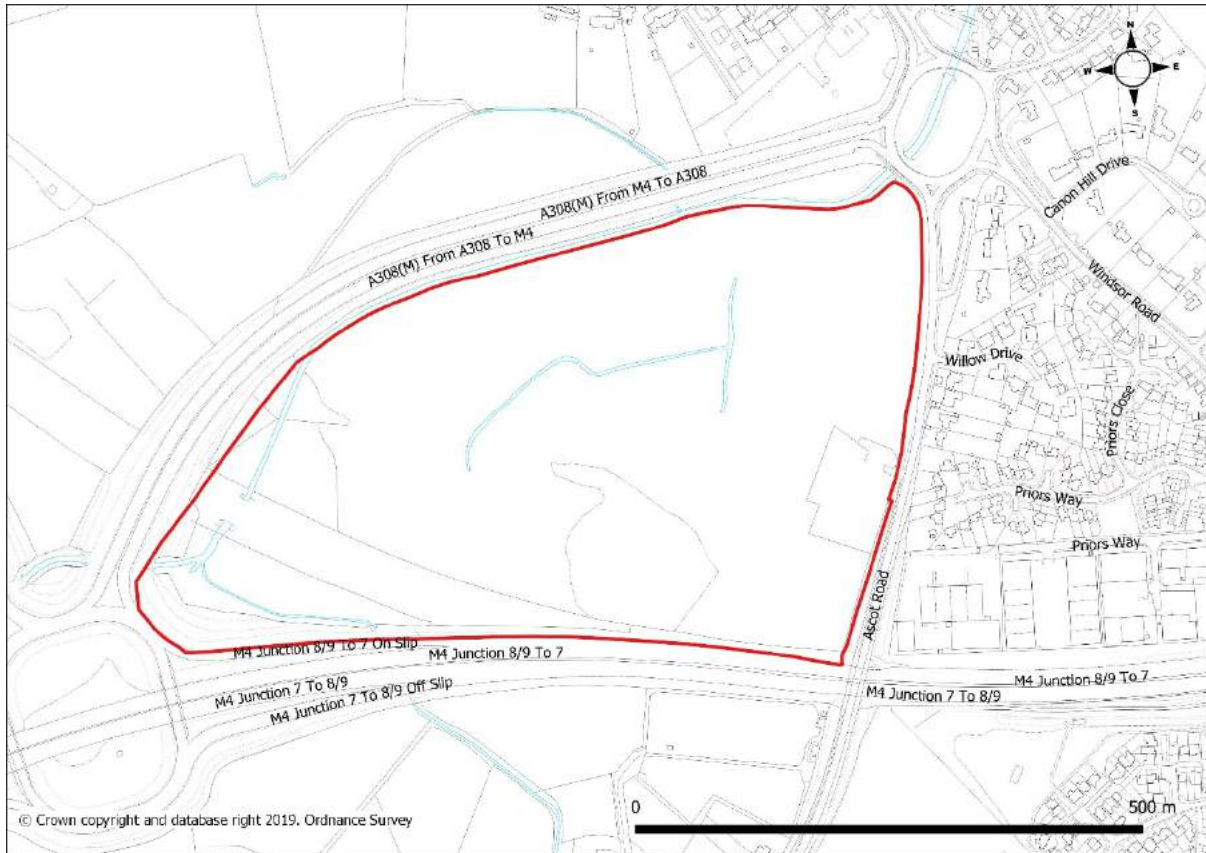
- C.3.1.14 Site AL13 is proposed for the development of 2,600 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 1% in comparison to current levels. Therefore, a major negative impact on household waste generation would be anticipated.

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## **SA Objective 14 - Employment**

- C.3.1.15 Site AL13 is located within Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, this site is proposed for mixed use development including 2,600 dwellings as well as education and community facilities. This could potentially result in a net loss of employment floorspace. Therefore, a negligible impact would be anticipated.

### C.3.2 AL14 - The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead



#### THE TRIANGLE SITE (LAND SOUTH OF THE A308(M) WEST OF ASCOT ROAD AND NORTH OF THE M4), MAIDENHEAD

<b>Allocation</b>	➤ General Industrial / Warehousing uses
<b>Site Size</b>	➤ 25.70Ha

#### Site Specific Requirements

Development of the site will be required to:

- Be considered as a gateway site to the town of Maidenhead and an important highly visible part of a wider South West Maidenhead growth area;
- Facilitate comprehensive development and effective place making in the South West Maidenhead Area;
- In line with Policy ED1, provide a suitable and sustainable mix of B2 and B8 uses;
- Explore how best to make efficient use of the site, which may include some B1 space above industrial uses;
- Promote sustainable travel and mitigation measures such as improved public transport provision and walking and cycling routes to mitigate the impact of development on the Maidenhead Town Centre AQMA;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to railway stations;
- Provide adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures;
- Provide pedestrian and cycle links to Desborough (AL13) with connectivity to the surrounding area and Maidenhead Town Centre;

- Address impacts of vehicle movements on Ascot Road and Braywick Road roundabout;
- Provide a new bridge over the A308(M) to create a distinctive landmark on the approach to Maidenhead. The bridge will carry and extend the green spine that runs through Desborough into the Triangle site to reduce the reliance on the car and to encourage links to the Harvest Hill Local Centre to the north;
- Enhance vehicular and non-vehicular access to and within the site in accordance with Policy QP1b: Placemaking Principles for South West Maidenhead Strategic Area;
- Provide generous amounts of green and blue infrastructure across the site at both ground and upper levels. This should include green walls and roofs, sitting out areas for employees and robust and generous provision of landscaping in vehicle parking areas;
- Treat the existing water course on the site in a sensitive to enhance biodiversity and ecosystem health;
- Retain all valuable trees and reinforce the tree landscape buffers to the A404(M), A308(M) and M4 and along all of the site boundaries to maintain the sense of a leafy enclosure and setting to the development;
- Be of a high quality design that supports the character and function of the surrounding area;
- Designed sensitively to consider the privacy and amenity of neighbouring residential properties;
- Provide appropriate mitigation measures to address any impacts of the site in terms of noise, pollution and air quality on adjoining residential areas;
- Ensure that building heights and densities reflect those of the surrounding area;
- Consider and retain long distance views to and from the site, particularly the impact of tall buildings on historic views and the amenity of existing properties surrounding the sites;
- Address topographical issues across the site;
- Address fluvial flooding issues, including directing development away from Flood Zone 3b areas which are located to the north and west of the site;
- Address surface water flooding and groundwater source protection zone issues;
- Conserve and enhance local biodiversity and local Priority Habitat areas;
- Provide high quality green landscaping surrounding the site;
- Provide a high quality public realm;
- Submission of an appropriate Travel Plan;
- Conserve and enhance the setting of the nearby the scheduled ancient monument to the south of the A308(M) at Moor Farm, Holyport;
- Provide appropriate Archaeological Assessment;
- Provision of strategic waste water drainage infrastructure; and
- Connection / provision of all required utilities.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL14	0	-	-	-	-	0	-	0	-	0	+	0	0	++

### SA Objective 1 - Climate Change

C.3.2.1 Site AL14 is proposed for employment use and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

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## SA Objective 2 - Water and Flooding

C.3.2.2 Site AL14 partially coincides with Flood Zones 2 and 3. The site also coincides with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone III). The proforma states that the development should “*address fluvial flooding issues, including directing development away from Flood Zone 3b areas which are located to the north and west of the site*” as well as “*address surface water flooding and groundwater source protection zone issues*”. Although these measures would help to mitigate flood risk, the method is unclear and therefore a minor negative impact would be expected on water and flooding.

## SA Objective 3 - Air and Noise Pollution

C.3.2.3 Site AL14 is located adjacent to the M4, A308(M) and partially within 200m of the A308. This site comprises approximately 24.7ha and is proposed for industrial end use, and therefore, development would be expected to result in a reduction in air quality, to some extent. The proforma for Site AL14 states that development should “*provide appropriate mitigation measures to address any impacts of the site in terms of noise, pollution and air quality on adjoining residential areas*”. Although these measures would help to mitigate air and noise pollution the method is unclear, and therefore a minor negative impact would be expected on air and noise pollution.

## SA Objective 4 - Biodiversity and Geodiversity

C.3.2.4 Site AL14 is located in close proximity to two LNRs and coincides with deciduous woodland and floodplain grazing marsh priority habitats. The proforma states that development at this site will be required to “*conserve and enhance local biodiversity and local Priority Habitat areas*”. This would aim to provide enhancements for biodiversity, conserving the priority habitats.

C.3.2.5 However, Site AL14 is also located approximately 4.7km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

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## SA Objective 5 - Landscape

C.3.2.6 Site AL14 is located within the Landscape Character Type 'Settled Farmed Sands and Clays', in the landscape area 'Ockwells'. Some key characteristics of the land parcel include recreational land use as well as remnant parkland trees and woodland areas. This site comprises greenfield land and is proposed for industrial use. The proposed development at this site would be likely to be discordant with the key characteristics, and therefore an adverse impact on the local landscape character would be expected.

C.3.2.7 The proposed development at Site AL14 could potentially alter the views experienced by users of the PRow network and local residents. The proforma states that development should "*provide generous amounts of green and blue infrastructure across the site at both ground and upper levels. This should include green walls and roofs, sitting out areas for employees and robust and generous provision of landscaping in vehicle parking areas*". These measures would be likely to help mitigate the potential impacts of the development on the landscape to some extent, however due to the size of the site a minor negative impact would be expected.

## SA Objective 6 - Cultural Heritage

C.3.2.8 Site AL14 coincides with the SM 'Mesolithic site, Moor Farm, Holyport, Bray Wick'. The proforma for this site states that development will seek to "*conserve and enhance the setting of the nearby scheduled ancient monument to the south of the A308(M) at Moor Farm, Holyport*". This would be likely to mitigate the impact of development on the SM, and therefore a negligible impact on the local historic environment would be expected.

## SA Objective 7 - Use of Resources

C.3.2.9 Site AL14 comprises previously undeveloped land and as such, the proposed development for industrial and warehousing use would be likely to result in the loss of ecologically valuable land, to some extent. Although the proforma aims to conserve and enhance local biodiversity and local priority habitat areas, the size of the development would be likely to result in a net loss of ecologically valuable land. Therefore, a minor negative impact would be anticipated on the use of resources.

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### **SA Objective 8 - Housing**

- C.3.2.10 Site AL14 is proposed for employment use and would not result in a net gain of housing within RBWM. Therefore, a negligible impact would be expected on housing.

### **SA Objective 9 - Health**

- C.3.2.11 Site AL14 is located within the target distance to an NHS hospital, leisure centre and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site partially coincides with 'Maidenhead' AQMA and is located within 200m of the M4 and A308. In addition, Site AL14 is located outside the target distance to a GP surgery. The proforma for this site states that development should "*provide appropriate mitigation measures to address any impacts of the site in terms of noise, pollution and air quality on adjoining residential areas*". However, these measures would not be expected to fully mitigate poor air quality within the AQMA, and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.3.2.12 Site AL14 is located over 600m from local services, and therefore could potentially restrict site end users' access to local services. The proforma states that provisions will be made to "*ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to railway stations*". This would be expected to help improve the access of site end users to local services and therefore, a negligible impact would be anticipated.

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### **SA Objective 11 – Transport**

- C.3.2.13 Site AL14 is located outside the target distance to bus stops providing hourly services, Maidenhead Railway Station and does not have access to the PRow network. The proforma states that the development should “*promote sustainable travel and mitigation measures such as improved public transport provision and walking and cycling routes to mitigate the impact of development on the Maidenhead Town Centre AQMA*” and “*ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to railway stations*”. This would result in a minor positive impact on transport and accessibility for site end users.

### **SA Objective 12 – Education**

- C.3.2.14 Site AL14 is proposed for employment-led development and therefore a negligible impact would be expected on education.

### **SA Objective 13 – Waste**

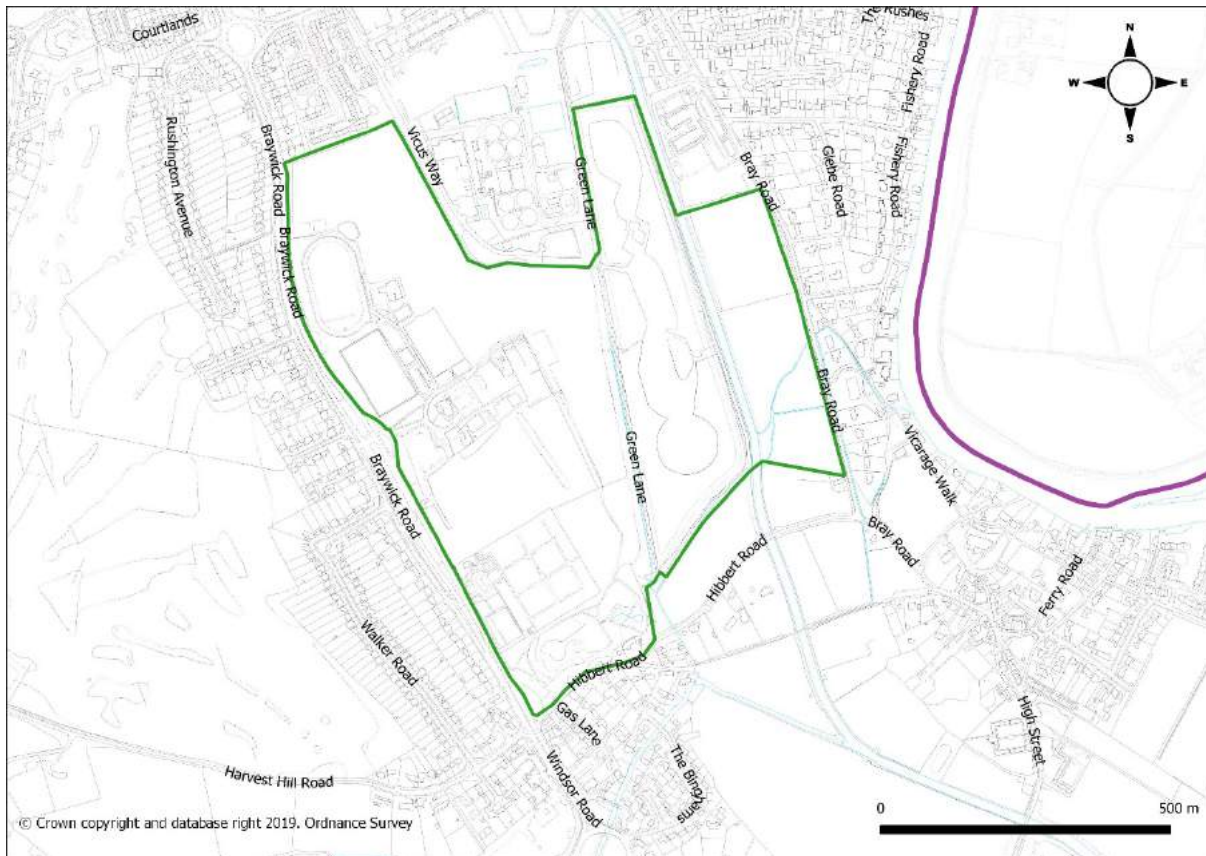
- C.3.2.15 Site AL14 is proposed for employment use and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 – Employment**

- C.3.2.16 Site AL14 comprises previously undeveloped land and is proposed for employment use. Therefore, the proposed development at Site AL14 would be likely to result in a net increase in employment floorspace, and as a result a major positive impact would be anticipated.



### C.3.3 AL15 - Braywick Park, Maidenhead



BRAYWICK PARK, MAIDENHEAD	
<b>Allocation</b>	A mixed use Strategic Green Infrastructure site to serve Maidenhead, providing: <ul style="list-style-type: none"> <li>➤ Sports hub</li> <li>➤ Public park</li> <li>➤ Special needs school and multi-use games area</li> <li>➤ A 'wildlife zone' comprising the Braywick Local Nature Reserve and a Site of Special Scientific Interest</li> </ul> The site will remain in the Green Belt
<b>Site Size</b>	<ul style="list-style-type: none"> <li>➤ 54.1Ha</li> </ul>
<b>Site Specific Requirements</b>	
Development of the site will be required to: <ul style="list-style-type: none"> <li>• A strategic site forming a connected network of multi-functional green infrastructure uses, comprising a strategic sporting hub, a proposed new special needs school, a public park and a wildlife zone;</li> <li>• The site should be a highly connected place that provides links to surrounding residential areas, both existing and proposed (including AL13, Desborough), the town centre and improved links between the sports hub to the west and the publicly accessible parts of the nature reserve/SSSI to the east;</li> <li>• Provision of cycle and pedestrian links to be north-south (for example to the town centre) and east-west (for example to AL13, Desborough and the nature reserve);</li> <li>• Provision of a range of sporting facilities (indoor and outdoor) to create a high quality strategic sporting hub for Maidenhead. This will include a leisure centre to replace the Magnet Leisure Centre which is to be decommissioned;</li> <li>• Encourage links between the new proposed school and sporting facilities at Braywick Park, including the new leisure centre;</li> </ul>	

- Encourage improved public transport access for users of the site;
- Major focus of Borough's green infrastructure network, delivering a wide range of environmental and quality of life benefits;
- Preserve and enhance biodiversity by avoiding built development next to existing areas of biodiversity value, including the Nature Reserve/SSSI and the cemetery which will prevent noise/light pollution from affecting wildlife in accordance with the objectives of the Bray to Eton Pits and Meadow Biodiversity Opportunity Area;
- Grass sport pitches are sterile in wildlife terms. Therefore opportunities for setting pitches in woodland or landscaping, improving planting around buildings and car parks, providing trees and hedgerows along newly created footpaths should be taken wherever possible;
- Maintain rural open character of site that is part of the green wedge extending in from the south towards the heart of the town centre;
- Extend, maintain and re-inforce the existing soft boundary character along Braywick Road which is comprised of trees and landscaping with intermittent views into the Park; and
- Avoid built development in areas subject to flooding and address surface water flooding issues.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL15	0	-	-	-	+	-	0	0	-	0	++	+	0	0

### SA Objective 1 - Climate Change

C.3.3.1 Site AL15 is proposed for green infrastructure, including the development of a sports hub and educational facilities. Therefore, the proposed development at this site would be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.3.3.2 Site AL15 partially coincides with Flood Zones 2 and 3 to the east. The site also coincident with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone II and III). The proforma aims to “*avoid built development in areas subject to flooding and address surface water flooding issues*”. Although these measures would be expected to locate site end users away from fluvial flood risk, it is unclear how surface water flood risk will be mitigated and therefore a minor negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

C.3.3.3 Site AL15 is located adjacent to the A308, and the north west corner of the site is located within 200m of ‘Maidenhead’ AQMA. The proforma for Site AL15 does not seek to mitigate the impacts of air quality at the site, and therefore a minor negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

C.3.3.4 Site AL15 coincides with ‘Bray meadows’ SSSI and ‘Braywick Park’ LNR and LWS, as well as deciduous woodland and lowland meadows priority habitats. However, the proforma states that development of the site will be required to *“preserve and enhance biodiversity by avoiding built development next to existing areas of biodiversity value, including the Nature Reserve/SSSI and the cemetery which will prevent noise/light pollution from affecting wildlife in accordance with the objectives of the Bray to Eton Pits and Meadow Biodiversity Opportunity Area”*. This would aim to provide enhancements for biodiversity, conserving the priority habitats.

C.3.3.5 However, Site AL15 is also located approximately 5km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

C.3.3.6 Site AL15 is located within the Landscape Character Type ‘Settled Developed Floodplain’, in the landscape area ‘Bray’. The key characteristic of this landscape character type is *“broad flat open floodplain with a fragmented landscape pattern”*. This site comprises greenfield land and is proposed for green infrastructure and sports facilities. The proposed development at this site would be unlikely to be discordant with these key characteristics as part of the site is previously developed. The proforma states that *“grass sport pitches are sterile in wildlife terms. Therefore, opportunities for setting pitches in woodland or landscaping, improving planting around buildings and car parks, providing trees and hedgerows along newly created footpaths should be taken wherever possible”*. These measures would be likely to enhance the landscape at this site, and therefore a minor positive impact would be expected.

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### **SA Objective 6 - Cultural Heritage**

- C.3.3.7 Site AL15 coincides with the archaeological features 'Prehistoric finds-Green Lane, Braywick, Berkshire', 'Mid to Late Iron Age pit-Braywick Court School, Maidenhead' and 'Maidenhead section of former Cookham to Bray Canal, Berkshire'. The site is also located in close proximity to the Grade II Listed Building 'Greenways cottage, Hazel Cottage, Hope Cottage, Pear Tree Cottage and Rose Cottage'. The proforma for this site does not seek to mitigate the potential impacts of the proposed development at this site on the heritage assets and therefore, a minor negative impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.3.3.8 Site AL15 contains areas of previously undeveloped land and as such, the proposed development at this site could potentially result in the loss of ecologically valuable land, to some extent. The proforma aims "*preserve and enhance biodiversity by avoiding built development next to existing areas of biodiversity value, including the Nature Reserve/SSSI and the cemetery which will prevent noise/light pollution from affecting wildlife in accordance with the objectives of the Bray to Eton Pits and Meadow Biodiversity Opportunity Area*". This would be likely to protect the undeveloped areas of land within the site, and therefore a negligible impact on the use of resources would be anticipated.

### **SA Objective 8 - Housing**

- C.3.3.9 Site AL15 is proposed for green infrastructure, a school and sports facilities and would not result in a net gain of housing within RBWM. Therefore, a negligible impact would be expected on housing.

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### **SA Objective 9 - Health**

C.3.3.10 Site AL15 is located within the target distance to an NHS hospital and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A308 and 'Maidenhead' AQMA. In addition, Site AL15 is located outside the target distance to a GP surgery. The proforma for this site states that development should "*be a highly connected place that provides links to surrounding residential areas, both existing and proposed (including AL13, Desborough), the town centre and improved links between the sports hub to the west and the publicly accessible parts of the nature reserve/SSSI to the east*". Although this could potentially improve access to GP surgeries within the town centre, these measures would not be expected to fully mitigate poor air quality within the AQMA. Therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

C.3.3.11 Site AL15 is located partially over 600m from local services, and therefore could potentially restrict site end users' access to local services. However, the proforma states that provisions will be made to "*encourage improved public transport access for users of the site*". This would be expected to help improve the access of site end users to local services and therefore, a negligible impact would be anticipated.

### **SA Objective 11 - Transport**

C.3.3.12 Site AL15 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

C.3.3.13 The proposed development at Site AL15 includes a 'special needs school' in addition to the green infrastructure and sports facilities. Therefore, a minor positive impact on education would be anticipated.

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### **SA Objective 13 - Waste**

- C.3.3.14 Site AL15 is proposed for green infrastructure and sports facilities, and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

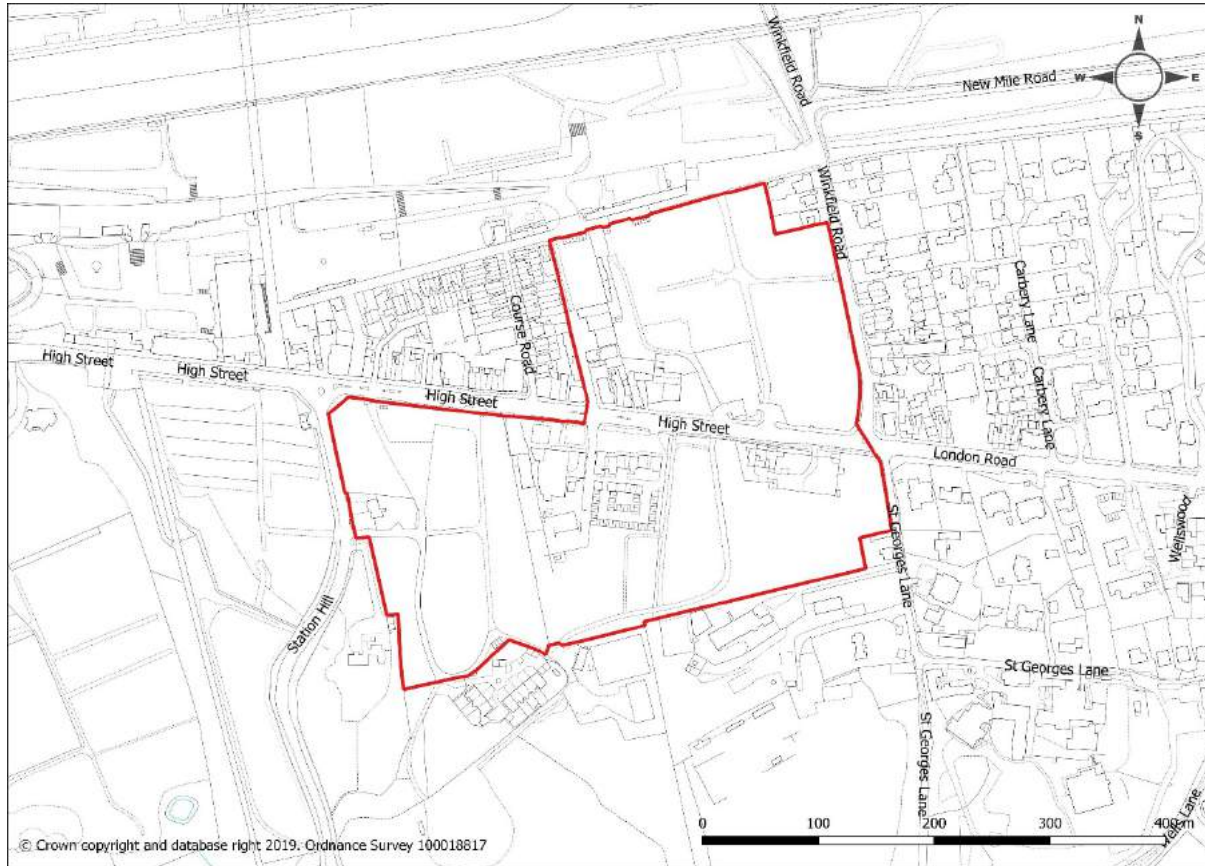
### **SA Objective 14 - Employment**

- C.3.3.15 Site AL15 contains some existing employment floorspace. It is uncertain whether the proposed development for a sports hub and special needs school would result in a net change in employment space. Therefore, a negligible impact would be anticipated.



# C.4 Ascot Centre

## C.4.1 AL16 – Ascot Centre, Ascot



### ASCOT CENTRE

<b>Allocation</b>	➤ A mixed use development providing approximately 300 residential units, 900 sqm of offices, public open space, community uses (including cultural/leisure) and retail/cafes/restaurants.
<b>Site Size</b>	➤ 12.3Ha

#### Site Specific Requirements

Development of the site will be required to:

- Be considered as part of a wider Ascot Strategic Area to enable comprehensive development and effective place making;
- Deliver holistic mixed use phased development, integrated with surrounding uses, including on allocation AL17 to the south;
- Deliver a 'village square' on the southern side of the High Street with community/cultural/leisure/retail uses and public open space;
- Provide small scale retail/cafes/restaurants, including independent retailers along the High Street and the village square;
- Provide generous amounts of green and blue infrastructure, including significant public open space and children's play areas throughout site;
- Provide public open space on at least 22% of the developable site;
- Retain mature trees and hedgerows where possible;
- Conserve and enhance biodiversity of the area, including on the priority habitat fronting the High Street;

- Ensure that the development is well-served by public bus routes with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Provide a network of high quality pedestrian and cycle routes through the site and enhanced connectivity to Ascot Railway Station and South Ascot;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to local leisure and educational facilities;
- Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips;
- Be designed to as to rationalise and improve the junctions of the A329 / A330 / St George's Lane and the site access;
- Provide improvements to the quality of the public realm, specifically the High Street environment for pedestrians and cyclists, including provision of cycle parking;
- Consist of an exemplar quality design which is sympathetic to local character, reflects the local vernacular, is sensitive to the scale and heights of existing properties around the site and the sloping topography and considers the impact of long distance views;
- Provide at least 30% affordable housing and a 5% mix of custom build opportunities and clustered self-build dwelling plots (fully serviced);
- Make a financial contribution towards High Street public realm improvements and education provision;
- Provide local waste water infrastructure upgrades and address the issue of public sewers crossing site;
- Address surface water flooding issues; and
- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL16	-	0	-	0	+	0	+	++	-	+	+	0	-	-

### SA Objective 1 - Climate Change

C.4.1.1 Site AL16 is proposed for the development of 300 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.



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## SA Objective 2 - Water and Flooding

- C.4.1.2 Site AL16 coincides with areas identified as being at low risk of surface water flooding. The proforma for this site makes provisions to address surface water flooding issues at this site. This would be expected to mitigate surface water flood risk and therefore, a negligible impact would be expected on water and flooding.

## SA Objective 3 - Air and Noise Pollution

- C.4.1.3 Site AL16 coincides with the A329 and is located adjacent to the A330. The proposed development of 300 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site does not seek to mitigate the impacts of air pollution, and therefore a major negative impact would be expected on air and noise pollution.

## SA Objective 4 - Biodiversity and Geodiversity

- C.4.1.4 Site AL16 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for "*residential developments with a total net gain in residential units*". Site AL16 is also located within approximately 4km of the Thames Basin Heaths SPA. The proposed development at this site could potentially increase development related threats and pressures on these biodiversity assets. The proforma states that development should "*mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area*" and "*conserve and enhance biodiversity*". This would be likely to mitigate the potential impacts of the proposed development on the SPA and other biodiversity assets, and therefore a negligible impact would be anticipated.

## SA Objective 5 - Landscape

- C.4.1.5 The proposed development at Site AL16 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to "*provide generous amounts of green and blue infrastructure, including significant public open space and children's play areas throughout site*". Therefore, a minor positive impact would be anticipated.

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### **SA Objective 6 - Cultural Heritage**

- C.4.1.6 Site AL16 is located in close proximity to the Grade II Listed Buildings ‘The former tote building to Ascot racecourse’ and ‘Turnstiles and offices to Ascot racecourse’. The proforma for Site AL16 states that the site will “*consist of an exemplar quality design which is sympathetic to local character, reflects the local vernacular, is sensitive to the scale and heights of existing properties around the site and the sloping topography and considers the impact of long-distance views*”. Therefore, a negligible impact on the local historic environment would be expected.

### **SA Objective 7 - Use of Resources**

- C.4.1.7 Site AL16 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.4.1.8 Site AL16 is proposed for residential development of 300 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.4.1.9 Site AL16 is located within the target distance to an NHS hospital, GP surgery and public green space, and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A329 and A330 and is located outside the target distance of a leisure centre. The proforma states that development will “*deliver a ‘village square’ on the southern side of the High Street with community/cultural/leisure/retail uses and public open space*”. Although the proforma would be likely to make provisions for leisure facilities it does not seek to mitigate the impacts of air pollution from the A329 and A330. Therefore, a minor negative impact would be expected on human health.

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### **SA Objective 10 – Community**

- C.4.1.10 Site AL16 is located within the 600m target distance to local services. This would be expected to provide site end users with good access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 – Transport**

- C.4.1.11 Site AL16 is located within the target distance to Ascot Railway Station and has access to both the PRoW and road networks. However, Site AL16 is located outside the target distance to bus stops providing hourly services and therefore, this could potentially restrict site end users' access to transport. The proforma for this site will *“ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure”*, and as a result a minor positive impact on transport would be anticipated.

### **SA Objective 12 – Education**

- C.4.1.12 Site AL16 is located outside the target distance to both primary and secondary schools. However, the proforma states that development should *“ensure that the development is well-served by public bus routes...such that the bus is an attractive alternative to the private car for local journeys, including to local leisure and educational facilities”* as well as *“make a financial contribution towards High Street public realm improvements and education provision”*. This would be likely to improve site end users' access to education, and therefore a negligible impact would be expected.

### **SA Objective 13 – Waste**

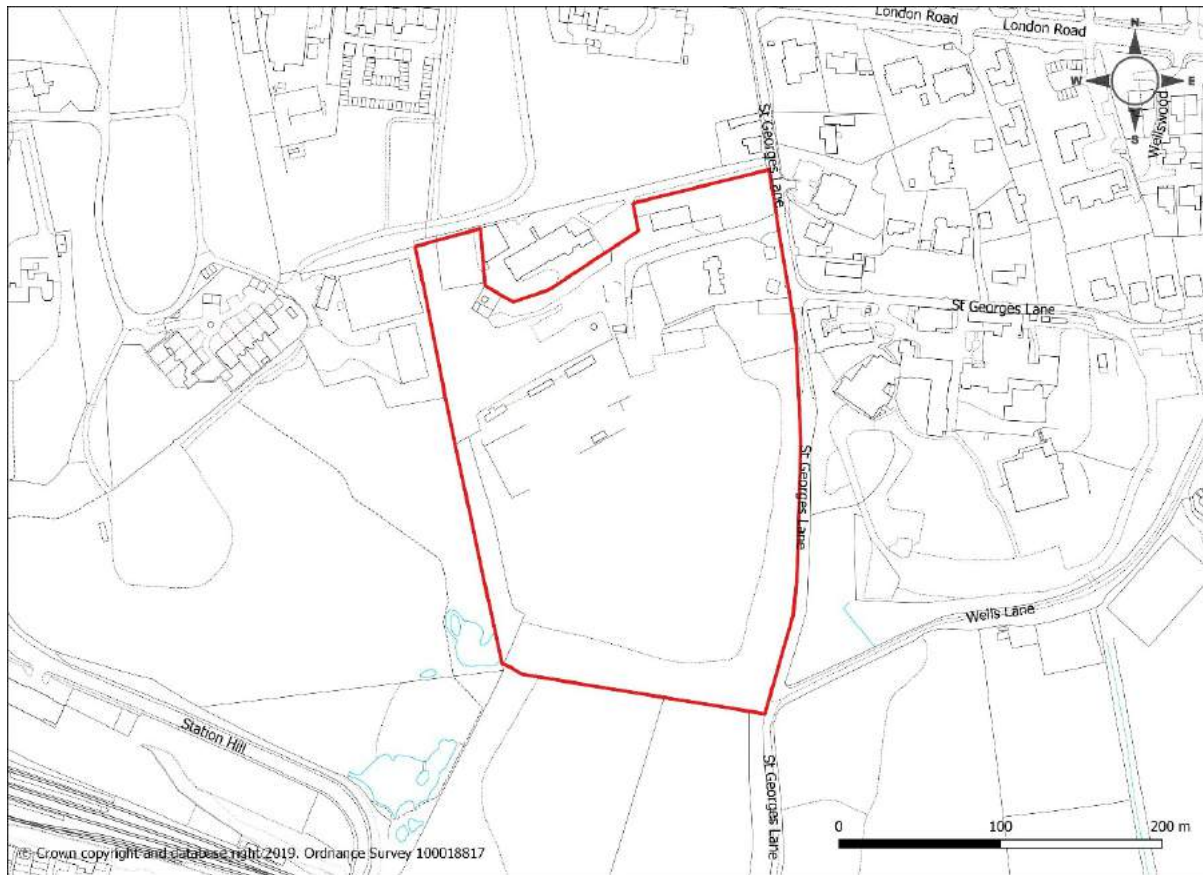
- C.4.1.13 Site AL16 is proposed for the development of 300 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

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## **SA Objective 14 - Employment**

- C.4.1.14 Site AL16 is located within 5km of Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, Site AL16 contains some existing employment land and is proposed for mixed use development including 300 dwellings, offices, open space and retail. This could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

## C.4.2 AL17 – Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot



### SHORTS WASTE TRANSFER STATION AND RECYCLING FACILITY, ST GEORGES LANE, ASCOT

<b>Allocation</b>	➤ Approximately 131 residential units
<b>Site Size</b>	➤ 5.8Ha

#### Site Specific Requirements

Development of the site will be required to:

- Be considered as part of a wider Ascot Strategic Area to enable comprehensive development and effective place making;
- Deliver a holistic development that is integrated with surrounding uses, including development on allocation AL17 to the north;
- Address the loss of the existing waste uses on the site;
- Provide generous amounts of high quality green and blue infrastructure, including open space / children's play area;
- Retain mature trees and hedgerows where possible;
- Conserve and enhance the biodiversity of the area (including by addressing the impacts on wildlife on the adjoining Ascot Wood);
- Provide pedestrian and cycle links through the site, including to/from Ascot Railway Station, South Ascot and the High Street;
- Ensure that the development is well-served by public bus routes with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to local leisure facilities;
- Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus

- stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including local leisure facilities;
- Enhance vehicular access, including on St George’s Lane and junction improvements to the Winkfield Road roundabout;
  - Maintain and enhance the public right of way on St George’s Lane;
  - Be of a high quality design that is sympathetic to local character, reflects the local vernacular, is sensitive to the scale and heights of existing properties around the site and the sloping topography and considers the impact of long distance views;
  - Development to come forward as a series of character areas based around an element of the blue green infrastructure;
  - Provide at least 30% affordable housing and a mix of custom and self-build dwelling plots (fully serviced);
  - Provide local drainage infrastructure upgrades;
  - Provide an appropriate solution for addressing the possible contamination of the site;
  - Make a financial contribution towards High Street public realm improvements and education provision; and
  - Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL17	-	+	--	0	0	0	+	++	-	+	++	+	-	-

**SA Objective 1 - Climate Change**

C.4.2.1 Site AL17 is proposed for the development of 131 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green and blue infrastructure, a minor negative impact on climate change would be anticipated.

**SA Objective 2 - Water and Flooding**

C.4.2.2 Site AL17 is not located in areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.4.2.3 Site AL17 is located partially within 200m of the A329. The proposed development of 131 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site does not seek to mitigate the impacts of air pollution, and therefore a major negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.4.2.4 Site AL17 partially coincides with deciduous woodland priority habitat and is located adjacent to ‘St. Georges Lane - Fields’ LWS. The proforma states that development of the site will be required to “*conserve and enhance the biodiversity of the area (including by addressing the impacts on wildlife on the adjoining Ascot Wood)*”. This would aim to provide enhancements for biodiversity and conserve priority habitat.

- C.4.2.5 Site AL17 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for “*residential developments with a total net gain in residential units*”. Site AL17 is also located within approximately 4km of the Thames Basin Heaths SPA. The proposed development at the site could potentially increase development related threats and pressures on these biodiversity assets. The proforma states that development should “*mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area*”. This would be likely to mitigate the potential impacts of the proposed development on biodiversity assets, and therefore a negligible impact would be anticipated.

### **SA Objective 5 – Landscape**

- C.4.2.6 The proposed development at Site AL17 could potentially alter the views experienced by local residents. The proforma states that development should “*be of a high quality design that is sympathetic to local character, reflects the local vernacular, is sensitive to the scale and heights of existing properties around the site and the sloping topography and considers the impact of long distance views*”. These measures would be likely to help mitigate the impact of the development on the landscape to some extent, however due to the size of the site a negligible impact would be expected.

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### **SA Objective 6 - Cultural Heritage**

- C.4.2.7 The proposed development at Site AL17 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.4.2.8 Site AL17 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.4.2.9 Site AL17 is proposed for residential development of approximately 131 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.4.2.10 Site AL17 is located within the target distance to an NHS hospital, GP surgery and public green space, and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A329 and is located outside the target distance of a leisure centre. The proforma states that development will "*ensure that the development is well-served by public bus ... such that the bus is an attractive alternative to the private car for local journeys, including local leisure facilities*". Although the proforma would be likely to improve the access of site end users to leisure facilities it does not seek to mitigate the impacts of air pollution from the A329. Therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.4.2.11 Site AL17 is located within the 600m target distance to local services. This would be expected to provide site end users with good access to local services and therefore, a minor positive impact would be anticipated.



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### **SA Objective 11 – Transport**

- C.4.2.12 Site AL17 is located within the target distance to bus stops providing hourly services, Ascot Railway Station and has access to both the PRow and road networks. The proforma for this site would be likely to provide enhancements to the local transport network, as it states that provisions will be made for pedestrian and cycle links and that the development will be well served by public bus routes. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.4.2.13 Site AL17 is located within the target distance to a primary school but is located outside the target distance to a secondary school. However, the site proforma states that development should “*make a financial contribution towards High Street public realm improvements and education provision*”. This would be likely to improve the access of site end users to educational facilities, and therefore a minor positive impact would be anticipated.

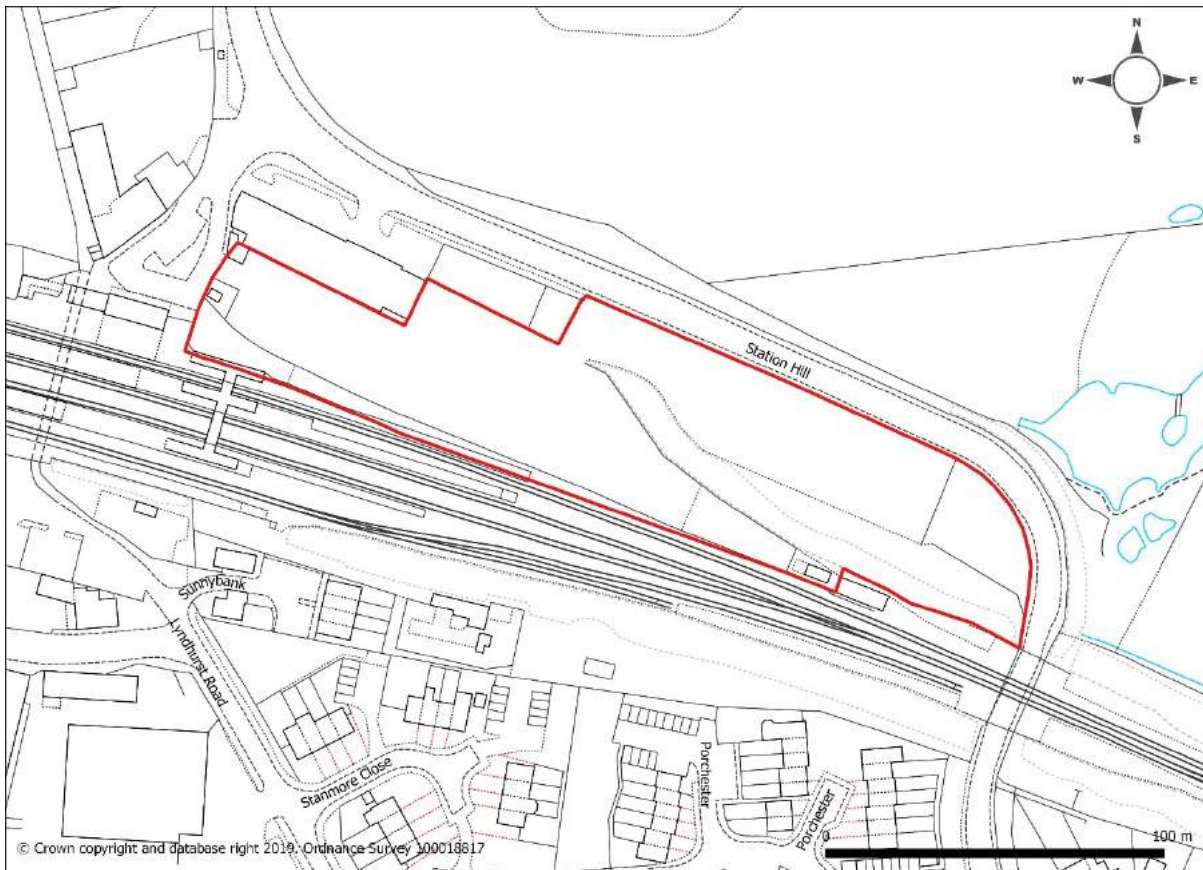
### **SA Objective 13 – Waste**

- C.4.2.14 Site AL17 is proposed for the development of 131 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 – Employment**

- C.4.2.15 Site AL17 is located within 5km of Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Site AL17 comprises previously developed industrial land and is proposed for the development of 131 dwellings. This could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

### C.4.3 AL18 – Ascot Station Car Park



#### ASCOT STATION CAR PARK

<b>Allocation</b>	➤ A mixed use scheme providing approximately 50 residential units, public car parking and ancillary retail/cycle hub (up to 280 sq.m.)
<b>Site Size</b>	➤ 1.14Ha

#### Site Specific Requirements

Development of the site will be required to:

- Be considered as part of a wider Ascot Strategic area to enable comprehensive development and effective place making;
- Provide at least some of the units as family housing and deliver 30% affordable housing
- Provide enhanced pedestrian and cycle access into and through the station from Station Hill and to South Ascot;
- Ensure that the development is well-served by public bus routes with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys and bus / rail interchange is supported;
- Provide an increase in the amount of public car parking currently available at the station by decking the existing upper level of the car park, with parking for cycles along with electric car charging points;
- Provide high quality green and blue infrastructure across the site;
- Retain mature trees where possible;
- Consist of a high quality, sensitive design which is sympathetic to local character, enhances the gateway into Ascot and considers the impact on long distance views;
- Provide improvements to the quality of the public realm at the entrance to the railway station
- Provide appropriate noise and vibration mitigation to ensure a high quality living environment for new residents; and
- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL18	0	+	-	0	+	-	+	+	-	+	++	+	0	+

### SA Objective 1 - Climate Change

C.4.3.1 Site AL18 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.4.3.2 Site AL18 is not located in areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.4.3.3 Site AL18 is located adjacent to the A330 and a railway line. The proposed development of 50 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma states that development should seek to “provide appropriate noise and vibration mitigation to ensure a high quality living environment for new residents” however, the proforma would not be expected to mitigate the impacts of air pollution. Therefore, a minor negative impact would be expected on air and noise pollution.

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## SA Objective 4 - Biodiversity and Geodiversity

- C.4.3.4 Site AL18 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for *“residential developments with a total net gain in residential units”*. Site AL17 is also located within approximately 4km of the Thames Basin Heaths SPA. The proposed development at this site could potentially increase development related threats and pressures on this European site. The proforma states that development should *“mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area”*. This would be likely to mitigate the potential impacts of the proposed development on biodiversity assets, and therefore a negligible impact would be anticipated.

## SA Objective 5 - Landscape

- C.4.3.5 The proposed development at Site AL18 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“provide high quality green and blue infrastructure across the site”*. Therefore, a minor positive impact would be anticipated.

## SA Objective 6 - Cultural Heritage

- C.4.3.6 Site AL18 is located in close proximity to the archaeological features ‘Ascot Station, Ascot, Berkshire’ and ‘Bracknell Station to Ascot Station, Berkshire’. The proforma for Site AL18 states that the site will *“consist of a high quality, sensitive design which is sympathetic to local character, enhances the gateway into Ascot and considers the impact on long distance views”*. Although the proforma would be likely to conserve the character of the local area, protection for the archaeological features is not outlined, and therefore development could potentially result in a minor negative impact on the setting of these local heritage assets.

## SA Objective 7 - Use of Resources

- C.4.3.7 Site AL18 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

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### **SA Objective 8 - Housing**

- C.4.3.8 Site AL18 is proposed for residential development of approximately 50 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

### **SA Objective 9 - Health**

- C.4.3.9 Site AL18 is located within the target distance to an NHS hospital, GP surgery and public green space, and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located adjacent to the A330 and is located outside the target distance to a leisure centre. The proforma does not make provisions for leisure facilities nor does it seek to mitigate the impacts of air pollution from the A330. Therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.4.3.10 Site AL18 is located within the 600m target distance to local services. This would be expected to provide site end users with good access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.4.3.11 Site AL18 is located within the target distance to bus stops providing hourly services, Ascot Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.4.3.12 Site AL18 is located within the target distance to a primary school but is located outside the target distance to a secondary school. However, the site proforma makes that development should "*ensure that the development is well-served by public bus routes with appropriate provision for new bus stop infrastructure*". This would be likely to improve the access of site end users to educational facilities, and therefore a minor positive impact would be anticipated.

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### **SA Objective 13 - Waste**

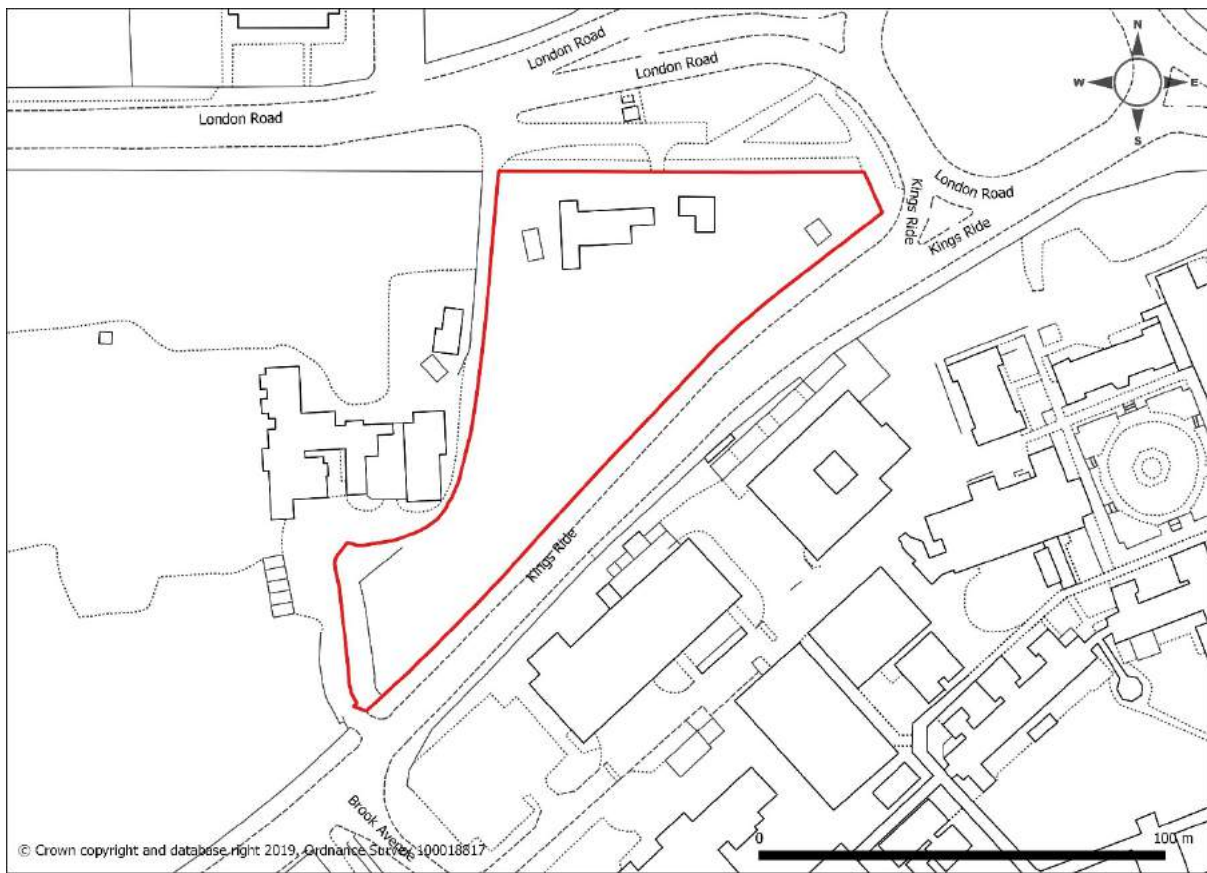
- C.4.3.13 Site AL18 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 - Employment**

- C.4.3.14 Site AL18 is located within Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Site AL18 comprises previously developed land including a car park and is proposed for mixed use development including 50 dwellings and retail. This could potentially result in a net gain of employment floorspace. Therefore, a minor positive impact would be anticipated.



## C.4.4 AL19 – Englemere Lodge, Ascot



### ENGLEMERE LODGE, ASCOT

<b>Allocation</b>	➤ Approximately 10 residential units
<b>Site Size</b>	➤ 0.65Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide pedestrian and cycle access into the site from the Heatherwood allocation;
- Provide enhanced access to and from the site into London Road and Kings Ride to the north and south respectively;
- Provide green and blue infrastructure across the site which includes retention of existing trees and provision of a strong soft boundary treatment to minimise the visibility of the site from the surrounding roads;
- Deliver a high quality design considerate of the character of the surrounding residential areas in terms of layout, height and massing;
- Have a design considerate of the long distance views in the area and the site's location as a gateway into Ascot;
- Provide appropriate mitigation to address any noise and air quality concerns from the surrounding roads so to protect residential amenity;
- Make 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;
- Be considerate of the proximity to the nearby SSSI – Englemere Pond; and
- Provide for family housing with gardens and 40% affordable housing.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL19	0	+	0	0	+	-	+	+	-	0	++	-	0	+

### SA Objective 1 - Climate Change

C.4.4.1 Site AL19 is proposed for the development of 10 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.4.4.2 Site AL19 is not located in areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.4.4.3 Site AL19 is located adjacent to the A332 and A329. The proposed development of 10 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma states that development should seek to “provide appropriate mitigation to address any noise and air quality concerns from the surrounding roads so to protect residential amenity” and therefore, a negligible impact would be expected on air and noise pollution.



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## SA Objective 4 - Biodiversity and Geodiversity

- C.4.4.4 Site AL19 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for “*residential developments with a total net gain in residential units*”. Site AL19 is also located approximately 3.7km north east of the Thames Basin Heaths SPA. The proposed development at this site could potentially increase development related threats and pressures on this European site. The proforma states that development should “*make 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*” and “*be considerate of the proximity to the nearby SSSI - Englemere Pond*”. This would be likely to mitigate the potential impacts of the proposed development on these biodiversity assets, and therefore a negligible impact would be anticipated.

## SA Objective 5 - Landscape

- C.4.4.5 The proposed development at Site AL19 would be unlikely to impact the landscape as this site is partially previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to “*have a design considerate of the long distance views in the area and the site’s location as a gateway into Ascot*” and therefore, a minor positive impact would be anticipated.

## SA Objective 6 - Cultural Heritage

- C.4.4.6 Site AL19 is located in close proximity to the Grade II Listed Building ‘Church of All Saints’, ‘Bell barrow on Bowledge Hill’ SM and the archaeological feature ‘Bell Barrow at Heatherwood Hospital’. The proforma for Site AL19 states that the site will “*deliver a high quality design considerate of the character of the surrounding residential areas in terms of layout, height and massing*”. Although the proforma would be likely to conserve the character of the local area, protection for the archaeological features and Listed Buildings is not outlined. Therefore, the proposed development could potentially result in a minor negative impact on the local heritage assets.

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### **SA Objective 7 - Use of Resources**

- C.4.4.7 Site AL19 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.4.4.8 Site AL19 is proposed for residential development of approximately 10 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

### **SA Objective 9 - Health**

- C.4.4.9 Site AL19 is located within the target distance to an NHS hospital, GP surgery and public green space, and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located adjacent to the A332 and A329 and is located outside the target distance of a leisure centre. The proforma seeks to *"provide appropriate mitigation to address any noise and air quality concerns from the surrounding roads so to protect residential amenity"*. This would be likely to mitigate the impacts of air pollution however the proforma does not make provisions for leisure facilities and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.4.4.10 Site AL19 is located over 600m from local services. However, the proforma for this site seeks to *"provide pedestrian and cycle access into the site from the Heatherwood allocation"* and *"provide enhanced access to and from the site into London Road and Kings Ride to the north and south respectively"*. This would be likely to improve site end users' access to local services, and therefore a negligible impact would be expected.

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### **SA Objective 11 - Transport**

- C.4.4.11 Site AL19 is located within the target distance to bus stops providing hourly services, Ascot Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.4.4.12 Site AL19 is located outside the target distance to a primary or secondary school. The proforma for this site makes provisions for improved access routes however it does not seek to provide education facilities or improved access to existing schools. Therefore, a minor negative impact would be expected on site end users' access to education facilities.

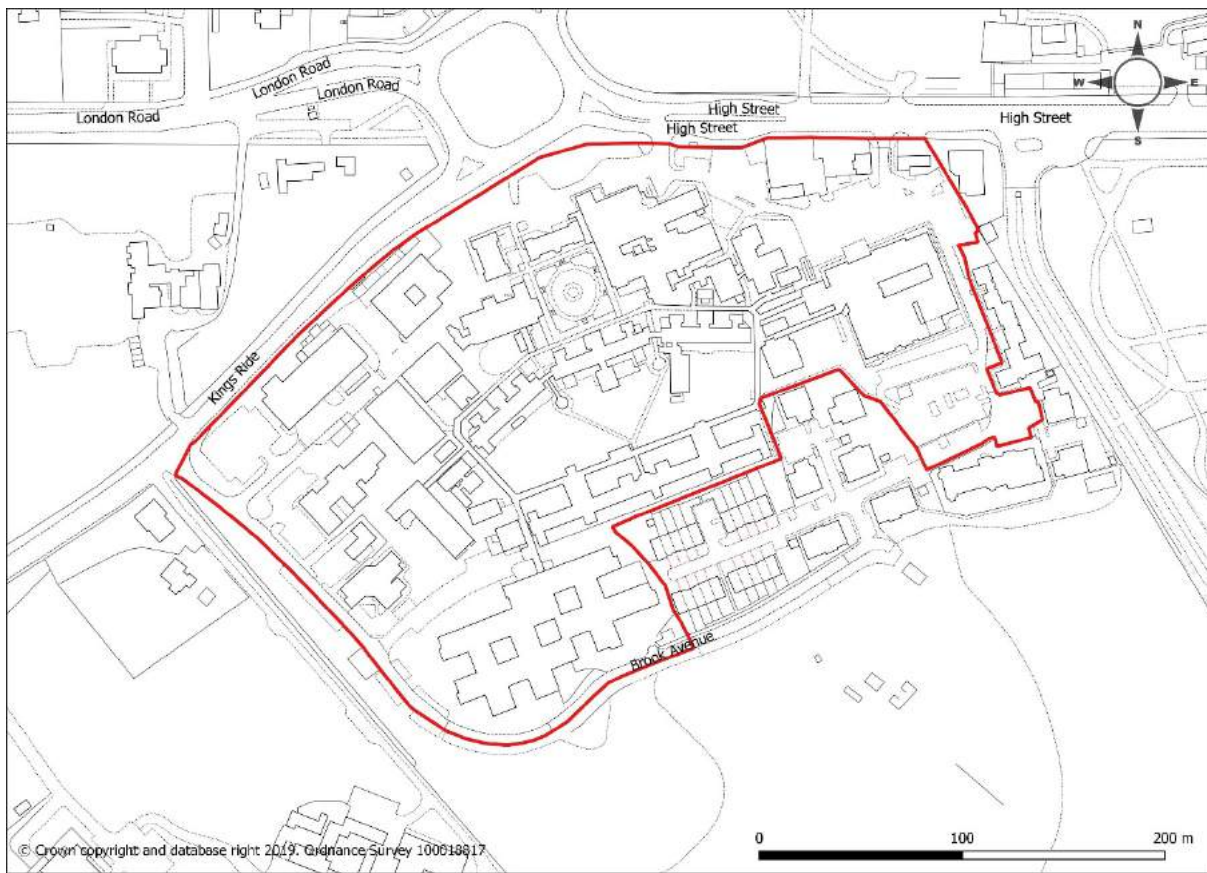
### **SA Objective 13 - Waste**

- C.4.4.13 Site AL19 is proposed for the development of approximately 10 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 - Employment**

- C.4.4.14 Site AL19 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.

## C.4.5 AL20 - Heatherwood Hospital, Ascot



### HEATHERWOOD HOSPITAL, ASCOT

<b>Allocation</b>	➤ A mixed use development including approximately 250 residential units, retained health uses and ancillary offices.
<b>Site Size</b>	➤ 6.95Ha

#### Site Specific Requirements

Development of the site will be required to:

- Retain hospital facilities and GP practice;
- Retain ancillary offices (3,800 sq.m.);
- Provide in perpetuity a bespoke SANG on adjacent land to south of the site 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;
- Provide green and blue infrastructure, including on-site public open space and children's play areas in accordance with standards;
- Provide structural planting/trees to the High Street frontage in order to respect the adjoining residential properties' amenity;
- Provide pedestrian and cycle access into and through the site including from Ascot Railway Station;
- New footpath/cycle route between Prince Albert Drive and Ascot High Street around the hospital;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to leisure and educational facilities;
- Provide sufficient car and cycle parking for residential and non-residential uses;

- Provide Highways improvements, including to High Street/London Road (Heatherwood) roundabout;
- Provide a landscape buffer to the woodland to the south of the site;
- Be designed in a high quality manner, reflecting the gateway location of site;
- Conserve biodiversity of the area;
- Provide at least 30% affordable housing, including key worker housing;
- Enhance the setting of the Scheduled Ancient Monument by a landscape buffer;
- Ensure vehicular access utilises the existing junctions on Kings Road and High Street;
- Provide an appropriate solution for addressing the possible contamination of the site;
- Provide appropriate mitigation measures to address the impacts of noise from Kings Ride and High Street so to protect residential amenity;
- Local upgrades to drainage infrastructure; and
- As the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL20	-	+	--	-	+	-	0	++	-	0	++	0	-	+

### SA Objective 1 - Climate Change

C.4.5.1 Site AL20 is proposed for the development of 250 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green and blue infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.4.5.2 Site AL20 is not located in areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.4.5.3 Site AL20 is located within 200m of the A329. The proposed development of 250 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to address the impacts from noise however it does not seek to mitigate the impacts of air pollution. Therefore, a major negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.4.5.4 Site AL20 is located within approximately 3.7km north east of the Thames Bain Heaths SPA. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma states that development should *“provide in perpetuity a bespoke SANG on adjacent land to south of the site 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”*. This would be likely to mitigate the potential impacts of the proposed development on this European site.
- C.4.5.5 Site AL20 is also located in close proximity to ‘Englemere Pond’ LNR and SSSI, within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for *“residential developments with a total net gain in residential units”*. The proforma states that development of the site will be required to *“conserve biodiversity of the area”*. However, the mitigation does not refer to the protection of these biodiversity assets, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.4.5.6 The proposed development at Site AL20 would be unlikely to impact the landscape as this site is previously developed. The proforma seeks to provide enhancements to the landscape through structural planting and trees along the high street. Therefore, a minor positive impact would be anticipated.

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### **SA Objective 6 - Cultural Heritage**

- C.4.5.7 Site AL20 coincides with 'Bell barrow on Bowledge Hill' SM and three archaeological features; 'Bell Barrow at Heatherwood Hospital, Ascot, Berkshire', 'Barrow Cemetery at Bowledge Hill, Sunninghill, Berkshire' and 'Soilder's Pillar, Sunninghill, Berkshire'. The site is also located within close proximity to the Grade II Listed Building 'Ascot War Memorial'. The proposed development at this site could potentially impact the setting of these heritage assets. The proforma does not seek to mitigate the potential impact of development on these heritage assets, and therefore a minor negative impact would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.4.5.8 Site AL20 coincides with previously developed urban land, and therefore the proposed development would result in an efficient use of land. However, the site is located within a Mineral Safeguarding Area. The proforma states "*as the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken*". Therefore, a negligible impact would be expected on the use of resources.

### **SA Objective 8 - Housing**

- C.4.5.9 Site AL20 is proposed for mixed use development of approximately 250 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.4.5.10 Site AL20 is located within the target distance to an NHS hospital, GP surgery and public green space, and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A329 and is located outside the target distance of a leisure centre. The proforma states that development will "*ensure that the development is well-served by public bus routes ... such that the bus is an attractive alternative to the private car for local journeys, including local leisure and educational facilities*". Although the proforma would be likely to improve the access of site end users to leisure facilities it does not seek to mitigate the impacts of air pollution from the A329. Therefore, a minor negative impact would be expected on human health.



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### **SA Objective 10 – Community**

- C.4.5.11 Site AL20 is located over 600m from local services. However, the proforma for this site seeks to improve transport links including footpaths and bus services to the site. This would be expected to improve the access of site end users' access to local services and therefore a negligible impact would be anticipated.

### **SA Objective 11 – Transport**

- C.4.5.12 Site AL20 is located within the target distance to bus stops providing hourly services, Ascot Railway Station and has access to both the PRow and road networks. The proforma for this site would be likely to provide enhancements to the local transport network, as it states that provisions will be made for pedestrian and cycle links and that the development will be well served by public bus routes. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.4.5.13 Site AL20 is located outside the target distance to primary and secondary schools. However, the proforma states that development will “*ensure that the development is well-served by public bus routes ... such that the bus is an attractive alternative to the private car for local journeys, including local leisure and educational facilities*”. This would be likely to improve the access of site end users to educational facilities, and therefore a negligible impact would be anticipated.

### **SA Objective 13 – Waste**

- C.4.5.14 Site AL20 is proposed for the development of 250 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.



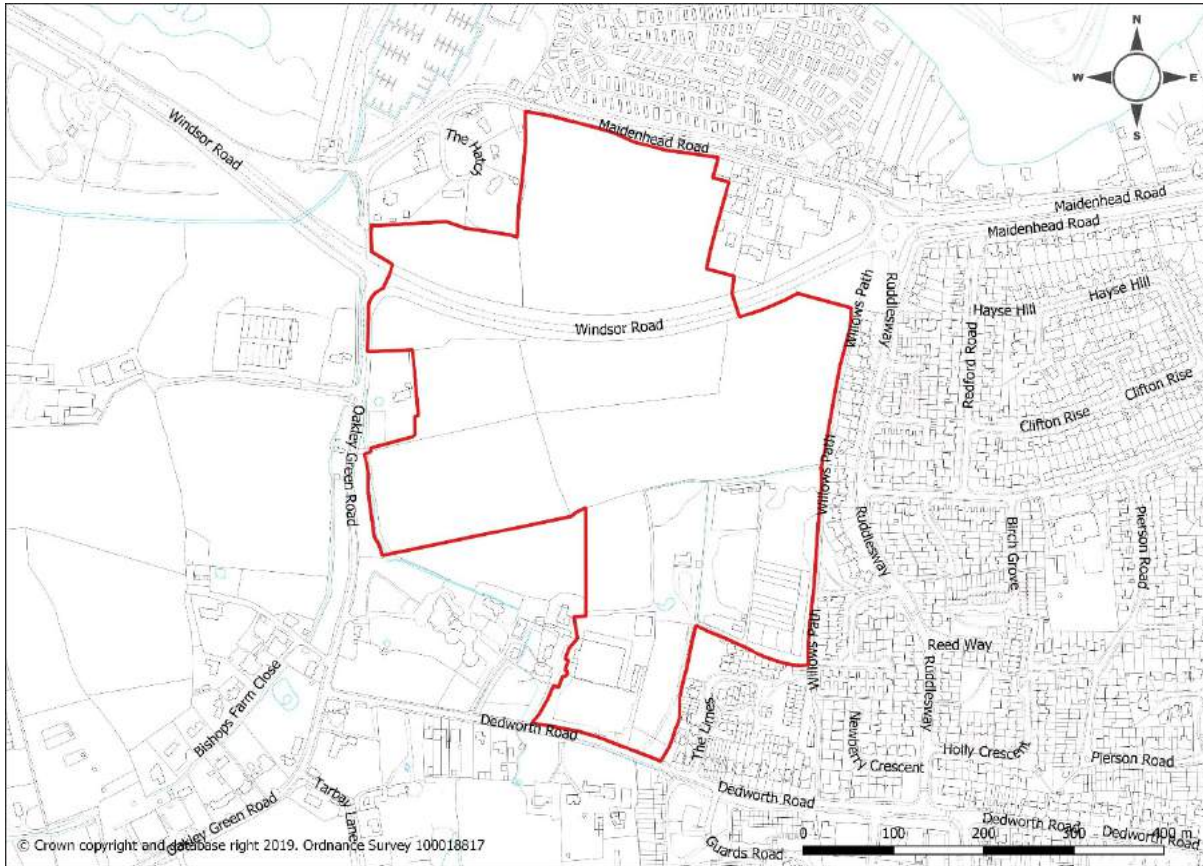
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## **SA Objective 14 - Employment**

- C.4.5.15 Site AL20 is located within 5km of Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Site AL20 is located on developed employment land and is proposed for mixed use development including 250 dwellings, retained health uses and ancillary offices. This could potentially result in a net gain of employment floorspace. Therefore, a minor positive impact would be anticipated.

# C.5 West of Windsor

## C.5.1 AL21 - Land west of Windsor, north and south of the A308, Windsor



### LAND WEST OF WINDSOR, NORTH AND SOUTH OF THE A308, WINDSOR

<b>Allocation</b>	<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>
<b>Site Size</b>	➤ 22.76Ha

#### Site Specific Requirements

Development of the site will be required to:

- Retain the hidden nature of the site in the landscape through retention and reinforcement of existing tree belts and hedgerows along roads (especially the A308 Windsor Road) and by retaining low building heights that are reflective of local contextural heights;
- Be highly connected with surrounding streets and public transport corridors to ensure that the development integrates into the Windsor urban area;
- Provide a highly permeable layout within the site focused on the strategic public open space;
- Provide pedestrian and cycle links through the site and into surrounding streets and rights of way to improve connectivity;
- Enhance existing pedestrian and cycle links towards Maidenhead and Windsor;
- Protect, enhance and increase public rights of way across the site;

- Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to local railway stations;
- Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents;
- Provide a strong green and blue infrastructure network across both elements of the site that uses existing trees, water courses and landscaping elements as its base framework. The Green infrastructure network will need to support enhanced biodiversity, recreation, food production and leisure functions;
- Ensure the strategic public open space is of very high design quality and is located in the southern parcel of the site with the community hub and educational facilities located near to or fronting the space;
- Retain valuable trees where possible, particularly at site boundaries;
- Be of very high quality design and take design cues from the existing character of a series of fields enclosed by trees and hedgerows;
- Provide a series of character areas across the site, each focussed on an element of the green blue infrastructure network;
- Provide family housing with gardens, clusters of self-build plots and 40% affordable housing
- Ensure appropriate edge treatment and transition to the countryside;
- Conserve the best and most versatile soils on the site as far as possible and ensure that food production can continue through the provision of allotments or community gardens/orchards;
- Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity; and
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL21	-	-	-	-	-	-	-	++	-	+	+	+	-	+

### SA Objective 1 - Climate Change

C.5.1.1 Site AL21 is proposed for the development of 450 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green and blue infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.5.1.2 Site AL21 coincides with areas identified as being at low, medium and high risk of surface water flooding. The proforma for this site does not seek to mitigate the impacts of surface water flooding, and therefore a major negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.5.1.3 Site AL21 coincides with the A308. The proposed development of 450 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to address the impacts from noise however, it does not seek to mitigate the impacts of air pollution. Therefore, a major negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.5.1.4 Site AL21 is located in close proximity to ‘Sutherland Grange’ LNR and is located approximately 1.2km north of the Windsor Forest and Great Park SAC. The proposed development at the site could potentially increase development related threats and pressures to these biodiversity assets. The proforma for this site does not seek to mitigate these impacts, and therefore, a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.5.1.5 The proposed development at Site AL21 could potentially alter the views experienced by local residents and users of the PRow network. The proforma states that development should seek to retain the hidden nature of the site in the landscape through the retention of trees and hedgerows. This would be likely to help mitigate the potential impact of the proposed development on views.
- C.5.1.6 Site AL21 is located within the Landscape Character Type ‘Settled Farmed Sands and Clays’, in the landscape area ‘Fifield and Oakley Green’. A key characteristic of this landscape type is broad flat open landscape. This site contains a large amount of previously undeveloped land and is proposed for mixed use development. The proposed development at this site would be likely to be discordant with the key characteristics and result in urban sprawl into the surrounding countryside. Therefore, a minor negative impact would be expected.

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## SA Objective 6 - Cultural Heritage

- C.5.1.7 Site AL21 is located in close proximity to the Grade II\* Listed Building 'The Old Farmhouse' and the Grade II Listed Buildings; 'The White House', 'The Old Malt House' and 'Granary, approximately 10 metres east of the White House'. This site is also located adjacent to the archaeological feature 'Ridge and furrow - EBAS AP42, near Oakley Green, Bray, Berkshire'. The proposed development at this site could potentially alter the setting of these heritage assets. The proforma does not seek to mitigate these impacts, and therefore a minor negative impact would be anticipated on cultural heritage.

## SA Objective 7 - Use of Resources

- C.5.1.8 Site AL21 coincides with ALC Grade 3 land of which the majority is previously undeveloped. The proforma states that development should *"conserve the best and most versatile soils on the site as far as possible and ensure that food production can continue through the provision of allotments or community gardens/orchards"*. Although this would help to protect BMV land to some extent, the proposed development at this site would be likely to result in a net loss of the soil resource and as a result a minor negative impact would be expected.

## SA Objective 8 - Housing

- C.5.1.9 Site AL21 is proposed for residential development of 450 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

## SA Objective 9 - Health

- C.5.1.10 Site AL21 is located within the target distance to an NHS hospital and public green space and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A329 and is located outside the target distance of a GP surgery and leisure centre. The proforma states that safe pedestrian and cycle links will be provided, and development will be well served by public bus routes. Although this would be likely to increase site end users' access to local facilities, the proforma does not seek to mitigate the impacts of air pollution from the A329. Therefore, a minor negative impact would be expected on human health.

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### **SA Objective 10 – Community**

- C.5.1.11 Site AL21 is located over 600m from local services. The proforma states that provisions will be made for connectivity to Maidenhead and Windsor through improved transport links. This would be expected to help improve site end users' access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 – Transport**

- C.5.1.12 Site AL21 is located within the target distance to bus stops providing hourly services and has access to both the PRoW and road networks. However, the site is located outside the target distance to a railway Station. The proforma for this site seeks to provide enhancements to the local transport network. This would be likely to improve access to railway stations, and therefore a minor positive impact would be anticipated on transport.

### **SA Objective 12 – Education**

- C.5.1.13 Site AL21 is located within the target distance to a primary school, however the site is located outside the target distance to a secondary school. The site is proposed for educational facilities and the proforma seeks to make improvements to the transport network. This would be likely to improve site end users' access to educational facilities and therefore a minor positive impact would be expected.

### **SA Objective 13 – Waste**

- C.5.1.14 Site AL21 is proposed for the development of 450 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

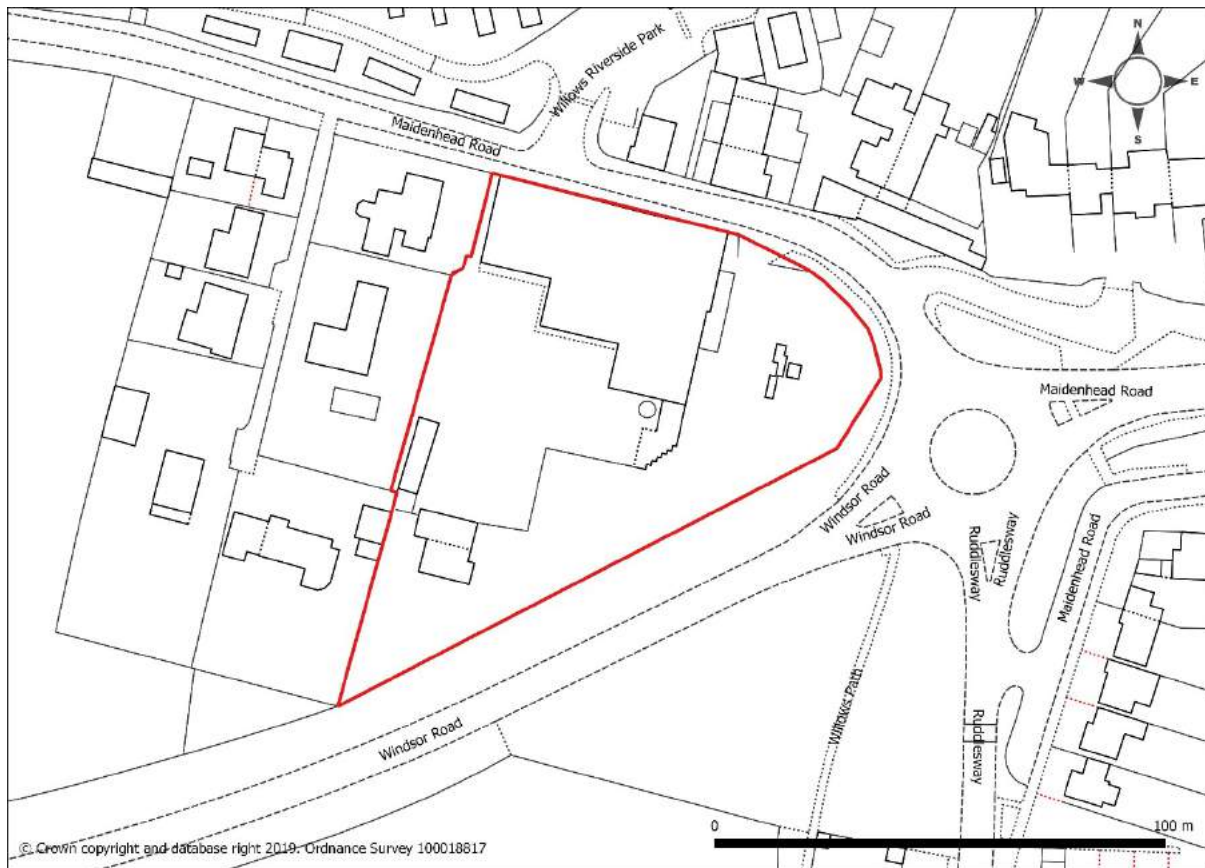
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## **SA Objective 14 - Employment**

- C.5.1.15 Site AL21 is located within 5km of Windsor, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Site AL21 is located on partially developed employment land and is proposed for mixed use development including 450 dwellings, community hub and educational facilities. This could potentially result in a net gain of employment floorspace. Therefore, a minor positive impact would be anticipated.



## C.5.2 AL22 - Squires Garden Centre Maidenhead Road Windsor



### SQUIRES GARDEN CENTRE, MAIDENHEAD ROAD, WINDSOR

<b>Allocation</b>	➤ Approximately 39 residential units
<b>Site Size</b>	➤ 0.74Ha

#### Site Specific Requirements

Development of the site will be required to:

- Be considered as part of a wider area to enable comprehensive development and effective placemaking for the Windsor growth location;
- Enhance existing pedestrian and cycle links towards Maidenhead and Windsor;
- Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries, leisure facilities, educational facilities and railway stations;
- Safeguard trees adjoining the site;
- Be designed to be of a high quality which supports and enhances local character;
- Front onto the A308;
- Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity; and
- Ensure that the sewer systems including treatment works are sufficiently reinforced prior to the occupation and use of the housing.



Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL22	0	-	-	-	+	0	+	+	-	+	+	0	0	-

### SA Objective 1 - Climate Change

C.5.2.1 Site AL22 is proposed for the development of approximately 39 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.5.2.2 Site AL22 coincides with areas identified as being at low and medium risk of surface water flooding. The proforma for this site does not seek to mitigate the impacts of surface water flooding, and therefore a minor negative impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.5.2.3 Site AL22 is located adjacent to the A308. The proposed development of approximately 39 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to address the impacts from noise however, it does not seek to mitigate the impacts of air pollution. Therefore, a minor negative impact would be expected on air pollution.

### SA Objective 4 - Biodiversity and Geodiversity

C.5.2.4 Site AL22 is located in close proximity to 'Sutherland Grange' LNR and is located approximately 1.7km north of the Windsor Forest and Great Park SAC. The proposed development at this site could potentially increase development related threats and pressures to these biodiversity assets. The proforma for this site does not seek to mitigate the potential impacts, and therefore, a minor negative impact would be expected.

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### **SA Objective 5 - Landscape**

- C.5.2.5 The proposed development at Site AL22 would be unlikely to impact the landscape as this site is previously developed. The proforma seeks to provide enhancements to the landscape through high quality design to support and enhance the local character and therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.5.2.6 The proposed development at Site AL22 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.5.2.7 Site AL22 comprises previously developed land. The proposed development at this site would be an efficient use of land and help prevent the loss of ecologically and agriculturally valuable soils. Therefore, a minor positive impact would be expected on the use of resources.

### **SA Objective 8 - Housing**

- C.5.2.8 Site AL22 is proposed for residential development of approximately 39 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

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### **SA Objective 9 - Health**

- C.5.2.9 Site AL22 is located within the target distance to an NHS hospital and public green space and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A329 and is located outside the target distance of a GP surgery and leisure centre. The proforma states that development should “*ensure that the development is well served by public bus routes ... with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries, leisure facilities, educational facilities and railway stations*”. Although this would be likely to increase site end users’ access to healthcare facilities, the proforma does not seek to mitigate the impacts of air pollution from the A329. Therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.5.2.10 Site AL22 is located over 600m from local services. The proforma states that provisions will be made for connectivity to Maidenhead and Windsor through improved transport links. This would be expected to help improve site end users’ access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.5.2.11 Site AL22 is located within the target distance to bus stops providing hourly services and has access to both the PRoW and road networks. However, the site is located outside the target distance to a railway station. The proforma for this site seeks to provide enhancements to the local transport network. This would be likely to improve site end users’ access to railway stations and therefore a minor positive impact would be anticipated on transport.

### **SA Objective 12 - Education**

- C.5.2.12 Site AL22 is located within the target distance to a primary school however the site is located outside the target distance to a secondary school. The proforma seeks to make improvements to the transport network. This would be likely to improve site end users’ access to educational facilities and therefore a negligible impact would be expected.

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### **SA Objective 13 - Waste**

- C.5.2.13 Site AL22 is proposed for the development of approximately 39 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 - Employment**

- C.5.2.14 Site AL22 is located within 5km of Windsor, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Site AL22 is located on employment land and is proposed for residential use. This could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

# C.6 Other Maidenhead Sites

## C.6.1 AL23 - St. Marks Hospital, Maidenhead



### ST MARKS HOSPITAL, MAIDENHEAD

<b>Allocation</b>	➤ Approximately 54 residential units
<b>Site Size</b>	➤ 1.55Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide family housing with gardens, self-build plots and 30% Affordable Housing;
- Provide green and blue infrastructure on the site to support health and well-being as well as biodiversity;
- Provide pedestrian and cycle links through the site to improve connectivity;
- Integrate successfully, and in a high quality way with the remaining hospital uses on the adjoining site;
- Enhance vehicular access at St Marks Road and Courthouse Road;
- Be designed sensitively to consider the privacy and amenity of neighbouring residential properties;
- Be designed sensitively to conserve and enhance the setting of the Hospital's listed buildings;
- Provide active and attractive frontages to Courthouse Road and St Marks Road;
- Provide an appropriate solution for addressing the possible contamination of the site;
- Provide appropriate mitigation measures to address the impact of air quality so as to protect residential amenity;
- Provide mitigation measures for surface water flooding;
- Retain valuable trees where possible, particularly at site boundaries; and

- Provide appropriate edge treatment, especially adjacent to the cemetery.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL23	0	-	+	-	+	0	-	+	++	+	+	++	0	-

### SA Objective 1 - Climate Change

C.6.1.1 Site AL23 is proposed for the development of approximately 54 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.6.1.2 Site AL23 coincides with areas identified as being at low and medium risk of surface water flooding and coincides with a groundwater SPZ (Zone II). The proforma states that development should mitigate surface water flooding. However, the proforma does not seek to mitigate impacts on groundwater, and therefore a minor negative impact would be anticipated on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.6.1.3 Site AL23 is proposed for the development of approximately 54 dwellings and therefore would be expected to result in a reduction in local air quality, to some extent. However, the proforma seeks to “*provide appropriate mitigation measures to address the impact of air quality so as to protect residential amenity*”. Therefore, a minor positive impact would be anticipated.

### SA Objective 4 - Biodiversity and Geodiversity

C.6.1.4 Site AL23 is located approximately 3km south east of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would be unlikely to mitigate these impacts, and therefore a minor negative impact would be expected.

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### **SA Objective 5 - Landscape**

- C.6.1.5 The proposed development at Site AL23 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape through the provision of green infrastructure and therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.6.1.6 Site AL23 coincides with four Grade II Listed Buildings; 'Main Building at St Mark's Hospital', 'St Mark's Chapel 12 metres north east of main building, St Mark's Hospital', Lodge House 14 metres south east of main building, St Mark's Hospital' and 'Pavilion 40 metres south east of main building, St Mark's Hospital'. The proposed development could potentially alter the setting of these heritage assets. However, the proforma seeks for the development to "*be designed sensitively to conserve and enhance the setting of the Hospital's listed buildings*". This would be expected to mitigate the impacts of development on the setting of these heritage assets and as a result a negligible impact would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.6.1.7 The majority of Site AL23 is located on previously developed land, however the north of the site is located on previously undeveloped land. Therefore, this could potentially result in a loss of ecologically valuable land and as such, a minor negative impact would be expected.

### **SA Objective 8 - Housing**

- C.6.1.8 Site AL23 is proposed for residential development of 54 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

### **SA Objective 9 - Health**

- C.6.1.9 Site AL23 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. The site is also located over 200m from an AQMA and main road. These factors would be likely to have a major positive impact on the health and wellbeing of site end users.



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### **SA Objective 10 – Community**

- C.6.1.10 Site AL23 is located within the 600m target distance to local services and therefore a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 – Transport**

- C.6.1.11 Site AL23 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to the road network. However, the site does not have access to the PRow network. The proforma for this site aims to provide pedestrian and cycle links through the site to improve connectivity. This would be likely to improve pedestrian routes and therefore, a minor positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.6.1.12 Site AL23 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

### **SA Objective 13 – Waste**

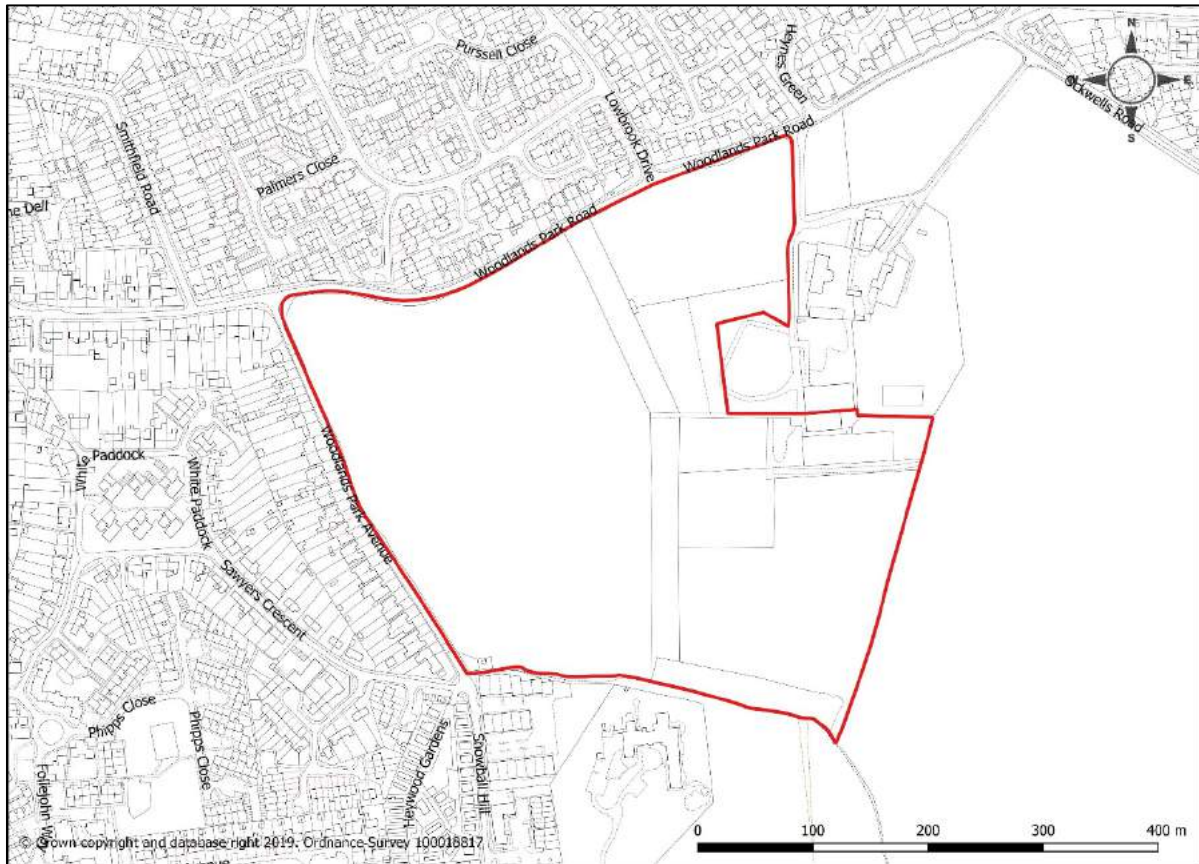
- C.6.1.13 Site AL23 is proposed for the development of approximately 54 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 – Employment**

- C.6.1.14 Site AL23 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, a large proportion of this site coincides with employment space associated with St Mark's Hospital and this site is proposed for residential use. This could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.



## C.6.2 AL24 - Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead



### 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</li> <li>➤ Strategic public open space</li> <li>➤ Sports pitches</li> </ul>
<b>Site Size</b>	➤ 16.69Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide a mix of residential, strategic public open space and sporting hub for western Maidenhead;
- Retain the existing central tree belt in the centre of the site running north to south;
- Provide all housing to the west of the existing central tree belt order to create a defensible boundary to the urban edge;
- Development on the eastern side of the central tree belt to be limited to the provision of facilities associated with delivery of the strategic open space and sports pitches;
- Provide strong pedestrian and cycle connectivity throughout the housing area and into and through the strategic public open spaces on the eastern side of the central tree belt. Provide strong linkages into surrounding urban and countryside areas including connections to the Public Rights of Way network;
- Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including local railway stations;

- Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents;
- Create a strong green infrastructure framework across the whole site to deliver biodiversity, health and wellbeing benefits and recreation and leisure opportunities. The central tree belt and the public open spaces to the east will form the focus for the Green Infrastructure network on the site;
- Retain valuable trees at site boundaries and enhance biodiversity across the site by placing sports pitches in a woodland setting;
- Provide appropriate edge treatment and transition from the strategic public open spaces to the countryside;
- Minimise the visual impacts of any recreational, sporting or leisure built form on the eastern side of the central tree belt, including sports pitch lighting;
- Provide allotments and/or community gardens/orchards to conserve the best and most versatile soils on the site and ensure that on-site food production can continue;
- Provide family housing with gardens, self-build plots and 40% affordable housing;
- Designed sensitively to conserve and enhance the setting of nearby listed building;
- Development to front onto both Woodlands Park Road and Woodlands Park Avenue;
- Address ground water and surface water flooding issues; and
- As the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL24	-	-	-	-	-	0	-	++	++	+	+	++	-	+

### SA Objective 1 - Climate Change

C.6.2.1 Site AL24 is proposed for the development of 300 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.6.2.2 Site AL24 coincides with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone III). The proforma states that development should mitigate groundwater and surface water flooding. However, this would not be expected to fully mitigate these impacts, and therefore a minor negative impact would be anticipated on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.6.2.3 Site AL24 is proposed for the development of approximately 300 dwellings and therefore would be expected to result in a reduction in local air quality, to some extent. The proforma does not seek to mitigate the impacts of the development on air quality and therefore a major negative impact would be expected.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.6.2.4 Site AL24 is located in close proximity to ‘Great Thrift Wood’ SSSI and ancient woodland and is also located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for “*residential developments of 100 units or more*”. The proforma states that development of this site will be required to enhance biodiversity across the site. However, the mitigation is unclear and does not offer protection for ‘Great Thrift Wood’ SSSI.

- C.6.2.5 Site AL24 is also located approximately 5km south of Chilterns Beechwoods SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.6.2.6 The proposed development at Site AL24 could potentially alter the views experienced by local residents and users of the PRoW network. However, the proforma states that development should seek to retain the existing tree belt, which would be likely to help mitigate the impact of the proposed development on views.
- C.6.2.7 Site AL24 is located within the Landscape Character Type ‘Settled Farmed Sands and Clays’, in the landscape area ‘Ockwells’. A key characteristic of this landscape type is “*mixed farmland with small-medium sized arable fields*”. This site comprises greenfield land with agricultural use and as such, the proposed development could potentially be discordant with the key characteristics of this landscape type. Therefore, the proposed development at this site would be likely to result in a minor negative impact on landscape.

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### **SA Objective 6 - Cultural Heritage**

- C.6.2.8 Site AL24 is located in close proximity to three Grade II Listed Buildings; 'Lillibrooke manor', 'Barn and horse engine threshing house, at Lillibrooke Manor' and 'Garden wall at Lillibrooke Manor'. The proposed development could potentially alter the setting of these heritage assets. However, the proforma seeks for the development to *"be designed sensitively to conserve and enhance the setting of nearby listed building"*. This would help to mitigate the impacts of development on the setting of these heritage assets, and as a result a negligible impact would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.6.2.9 Site AL24 comprises previously undeveloped land and coincides with BMV Grade 2 land. The site is also located within a Mineral Safeguarding Area. The proforma states *"as the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken"* and development should *"provide allotments and/or community gardens/orchards to conserve the best and most versatile soils on the site and ensure that on-site food production can continue"*. Although the proforma would help to conserve minerals and BMV land, the proposed development at this site would be likely to result in a net loss of the soil resource. Therefore, a minor negative impact would be expected on the use of resources.

### **SA Objective 8 - Housing**

- C.6.2.10 Site AL24 is proposed for residential development of 300 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.6.2.11 Site AL24 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space. The site is also located over 200m from an AQMA and main road. These factors would be likely to have a major positive impact on the health and wellbeing of site end users.

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### **SA Objective 10 – Community**

- C.6.2.12 Site AL24 is located over 600m from local services. The proforma states that provisions will be made for improved transport links. This would be expected to help improve site end users' access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 – Transport**

- C.6.2.13 Site AL24 is located within the target distance to bus stops providing hourly services and has access to the PRow and road networks. However, the site is located outside the target distance to a railway station. The proforma for this site aims to provide transport links through the site to improve connectivity. Therefore, a minor positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.6.2.14 Site AL24 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

### **SA Objective 13 – Waste**

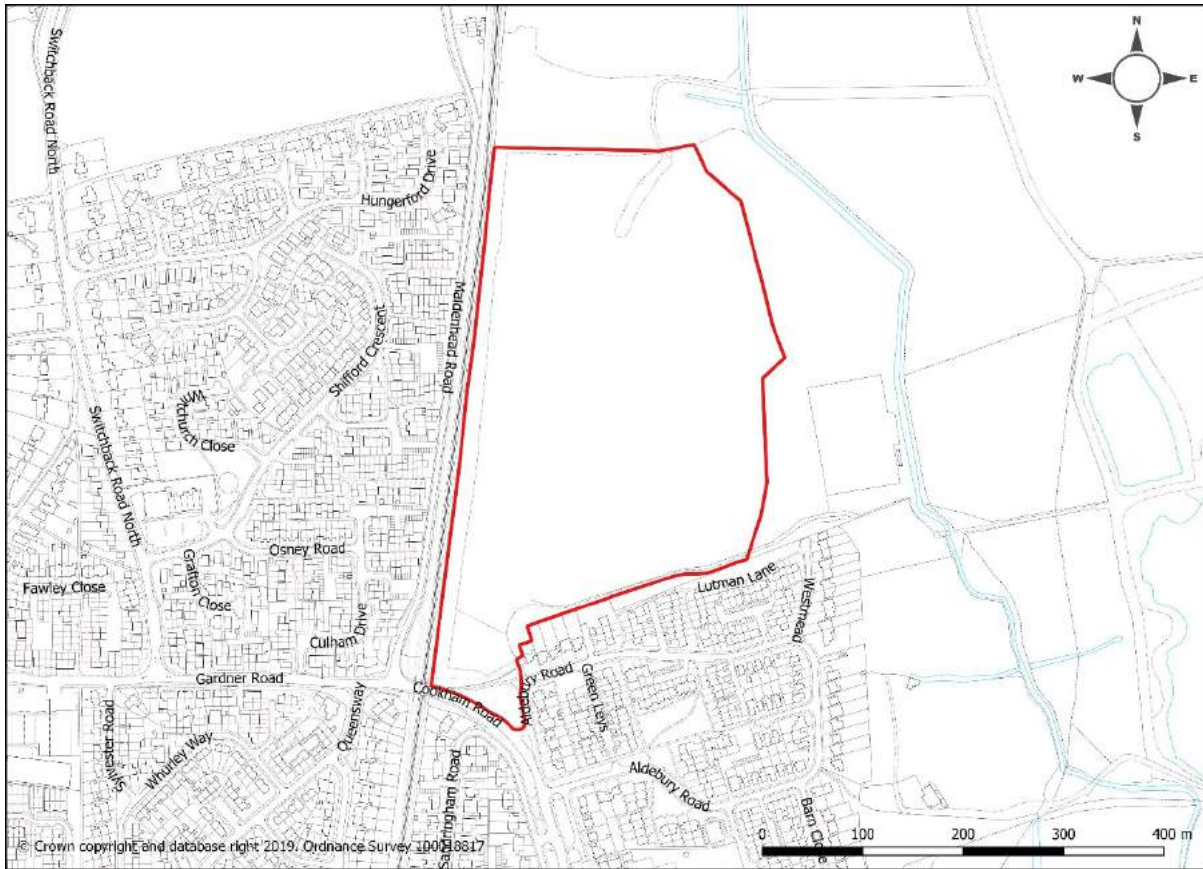
- C.6.2.15 Site AL24 is proposed for the development of 300 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 – Employment**

- C.6.2.16 Site AL24 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected.



### C.6.3 AL25 – Land known as Spencer’s Farm, North of Lutman Lane, Maidenhead



#### LAND KNOWN AS SPENCER'S FARM, NORTH OF LUTMAN LANE, MAIDENHEAD

<b>Allocation</b>	<ul style="list-style-type: none"> <li>➤ Approximately 330 residential units</li> <li>➤ Educational facilities</li> </ul>
<b>Site Size</b>	➤ 13.51Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide a mix of residential, education uses integrating with the adjoining green infrastructure allocation site (AL28);
- Provide a primary school with up to three forms of entry;
- Provide an appropriate edge treatment and transition to the countryside;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries;
- Develop and implement robust residential and school travel plans to manage travel to and from the site and reduce instances of single-occupancy car trips;
- Provide a network of high quality pedestrian and cycle routes across the site which link into surrounding areas and routes including improving the connectivity to the Public Rights of Way network and the adjoining green infrastructure site (AL28);
- Provide a generous network of green and blue infrastructure across the site, (including on-site public open space) that connects to surrounding GI networks and pedestrian and cycle access points;
- Conserve and enhance local biodiversity;
- Identify and adequately mitigate any historic waste material deposited on the site;

- Provide appropriate mitigation measures to address the impacts of noise from the railway line in order to protect residential amenity;
- Provide at least 40% affordable housing and a 5% mix of custom build opportunities and clustered self-build dwelling plots (fully serviced);
- Be designed sensitively to consider the impact of long distance views and be sensitive to the scale and heights of existing properties around the site, and the sloping topography;
- Retain high/medium quality trees and planting of replacement trees;
- Provision of strategic waste water drainage infrastructure; and
- Provide suitable, attractive and safe vehicular access to the site from Cookham Road. Existing trees should be retained and help frame the entrance to the site.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL25	-	--	--	-	-	-	-	++	+	+	++	++	-	+

### SA Objective 1 - Climate Change

C.6.3.1 Site AL25 is proposed for the development of 300 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.6.3.2 Site AL25 partially coincides with Flood Zone 2. This site also coincides with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone III). The proforma does not seek to locate site end users away from fluvial flood risk or mitigate surface water flooding. Therefore, a major negative impact on water and flooding would be anticipated.

### SA Objective 3 - Air and Noise Pollution

C.6.3.3 Site AL25 is located within 200m of a railway line. The site is proposed for the development of approximately 330 dwellings, which would be expected to reduce local air quality, to some extent. The proforma for this site aims to address the impacts from noise however, it does not seek to mitigate the impacts of air pollution. Therefore, a major negative impact would be expected on air pollution.

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## SA Objective 4 - Biodiversity and Geodiversity

- C.6.3.4 Site AL25 is located approximately 5km south east of Chilterns Beechwoods SAC and 5.5km south west of Burnham Beeches SAC. The proposed development at this site could potentially increase development related threats and pressures to these European sites. Although the proforma seeks to “*conserve and enhance local biodiversity*”, it would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

## SA Objective 5 - Landscape

- C.6.3.5 The proposed development at Site AL25 could potentially alter the views experienced by local residents and users of the PRow network. However, the proforma states that development should be “*designed sensitively to consider the impact of long distance views and be sensitive to the scale and heights of existing properties around the site, and the sloping topography*”. This would be likely to help mitigate the impact of the proposed development on views.
- C.6.3.6 Site AL25 is located within the Landscape Character Type ‘Settled Developed Floodplain’, in the landscape area ‘Summerleaze’. A key characteristic of this landscape type is “*broad flat open floodplain with a fragmented landscape pattern*”. This site comprises greenfield land, partially within the floodplain and as such the proposed development would be likely to be discordant with the key characteristics of this landscape type. Therefore, this would be expected to result in a minor negative impact on landscape.

## SA Objective 6 - Cultural Heritage

- C.6.3.7 Site AL25 coincides with seven archaeological features including; ‘Pits at Prior’s Gravel Pit, Maidenhead, Berkshire’, ‘Cropmark enclosure - near Maidenhead, Berkshire’ and ‘Cropmark ring ditch - Maidenhead, Berkshire’. The proposed development could potentially alter the setting of these heritage assets; therefore, a minor negative impact would be expected.



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### **SA Objective 7 - Use of Resources**

- C.6.3.8 Site AL25 comprises previously undeveloped land and coincides with ALC Grade 4 land. The site is also located within a Mineral Safeguarding Area. The proforma does not seek to conserve minerals and the proposed development at this site would be likely to result in a net loss of the soil resource. Therefore, a minor negative impact would be expected on the use of resources.

### **SA Objective 8 - Housing**

- C.6.3.9 Site AL25 is proposed for residential development of 330 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.6.3.10 Site AL25 is located within the target distance to an NHS hospital, leisure centre and public green space. The site is also located over 200m from an AQMA and main road. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, the site is located outside the target distance to a GP surgery. The proforma for this site aims to “*ensure that the development is well-served by public bus routes ... such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries*”, and therefore a minor positive impact would be anticipated.

### **SA Objective 10 - Community**

- C.6.3.11 Site AL25 is located within the 600m target distance to local services. This would be expected to help provide site end users with good access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.6.3.12 Site AL25 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users’ access to transport.

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### **SA Objective 12 - Education**

- C.6.3.13 Site AL25 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

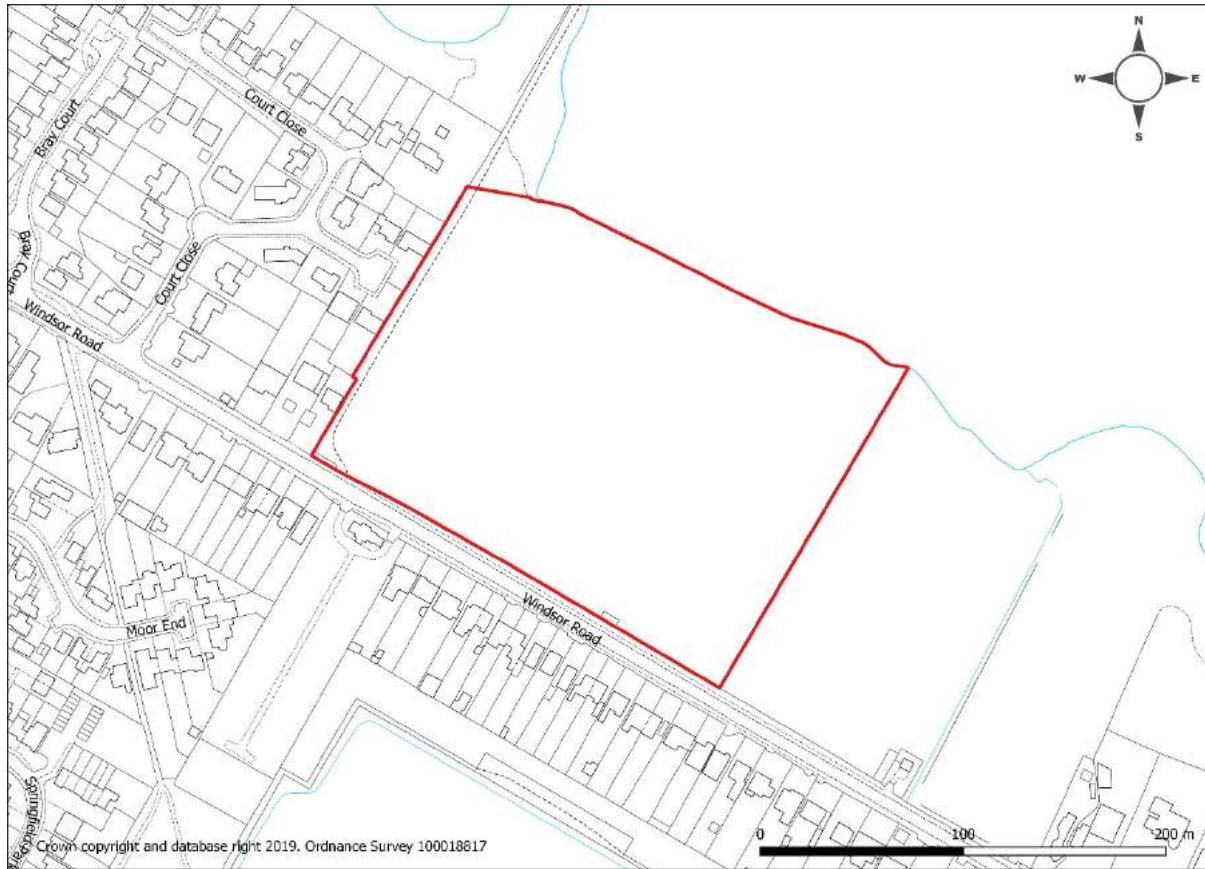
### **SA Objective 13 - Waste**

- C.6.3.14 Site AL25 is proposed for the development of 330 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.6.3.15 Site AL25 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected.

## C.6.4 AL26 - Land between Windsor Road and Bray Lake, south of Maidenhead



### LAND BETWEEN WINDSOR ROAD AND BRAY LAKE, SOUTH OF MAIDENHEAD

<b>Allocation</b>	➤ Approximately 100 residential units on Green Belt land
<b>Site Size</b>	➤ 3.99Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide family housing with gardens, clusters of self-build plots and 40% affordable housing;
- Provide a strong green infrastructure network across the site that is highly connected to the Lake edge and capable of supporting enhanced biodiversity, recreation, food production and leisure functions;
- Create a high quality public open space along the Lake Edge that is fronted by housing to the south and integrated with the adjoining Hospice site;
- Retain valuable trees and hedgerows, particularly at site boundaries;
- Re-inforce and enhance the planting along the Windsor Road frontage to reduce the visibility of the site in the wider landscape;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries, leisure facilities and railway stations;
- Be of very high quality design which responds positively and sensitively to the character (including height) of the surrounding residential areas;
- Provide a series of high quality character areas across the site each with its own identity;
- Designed sensitively to consider the impact on long distance views from across the Lake;
- Achieve flood risk betterment on site by incorporating appropriate flood risk reduction measures;

- To conserve the best and most versatile soils on the site as far as possible and ensure that food production can continue through the provision of allotments or community gardens/orchards;
- Provide appropriate mitigation measures to address the impacts of noise from the Windsor Road so to protect residential amenity;
- Link to the permitted path around the lake; and
- As the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL26	-	0	-	-	-	0	-	++	-	0	+	0	-	+

### SA Objective 1 - Climate Change

C.6.4.1 Site AL26 is proposed for the development of 100 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.6.4.2 Site AL26 partially coincides with Flood Zone 2 and coincides with a groundwater SPZ (Zone II). The proforma states that development at the site should “achieve flood risk betterment on site by incorporating appropriate flood risk reduction measures”. Therefore, a negligible impact would be anticipated on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.6.4.3 Site AL26 is located within 200m of the ‘Bray/M4’ AQMA, the A308. The site is also proposed for the development of approximately 100 dwellings and therefore would be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to address the impacts from noise however, it does not seek to mitigate the impacts of air pollution. Therefore, a minor negative impact would be expected on air pollution.

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## SA Objective 4 - Biodiversity and Geodiversity

- C.6.4.4 Site AL26 is located in close proximity to 'Bray Pennyroyal Field' SSSI and is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for "*residential developments of 100 units or more*". Site AL26 is also located approximately 3km north west of Windsor Forest and Great Park SAC and 7km south of Burnham Beeches SAC. The proposed development at this site could potentially increase development related threats and pressures to these European sites. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

## SA Objective 5 - Landscape

- C.6.4.5 The proposed development at Site AL26 could potentially alter the views experienced by local residents. The proforma states that development should be "*of very high quality design which responds positively and sensitively to the character (including height) of the surrounding residential areas*". This would be likely to help mitigate the impact of the proposed development on views.
- C.6.4.6 Site AL26 is located within the Landscape Character Type 'Settled Developed Floodplain', in the landscape area 'Bray'. A key characteristic of this landscape type is "*broad flat open floodplain with a fragmented landscape pattern*". This site comprises greenfield land, partially within the floodplain and as such, the proposed development would be likely to be discordant with the key characteristics of this landscape type. Therefore, this would be expected to result in a minor negative impact on landscape.

## SA Objective 6 - Cultural Heritage

- C.6.4.7 The proposed development at Site AL26 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

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## SA Objective 7 - Use of Resources

- C.6.4.8 Site AL26 comprises previously undeveloped land and coincides with BMV Grade 1 land. The site is also located within a Mineral Safeguarding Area. The proforma states *“as the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken”* and development should *“conserve the best and most versatile soils on the site as far as possible and ensure that food production can continue through the provision of allotments or community gardens/orchards”*. Although the proforma would help to conserve minerals and BMV soil, the development at this site would be likely to result in a net loss of the soil resource. Therefore, a minor negative impact would be expected on the use of resources.

## SA Objective 8 - Housing

- C.6.4.9 Site AL26 is proposed for residential development of 100 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

## SA Objective 9 - Health

- C.6.4.10 Site AL26 is located within the target distance to an NHS hospital and public green space. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A308, and the ‘Bray/M4’ AQMA. The site is also located outside the target distance of a GP surgery and leisure centre. The proforma states that development should *“ensure that the development is well served by public bus routes ... with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries, leisure facilities, educational facilities and railway stations”*. Although this would help to increase site end users’ access to facilities, the proforma does not seek to mitigate the impacts of air pollution. Therefore, a minor negative impact would be expected on human health.

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### **SA Objective 10 – Community**

- C.6.4.11 Site AL26 is located over 600m from local services. The proforma states that provisions will be made for improved transport links. This would be expected to help improve site end users' access to local services and therefore, a negligible impact would be anticipated.

### **SA Objective 11 – Transport**

- C.6.4.12 Site AL26 is located within the target distance to bus stops providing hourly services and has access to the PRoW and road network. However, the site is located outside the target distance to a railway station. The proforma for this site aims to provide transport links through the site to improve connectivity, including to railway stations. Therefore, a minor positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

- C.6.4.13 Site AL26 is located outside the target distance to primary and secondary schools. However, the proforma seeks to improve the transport network including new bus infrastructure. This would be likely to improve the access of site end users to educational facilities, and therefore a negligible impact would be anticipated.

### **SA Objective 13 – Waste**

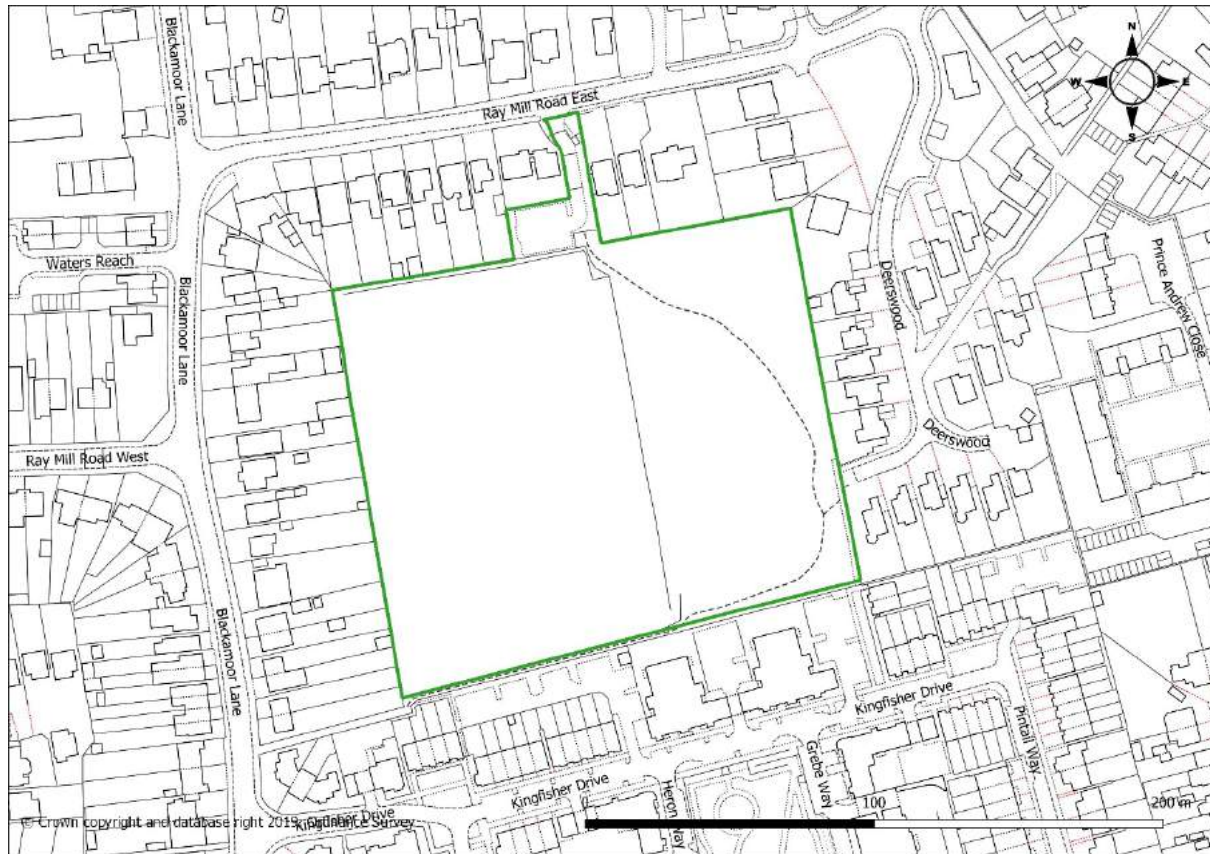
- C.6.4.14 Site AL26 is proposed for the development of 100 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 – Employment**

- C.6.4.15 Site AL26 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected.



## C.6.5 AL27 – Land south of Ray Mill Road East, Maidenhead



### LAND SOUTH OF RAY MILL ROAD EAST, MAIDENHEAD

<b>Allocation</b>	A Green Infrastructure site providing <ul style="list-style-type: none"> <li>➤ Local ‘pocket park’</li> <li>➤ Habitat area</li> <li>➤ Flood attenuation</li> </ul>
<b>Site Size</b>	➤ 2.29Ha

#### Site Specific Requirements

Development of the site will be required to:

- Creation of a maintained ‘pocket park’ with small scale facilities which may include information boards and seating;
- Biodiversity enhancement – Due to proximity to river corridor and nearby lake, the site is of value to various wildlife (including: birds, bats, frogs, toads, hedgehogs and reptiles) as a stop-over/feeding/roosting location. A pond should be created away from public footpaths to enhance this value to the wildlife;
- All existing trees and shrubs and varied grassland to be retained and enhanced;
- Flood attenuation areas to be provided;
- Provision and improvement of public footpaths into and across the site;
- Retention of the existing car parking off Ray Mill Road East; and
- Maintain views of open land from surrounding residential properties.



Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL27	+	0	+	+	+	0	+	0	++	+	++	0	0	0

### SA Objective 1 - Climate Change

C.6.5.1 Site AL27 is proposed for green infrastructure and would therefore be expected to result in a minor positive impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.6.5.2 Site AL27 is located wholly within Flood Zones 2 and 3. The site also coincides with areas identified as being at low and medium risk of surface water flooding and coincides with a groundwater SPZ (Zone II and III). The site is proposed for green infrastructure and the proforma aims to provide flood attenuation areas. Therefore, a negligible impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.6.5.3 Site AL27 is located over 200m away from an AQMA, main road or railway line, and is proposed for green infrastructure. Therefore, a minor positive impact would be anticipated for air and noise pollution.

### SA Objective 4 - Biodiversity and Geodiversity

C.6.5.4 The proforma for Site AL27 aims to provide “*biodiversity enhancement - Due to proximity to river corridor and nearby lake, the site is of value to various wildlife (including: birds, bats, frogs, toads, hedgehogs and reptiles) as a stop-over/feeding/roosting location. A pond should be created away from public footpaths to enhance this value to the wildlife*”. Therefore, a minor positive impact on biodiversity would be anticipated.

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### **SA Objective 5 - Landscape**

- C.6.5.5 Site AL27 is proposed for green infrastructure, and the proforma for this site aims to provide biodiversity enhancement including the maintenance of existing trees and shrubs. The proforma also seeks to “*maintain views of open land from surrounding residential properties*”. Therefore, the proposed development at this site would be likely to have a positive impact on the landscape.

### **SA Objective 6 - Cultural Heritage**

- C.6.5.6 Site AL27 is located within close proximity to the archaeological features ‘Ray Mill, Maidenhead, Berkshire’ and ‘Maidenhead section of former Cookham to Bray Canal, Berkshire’. However, as this site is proposed for green infrastructure, providing habitat area and flood attenuation, a negligible impact on the surrounding heritage assets would be expected.

### **SA Objective 7 - Use of Resources**

- C.6.5.7 Site AL27 coincides with previously undeveloped land, classified as Grade 4 ALC land. The development of this site for green infrastructure would be unlikely to result in the loss of ecologically important soils, and therefore a minor positive impact would be anticipated.

### **SA Objective 8 - Housing**

- C.6.5.8 Site AL27 is proposed for green infrastructure and would not result in a net gain of housing within RBWM. Therefore, a negligible impact would be expected on housing.

### **SA Objective 9 - Health**

- C.6.5.9 Site AL27 is located over 200m from an AQMA and main road and would provide site end users with additional accessible greenspace. These factors would be likely to have a major positive impact on the health and wellbeing of site end users.

### **SA Objective 10 - Community**

- C.6.5.10 Site AL27 is located within the 600m target distance to local services and therefore a minor positive impact would be anticipated for site end users’ access to local services.

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### **SA Objective 11 - Transport**

- C.6.5.11 Site AL27 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.6.5.12 Site AL27 is proposed for green infrastructure providing habitat areas, and therefore a negligible impact would be expected on education.

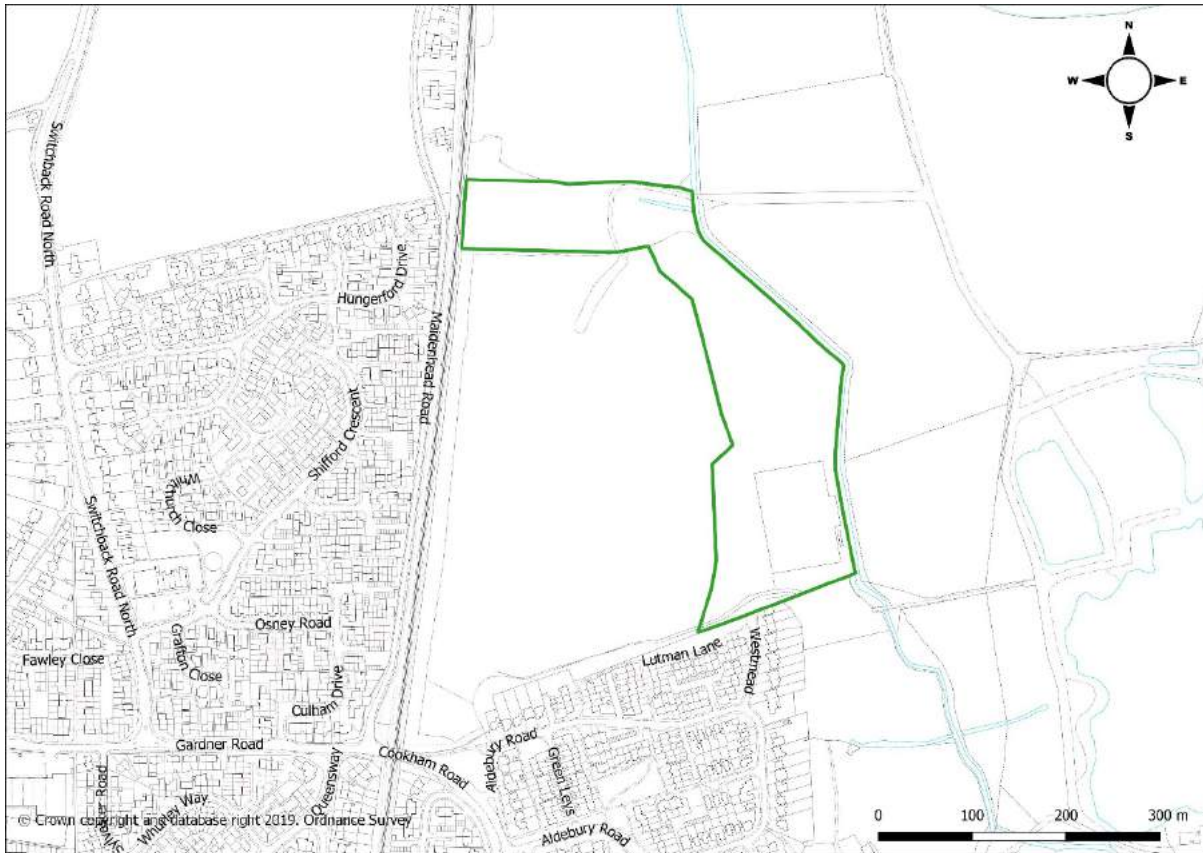
### **SA Objective 13 - Waste**

- C.6.5.13 Site AL27 is proposed for green infrastructure and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 - Employment**

- C.6.5.14 Site AL27 is proposed for green infrastructure providing habitat areas, and therefore a negligible impact would be expected on employment.

## C.6.6 AL28 - Land north of Lutman Lane, Spencer's Farm, Maidenhead



### LAND NORTH OF LUTMAN LANE, SPENCER'S FARM, MAIDENHEAD

<b>Allocation</b>	A Green Infrastructure site providing <ul style="list-style-type: none"> <li>➤ Sports facilities</li> <li>➤ Public open space</li> <li>➤ Habitat area</li> <li>➤ Flood attenuation</li> </ul>
<b>Site Size</b>	➤ 6.43Ha

#### Site Specific Requirements

Development of the site will be required to:

- In conjunction with the development of HA21 for residential and educational uses, bring forward the adjacent area of land for green infrastructure, including public open space to serve the new development;
- Further improvements to the existing football facilities;
- Significant biodiversity improvements, including along the Greenway Corridor/Strand Water, which is a Local Wildlife Site;
- Retention of the existing area of woodland to the north of the site;
- Site to provide a network of high quality pedestrian/cycling routes to the new housing/educational uses to the west, enabling new residents and pupils to access the public open space, habitat areas and sporting facilities;
- Site to also link into and help extend the wider strategic green infrastructure / nature recovery network linking Maidenhead with Cookham via an alternative route to the Thames path;
- Mitigate impacts of light pollution from the floodlighting that serves the football pitch on light sensitive wildlife; and

- As site is in Flood Zones 2, 3a and 3b, flood attenuation areas should be provided as a defensible buffer for proposed development.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL28	+	0	0	+	+	0	+	0	+	+	++	0	0	0

### SA Objective 1 - Climate Change

C.6.6.1 Site AL28 is proposed for green infrastructure and would therefore be expected to result in a minor positive impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.6.6.2 Site AL28 is located wholly within Flood Zones 2 and 3. The site also located coincides with identified as being at low and medium risk of surface water flooding and coincides with a groundwater SPZ (Zone II and III). The site is proposed for green infrastructure and sports facilities, and the proforma aims to provide flood attenuation areas stating, “as site is in Flood Zones 2, 3a and 3b, flood attenuation areas should be provided as a defensible buffer for proposed development”. Therefore, a negligible impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.6.6.3 Site AL28 is located partially within 200m of a railway line. However, the site is proposed for green infrastructure and therefore, a negligible impact would be anticipated for air and noise pollution.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.6.6.4 Site AL28 is located adjacent to 'Greenway Corridor' LWS and the north west of the site coincides with deciduous woodland priority habitat. However, the site is proposed for green infrastructure and sports facilities. The proforma seeks to retain the existing woodland to the north of the site as well as making significant biodiversity improvements to the LWS. Therefore, a minor positive impact on biodiversity would be anticipated.

### **SA Objective 5 - Landscape**

- C.6.6.5 Site AL28 is proposed for green infrastructure. The proforma for this site aims to provide biodiversity enhancement and retain the existing woodland and therefore, a minor positive impact on landscape would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.6.6.6 Site AL28 coincides with the archaeological feature 'Pits at Prior's Gravel Pit, Maidenhead, Berkshire' and is located adjacent to the archaeological feature 'Maidenhead section of former Cookham to Bray Canal, Berkshire'. As the site is proposed for green infrastructure providing habitat area and flood attenuation, it would be expected to have a negligible impact on the local historic environment.

### **SA Objective 7 - Use of Resources**

- C.6.6.7 Site AL28 comprises previously undeveloped land, classified as Grade 4 ALC land. The proposed development at this site for green infrastructure would be unlikely to result in the loss of ecologically important soils and therefore a minor positive impact would be anticipated.

### **SA Objective 8 - Housing**

- C.6.6.8 Site AL28 is proposed for green infrastructure and would not result in a net gain of housing within RBWM. Therefore, a negligible impact would be expected on housing.

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### **SA Objective 9 - Health**

- C.6.6.9 Site AL28 is located over 200m from an AQMA and main road and would provide site end users with additional accessible greenspace. These factors would be likely to have a minor positive impact on the health and wellbeing of site end users.

### **SA Objective 10 - Community**

- C.6.6.10 Site AL28 is located partially within the 600m target distance to local services and therefore a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 - Transport**

- C.6.6.11 Site AL28 is located within the target distance to bus stops providing hourly services, Maidenhead Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.6.6.12 Site AL28 is proposed for green infrastructure and sports facilities, and therefore a negligible impact would be expected on education.

### **SA Objective 13 - Waste**

- C.6.6.13 Site AL28 is proposed for green infrastructure and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

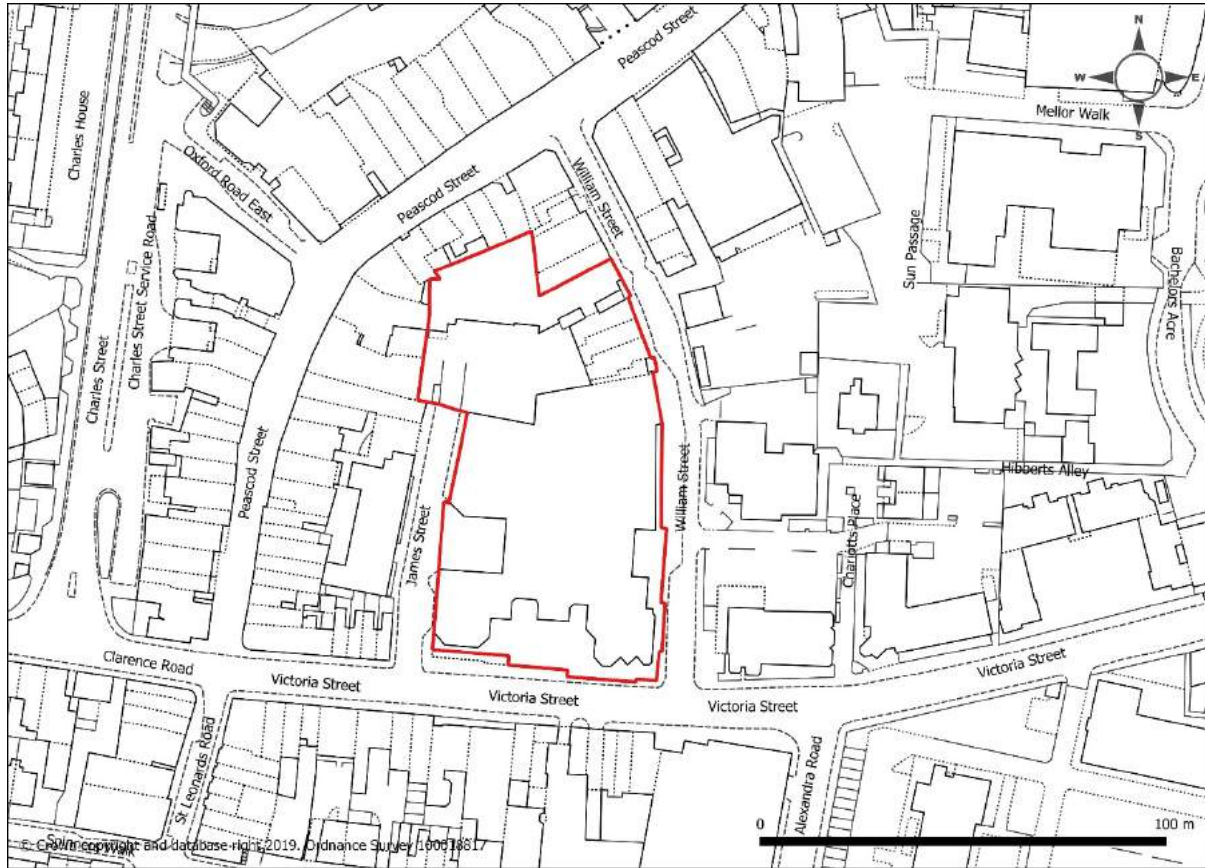
### **SA Objective 14 - Employment**

- C.6.6.14 Site AL28 is proposed for green infrastructure and sports facilities and therefore a negligible impact would be expected on employment.



# C.7 Other Windsor Sites

## C.7.1 AL29 - Minton Place, Victoria Street, Windsor



### MINTON PLACE, VICTORIA STREET, WINDSOR

<b>Allocation</b>	➤ A mixed use scheme providing employment space, retail, leisure and approximately 100 residential units.
<b>Site Size</b>	➤ 0.53Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide a mix of residential, employment, leisure/tourism and retail uses;
- Predominantly have retail uses on the ground floor with active frontages;
- Provide minimum off-street parking for future occupiers to encourage sustainable travel patterns. Such parking that is provided must be of a high quality design and not adversely impact the character of the area;
- Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents;
- Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Provide pedestrian and cycle access to the site;
- Integrate green and blue infrastructure at all levels throughout the site, with priority on Victoria Street and William Street frontages in order to mitigate air and noise pollution;



- Provide improvements to the quality of the public realm, prioritising pedestrian and cycle mobility;
- Provide high quality design which supports the character of the Windsor Town Centre Conservation Area;
- Address the corner site at Victoria Street/William Street to create a distinctive feature that will enhance the area;
- Design sensitively to consider the impact on long distance views across Windsor;
- Design sensitively to conserve and enhance the setting of nearby listed buildings;
- Design sensitively to preserve and enhance residential amenity including neighbouring residents;
- Minimise the visual impact on service areas with appropriate screening;
- Provide at least 30% affordable housing; and
- Provide 5% of housing units as custom build.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL29	-	-	-	-	+	0	+	++	++	+	+	++	-	-

### SA Objective 1 - Climate Change

C.7.1.1 Site AL29 is proposed for the development of 100 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.7.1.2 Site AL29 coincides with areas identified as being at low and medium risk of surface water flooding and coincides with a groundwater SPZ (Zone III). The proforma for this site does not seek to mitigate the impacts of surface water flooding and therefore a minor negative impact would be expected on water and flooding.

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### **SA Objective 3 – Air and Noise Pollution**

- C.7.1.3 Site AL29 is proposed for the development of approximately 100 dwellings would therefore be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to address the impacts from noise however, it does not seek to mitigate the impacts of air pollution and therefore a minor negative impact would be expected on air pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.7.1.4 Site AL29 is located approximately 1.4km north of the Windsor Forest and Great Park SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.7.1.5 The proposed development at Site AL29 would be unlikely to impact the landscape as this site is previously developed. The proforma seeks to ensure that the development is “*designed sensitively to consider the impact on long distance views across Windsor*” and therefore, a minor positive impact would be anticipated.

### **SA Objective 6 – Cultural Heritage**

- C.7.1.6 Site AL29 coincides with the Grade II Listed Building ‘23 and 35, William Street’ and is located in close proximity to seventeen Grade II Listed Buildings. The site is also located within ‘Windsor Town Centre’ Conservation Area. The proposed development at this site could potentially alter the setting of these heritage assets. However, the proforma for this site states that development should be “*designed sensitively to conserve and enhance the setting of the nearby listed buildings*” and “*provide high quality design which supports the character of the Windsor Town Centre Conservation Area*”. Therefore, a negligible impact would be expected on cultural heritage.

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### **SA Objective 7 - Use of Resources**

- C.7.1.7 Site AL29 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.7.1.8 Site AL29 is proposed for residential development of approximately 100 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.7.1.9 Site AL29 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space and is located over 200m from an AQMA. These factors would be likely to have a major positive impact on the health and wellbeing of site end users.

### **SA Objective 10 - Community**

- C.7.1.10 Site AL29 is located within the 600m target distance to local services. This would be expected to help improve site end users' access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.7.1.11 Site AL29 is located within the target distance to bus stops providing hourly services, Windsor and Eton Central Railway Station and has access to the road network. However, the site has poor access to the PRow network. The proforma for this site seeks to provide and prioritise pedestrian and cycle access at the site. This would be likely to improve access to railway stations, and therefore a minor positive impact would be anticipated on transport.

### **SA Objective 12 - Education**

- C.7.1.12 Site AL29 is located within the target distance to both primary and secondary schools. Therefore, a major positive impact would be anticipated for site end users' access to education.

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### **SA Objective 13 - Waste**

- C.7.1.13 Site AL29 is proposed for the development of 100 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.7.1.14 Site AL29 is located within 5km of Windsor, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected. Site AL29 is located on employment land and is proposed for mixed use including 100 dwellings, employment and retail space. This could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.



Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL30	0	-	0	-	0	0	+	+	++	+	++	++	0	++

### SA Objective 1 - Climate Change

C.7.2.1 Site AL30 is proposed for the development of 30 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.7.2.2 Site AL30 coincides with areas identified as being at low risk of surface water flooding and coincides with a groundwater SPZ (Zone II). The site partially coincides with Flood Zone 3 however the proforma states that built form will be located within Flood Zone 1. The proforma for this site does not seek to mitigate the impacts of surface water flooding, and therefore a minor negative impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.7.2.3 Site AL30 is located adjacent to a railway line. The site is also proposed for the development of approximately 30 dwellings and therefore would be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to “provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway and surrounding streets in order to protect residential amenity”. Therefore, a negligible impact would be expected on air and noise pollution.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.7.2.4 Site AL30 is located approximately 2km north east of the Windsor Forest and Great Park SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

- C.7.2.5 Site AL30 is located adjacent to a PRow. The proposed development at this site could potentially alter the views experienced by users of the PRow networks. However, the proforma for this site states that development should *“be designed sensitively to consider the impact on long distance views, including from the River Thames”*. Therefore, a negligible impact would be expected on landscape.

### **SA Objective 6 - Cultural Heritage**

- C.7.2.6 Site AL30 is located adjacent to ‘The Royal Estate, Windsor: Windsor Castle and Home Park’ RPG and ‘Windsor Town Centre’ Conservation Area. The site is also located in close proximity to ‘Windsor Castle’ SM and several Grade I and Grade II Listed Buildings. The proposed development at this site could potentially alter setting of these heritage assets. However, the proforma for this site states that development should *“have a very high quality design which supports the character and function of Windsor, and the Town Centre Conservation Area”* and *“provide very high quality interfaces and frontages towards both the River Thames and Riverside Walk”*. The sensitive design of the development would help to mitigate the impacts on the setting of the heritage assets, and therefore a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.7.2.7 Site AL30 is situated on previously developed land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

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### **SA Objective 8 - Housing**

- C.7.2.8 Site AL30 is proposed for residential development of approximately 30 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

### **SA Objective 9 - Health**

- C.7.2.9 Site AL30 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space and is located over 200m from an AQMA. These factors would be likely to have a major positive impact on the health and wellbeing of site end users.

### **SA Objective 10 - Community**

- C.7.2.10 Site AL30 is located within the 600m target distance to local services. This would be expected to help improve site end users' access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.7.2.11 Site AL30 is located within the target distance to bus stops providing hourly services, Windsor and Eton Central Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.7.2.12 Site AL30 is located within the target distance to both primary and secondary schools. Therefore, a major positive impact would be anticipated for site end users' access to education.

### **SA Objective 13 - Waste**

- C.7.2.13 Site AL30 is proposed for the development of approximately 30 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

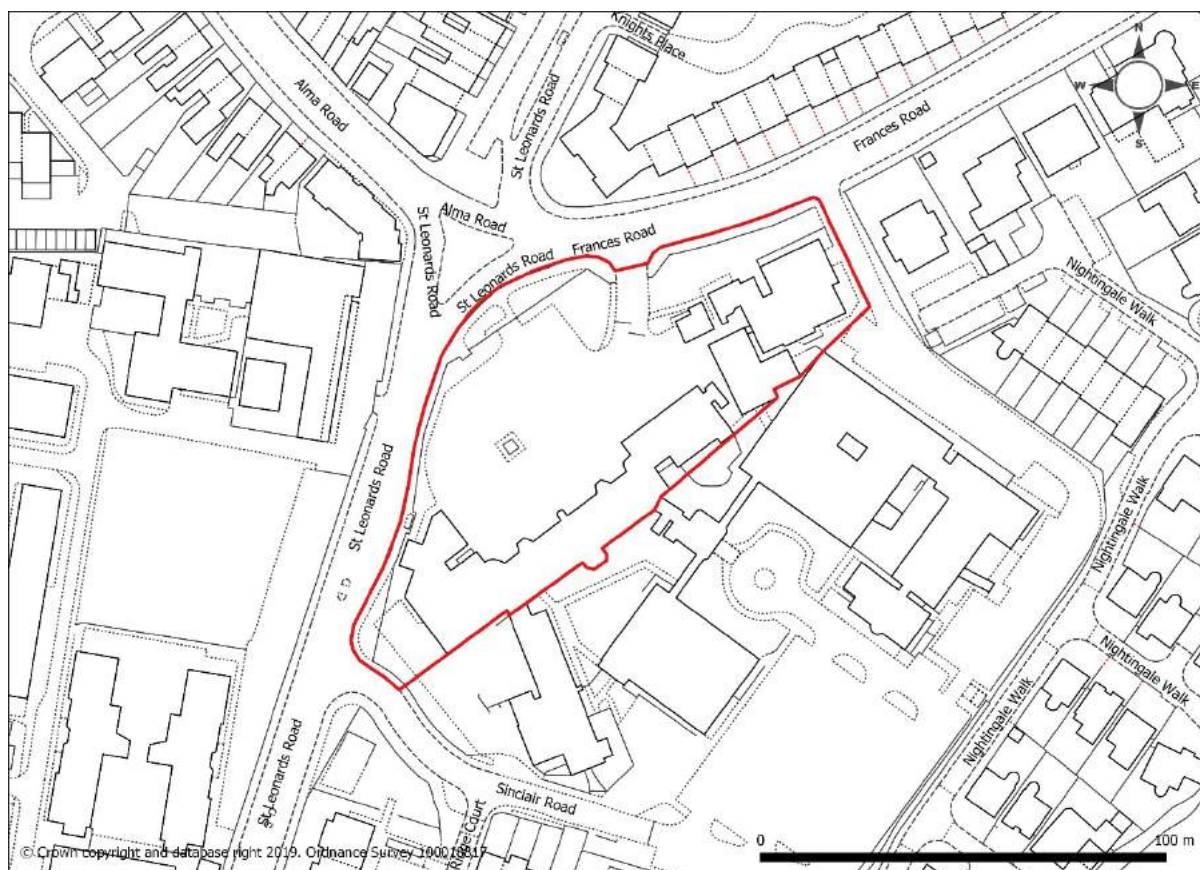


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## **SA Objective 14 - Employment**

- C.7.2.14 Site AL30 is located within 5km of Windsor, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Site AL30 also currently comprises a car park and is proposed for mixed use including 30 dwellings, employment and retail space. This would be likely to result in a net gain of employment floorspace. Therefore, a major positive impact on employment would be anticipated.

### C.7.3 AL31 – King Edward VII Hospital, Windsor



#### KING EDWARD VII HOSPITAL, WINDSOR

<b>Allocation</b>	➤ Approximately 47 residential units
<b>Site Size</b>	➤ 0.72Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide 30% Affordable Housing;
- Provide a strong framework of green and blue infrastructure on the site to support health and well-being as well as biodiversity;
- Provide pedestrian and cycle links through the site to improve connectivity;
- Integrate successfully, and in a high quality way with the remaining hospital uses on the adjoining site;
- Be based on a Heritage Assessment (agreed with the Local Planning Authority) of the listed buildings on and near the site and their setting;
- To be designed sensitively to preserve and enhance the setting of listed buildings and non-designated heritage assets;
- Retain valuable trees where possible, particularly at site boundaries;
- Provide a high quality corner feature to address the intersection of Alma Road, St Leonards Road and Frances Road;
- To ensure that the sewer systems including treatment works will be reinforced prior to the occupation and use of the housing, if required; and
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality arising from traffic and the adjoining NHS hospital uses in order to protect residential amenity.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL31	0	+	0	-	+	0	+	+	+	-	+	++	0	-

### SA Objective 1 - Climate Change

C.7.3.1 Site AL31 is proposed for the development of approximately 47 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.7.3.2 Site AL31 is located wholly within Flood Zone 1 and coincides with a groundwater SPZ (Zone III). The proforma for this site does not seek to mitigate source protection zone issues, and therefore a minor negative impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.7.3.3 Site AL31 is located adjacent to the A308. The proposed development of approximately 47 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to “provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality arising from traffic and the adjoining NHS hospital uses in order to protect residential amenity”. Therefore, a negligible impact would be expected on air and noise pollution.

### SA Objective 4 - Biodiversity and Geodiversity

C.7.3.4 Site AL31 is located approximately 550m north of the Windsor Forest and Great Park SAC. The proposed development at this site could potentially increase development related threats and pressures to this European site. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

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### **SA Objective 5 - Landscape**

- C.7.3.5 The proposed development at Site AL31 would be unlikely to impact the landscape as this site is previously developed. The proforma seeks to provide green and blue infrastructure as well as maintain valuable trees, helping to mitigate the impact of development on the landscape. Therefore, a minor positive impact would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.7.3.6 Site AL31 coincides with two Grade II Listed Buildings 'King Edward VII Memorial Hospital (main front block)' and 'Edward VII Statue in Hospital Forecourt'. The site is also located in close proximity to 'Inner Windsor' Conservation Area and 'The Royal Estate, Windsor: Windsor Great Park' RPG. The proposed development at this site could potentially alter the setting of these heritage assets. However, the proforma for this site states that development should "*be designed sensitively to preserve and enhance the setting of listed buildings and non-designated heritage assets*" and "*be based on a Heritage Assessment (agreed with the Local Planning Authority) of the listed buildings on and near the site and their setting*". The sensitive design of the development would help to mitigate the impacts on the setting of the heritage assets, and therefore a negligible impact would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.7.3.7 Site AL31 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

### **SA Objective 8 - Housing**

- C.7.3.8 Site AL31 is proposed for residential development of approximately 47 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

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### **SA Objective 9 - Health**

C.7.3.9 Site AL31 is located within the target distance to an NHS hospital, GP surgery, leisure centre and public green space and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, the site is located within 200m of the A308. The proforma for this site seeks to mitigate the impact of poor air quality and therefore, a minor positive impact would be expected on human health.

### **SA Objective 10 – Community**

C.7.3.10 Site AL31 is located over 600m from local services. The proforma does not seek to mitigate this impact and therefore a minor negative impact would be expected on site end users' access to local services.

### **SA Objective 11 – Transport**

C.7.3.11 Site AL31 is located within the target distance to bus stops providing hourly services, Windsor and Eton Central Railway Station and has access to the road network. However, the site has poor access to the PRow network. The proforma for this site seeks to provide pedestrian and cycle links and therefore, a minor positive impact would be expected on site end users' access to transport.

### **SA Objective 12 – Education**

C.7.3.12 Site AL31 is located within the target distance to both primary and secondary schools. Therefore, a major positive impact would be anticipated for site end users' access to education.

### **SA Objective 13 – Waste**

C.7.3.13 Site AL31 is proposed for the development of approximately 47 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

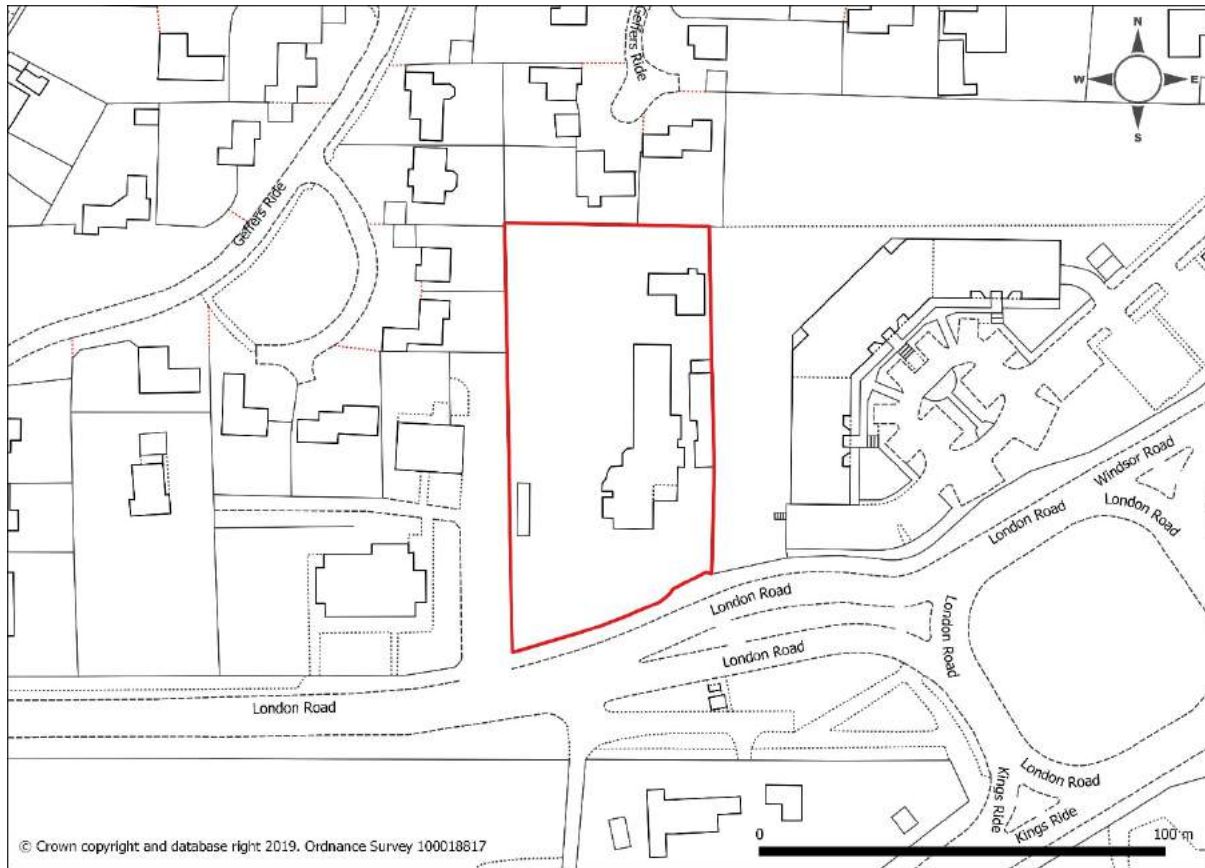
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## **SA Objective 14 - Employment**

- C.7.3.14 Site AL31 is located within 5km of Windsor, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. However, Site AL31 partially coincides with King Edward VII Hospital and is proposed for residential use. This could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact on employment would be anticipated.

## C.8 Other Ascot Sites

### C.8.1 AL32 - Sandridge House, London Road, Ascot



#### SANDRIDGE HOUSE, LONDON ROAD, ASCOT

<b>Allocation</b>	➤ Approximately 25 residential units
<b>Site Size</b>	➤ 0.49Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide small scale green and blue infrastructure;
- Retain valuable trees where possible, particularly at site boundaries;
- Consist of a high quality and sensitive design which responds to the immediate context and character of the area;
- Conserve and enhance the setting of the adjacent listed building (All Saints Church);
- Provide at least 30% affordable housing and self-build plots;
- Provide local waste water and surface water infrastructure upgrades;
- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area;
- Mitigate impacts on the nearby Englemere Pond SSSI/Local Nature Reserve; and
- Mitigate the impacts of noise and air quality from the London Road to protect residential amenity.



Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL32	0	+	0	0	+	0	+	+	-	-	++	--	0	+

### SA Objective 1 - Climate Change

C.8.1.1 Site AL32 is proposed for the development of approximately 25 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.8.1.2 Site AL32 does not coincide with areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.8.1.3 Site AL32 is located adjacent to the A329. The proposed development of 25 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma states that development should seek to “mitigate the impacts of noise and air quality from the London Road to protect residential amenity” however the mitigation measures are unclear and therefore, a negligible impact would be expected on air and noise pollution.



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## **SA Objective 4 - Biodiversity and Geodiversity**

- C.8.1.4 Site AL32 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for “*residential developments with a total net gain in residential units*”. Site AL32 is also located within approximately 3.7km of the Thames Basin Heaths SPA. The proposed development at the site could potentially increase development related threats and pressures on these biodiversity assets. The proforma states that development should “*mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area*” and “*mitigate impacts on the nearby Englemere Pond SSSI/Local Nature Reserve*”. This would be likely to mitigate the potential impacts of the proposed development on biodiversity assets, and therefore a negligible impact would be anticipated.

## **SA Objective 5 - Landscape**

- C.8.1.5 The proposed development at Site AL32 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to “*provide small scale green and blue infrastructure*” and therefore, a minor positive impact would be anticipated.

## **SA Objective 6 - Cultural Heritage**

- C.8.1.6 Site AL32 is located adjacent to the Grade II Listed Building ‘Church of All Saints’. The proposed development could potentially alter the setting of this heritage asset. However, the proforma for this site aims to “*conserve and enhance the setting of the adjacent listed building (All Saints Church)*” and therefore, a negligible impact would be expected on the setting of this heritage asset.

## **SA Objective 7 - Use of Resources**

- C.8.1.7 Site AL32 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

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### **SA Objective 8 - Housing**

- C.8.1.8 Site AL32 is proposed for residential development of approximately 25 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

### **SA Objective 9 - Health**

- C.8.1.9 Site AL32 is located within the target distance to an NHS hospital, GP surgery and public green space, and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located adjacent to the A329 and is located outside the target distance to a leisure centre. The proforma seeks to *“mitigate the impacts of noise and air quality from the London Road to protect residential amenity”*. This would be likely to mitigate the impacts of air pollution however the proforma does not make provisions for leisure facilities. Therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.8.1.10 Site AL32 is located over 600m from local services. The proforma does not seek to improve connectivity or provide additional facilities, and therefore a minor negative impact would be anticipated for site end users' access to local services.

### **SA Objective 11 - Transport**

- C.8.1.11 Site AL32 is located within the target distance to bus stops providing hourly services, Ascot Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.8.1.12 Site AL32 is located outside the target distance to a primary or secondary school. The proforma does not seek to improve connectivity or provide additional facilities and therefore, a major negative for site end users' access to education would be anticipated.

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### **SA Objective 13 - Waste**

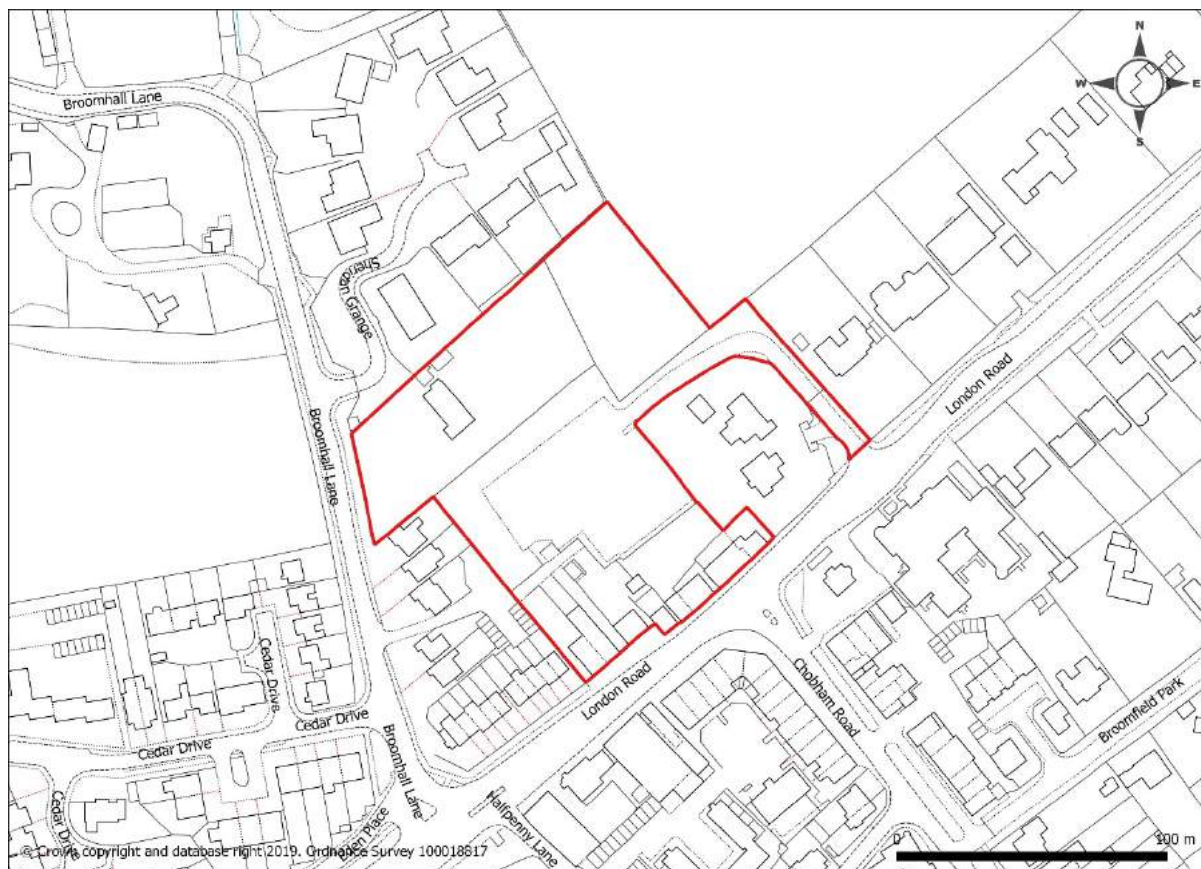
- C.8.1.13 Site AL32 is proposed for the development of approximately 25 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 - Employment**

- C.8.1.14 Site AL32 is located within 5km of Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.

## C.9 Sunningdale and Sunninghill

### C.9.1 AL33 - Broomhall Car Park, Sunningdale



#### BROOMHALL CAR PARK, SUNNINGDALE

<b>Allocation</b>	➤ Mixed use scheme including approximately 30 residential units, retail, employment and public car parking
<b>Site Size</b>	➤ 1.45Ha

#### Site Specific Requirements

Development of the site will be required to:

- Ensure predominantly small retail units fronting London Road with no net loss of retail floorspace;
- Retain and enhance existing employment uses;
- 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;
- Provide green and blue infrastructure throughout the site that links into the wider surrounding network;
- Retain mature trees located on the north west boundary of the site;
- Improve pedestrian and cycle access into and through the site, including linking Broomhall Lane and London Road, with additional cycle parking provision for new retail uses;
- Enhance pedestrian crossing facilities on London Road;
- Enhance vehicular access into the site from London Road;
- Enhance the bus stop facilities on Broomhall Lane, particularly for northbound services;
- Provide a high quality, sensitive design which supports the character and function of the area and takes account of views into the site from Chobham Road (B383);

- Provide an appropriate mix of housing with fully serviced plots for self-build;
- Provide 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; and
- Minimise the visual impact on service areas with appropriate screening.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL33	0	+	-	0	+	0	+	+	-	+	++	0	0	+

### SA Objective 1 - Climate Change

C.9.1.1 Site AL33 is proposed for the development of 30 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.9.1.2 Site AL33 does not coincide with areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.9.1.3 Site AL33 is located adjacent to the A30. The proposed development of approximately 30 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site does not seek to mitigate the impacts of noise and air pollution and therefore, a minor negative impact would be expected.

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## **SA Objective 4 - Biodiversity and Geodiversity**

- C.9.1.4 Site AL33 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for *“any residential developments with a total net gain in residential units”*. Site AL33 is also located approximately 400m north west of the Thames Bain Heaths SPA and Chobham Common NNR. The proposed development at the site could potentially increase development related threats and pressures to these biodiversity assets. The proforma states that the development should *“provide 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”*. This would be likely to mitigate the impacts of the proposed development on these biodiversity assets, and therefore a negligible impact would be anticipated.

## **SA Objective 5 - Landscape**

- C.9.1.5 The proposed development at Site AL33 would be unlikely to impact the landscape as this site is previously developed. The proforma would be expected to provide enhancements to the landscape as development at this site will be required to *“provide a high quality, sensitive design which supports the character and function of the area”*, and therefore a minor positive impact would be expected on landscape.

## **SA Objective 6 - Cultural Heritage**

- C.9.1.6 The proposed development at Site AL33 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

## **SA Objective 7 - Use of Resources**

- C.9.1.7 Site AL33 is situated on previously developed urban land and so it is assumed that none of the Borough's BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

## **SA Objective 8 - Housing**

- C.9.1.8 Site AL33 is proposed for residential development of 30 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

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### **SA Objective 9 - Health**

- C.9.1.9 Site AL33 is located within the target distance to an NHS hospital and public green space and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A30 and is located outside the target distance of a GP surgery or leisure centre. The proforma for this site does not seek to mitigate the impacts of air pollution nor does it make provisions for health facilities and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.9.1.10 Site AL33 is located within the 600m target distance to local services. Therefore, a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 - Transport**

- C.9.1.11 Site AL33 is located within the target distance to bus stops providing hourly services, Sunningdale Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.9.1.12 Site AL33 is located within the target distance to a primary school however, the site is located outside the target distance to a secondary school. The proforma for this site seeks to improve pedestrian access and enhance bus facilities. This would be likely to improve the access of site end users to educational facilities and therefore a negligible impact would be anticipated.

### **SA Objective 13 - Waste**

- C.9.1.13 Site AL33 is proposed for the development of 30 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

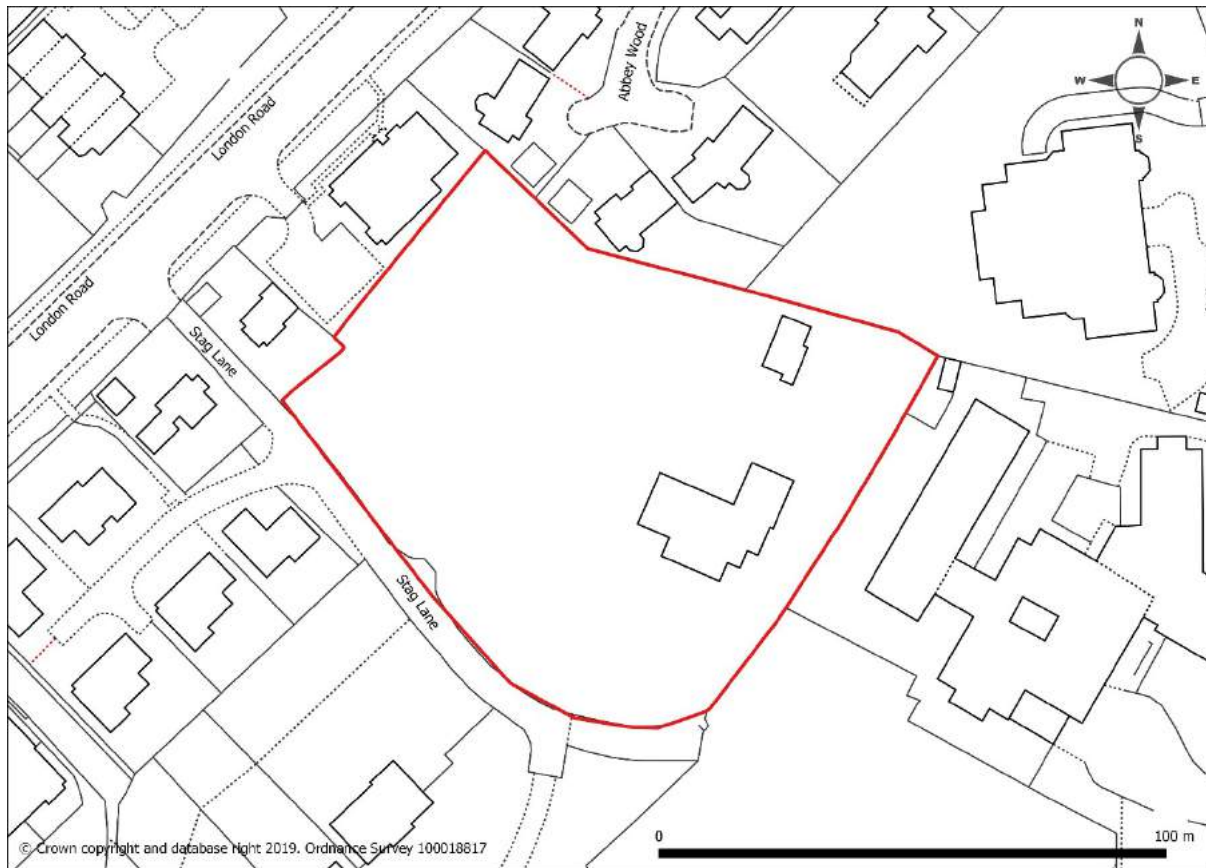
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## **SA Objective 14 - Employment**

- C.9.1.14 Site AL33 is located within 5km of Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.



## C.9.2 AL34 - White House, London Road, Sunningdale



### WHITE HOUSE, LONDON ROAD, SUNNINGDALE

<b>Allocation</b>	➤ Approximately 10 residential units
<b>Site Size</b>	➤ 0.82Ha

#### Site Specific Requirements

Development of the site will be required to:

- Retain valuable, higher category (BS5837) trees where possible, particularly those that reinforce the character of the area, and at site boundaries;
- Implement new tree planting in and around the site where appropriate;
- Provide biodiversity net gain for site with biodiversity assessment. Habitats areas must be connected to avoid fragmentation;
- Make improvements where possible to vehicular access from London Road, and provide safe access into the site for pedestrians and cyclists as well as motorists;
- Design with high quality which supports the character and function of the area;
- Carefully design the plot layout and rhythm of new development so that it will fit the character, grain and plot pattern of the area, with strong regard to the topography of the site; and
- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL34	0	+	-	0	+	0	+	+	-	+	++	0	0	+

### SA Objective 1 - Climate Change

C.9.2.1 Site AL34 is proposed for the development of 10 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.9.2.2 Site AL34 does not coincide with areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.9.2.3 Site AL34 is located within 200m of a railway line and the A30. The site is also proposed for the development of approximately 10 dwellings, which would be expected to reduce local air quality, to some extent. The proforma for this site does not seek to mitigate the impacts of noise and air pollution and therefore, a minor negative impact would be expected.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.9.2.4 Site AL34 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for *“any residential developments with a total net gain in residential units”*. Site AL34 is also located approximately 550m north west of the Thames Bain Heaths SPA and Chobham Common NNR. The proposed development at the site could potentially increase development related threats and pressures to these biodiversity assets. The proforma states that the development should *“mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area”*. This would be likely to mitigate the impacts of the proposed development on these biodiversity assets and therefore a negligible impact would be anticipated.

### **SA Objective 5 - Landscape**

- C.9.2.5 The proposed development at Site AL34 could potentially alter the views experienced by local residents. The proforma states that development should *“carefully design the plot layout and rhythm of new development so that it will fit the character, grain and plot pattern of the area, with strong regard to the topography of the site”*. This would be likely to help mitigate the impact of the proposed development on the views of existing residents, and therefore, a minor positive impact on the landscape would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.9.2.6 The proposed development at Site AL34 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.9.2.7 Site AL34 is situated on previously developed urban land and so it is assumed that none of the Borough’s BMV land would be lost as a result of the proposed development. Therefore, a minor positive impact would be expected due to the efficient use of land.

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### **SA Objective 8 - Housing**

- C.9.2.8 Site AL34 is proposed for residential development of 10 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

### **SA Objective 9 - Health**

- C.9.2.9 Site AL34 is located within the target distance to an NHS hospital, leisure facility and public green space and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A30 and is located outside the target distance of a GP surgery. The proforma for this site does not seek to mitigate the impacts of air pollution nor does it make provisions for health facilities and therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.9.2.10 Site AL34 is located within the 600m target distance to local services. Therefore, a minor positive impact would be anticipated for site end users' access to local services.

### **SA Objective 11 - Transport**

- C.9.2.11 Site AL34 is located within the target distance to bus stops providing hourly services, Sunningdale Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.9.2.12 Site AL34 is located within the target distance to a secondary school however, the site is located outside the target distance to a primary school. The proforma for this site seeks to improve pedestrian access and enhance bus facilities. This would be likely to improve the access of site end users to educational facilities, and therefore a negligible impact would be anticipated.

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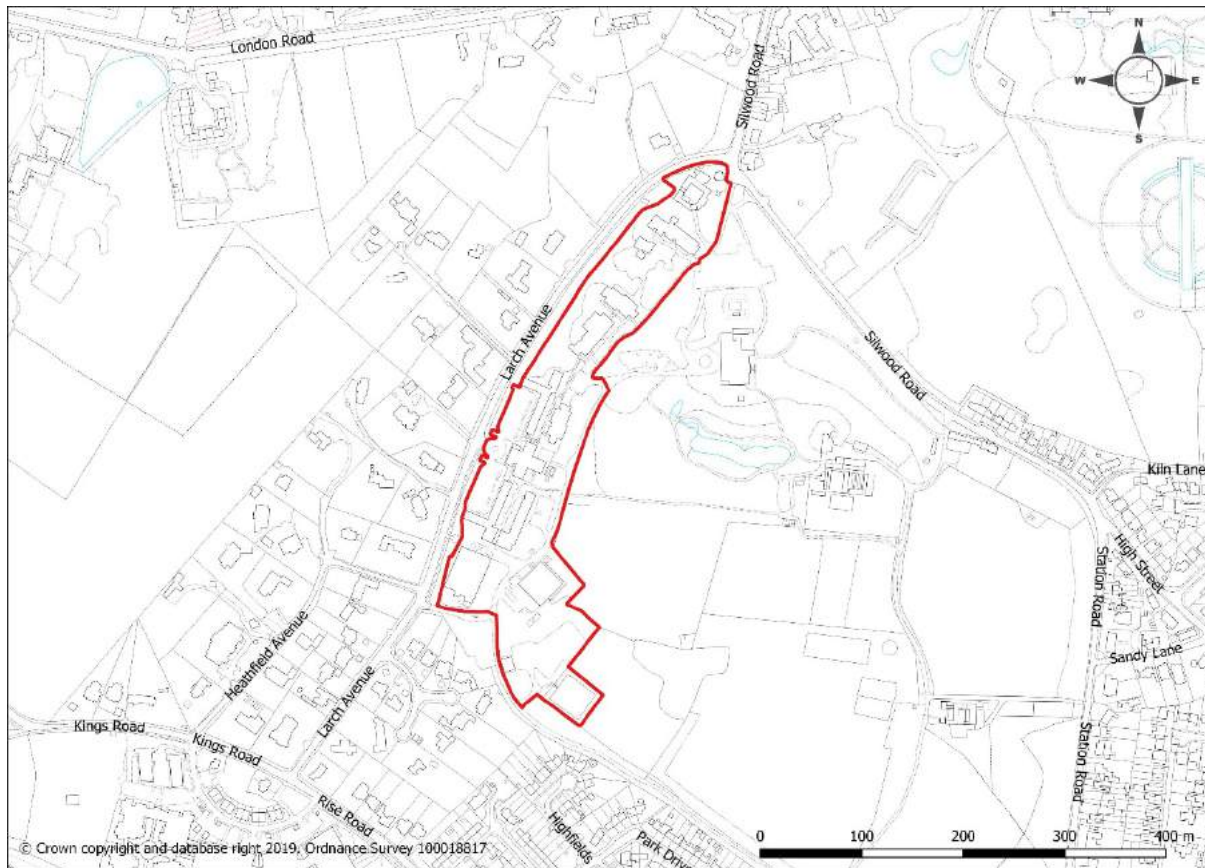
### **SA Objective 13 - Waste**

- C.9.2.13 Site AL34 is proposed for the development of approximately 10 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

### **SA Objective 14 - Employment**

- C.9.2.14 Site AL34 is located within 5km of Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.

### C.9.3 AL35 – Sunningdale Park, Sunningdale



#### SUNNINGDALE PARK, SUNNINGDALE

<b>Allocation</b>	➤ Approximately 230 residential units which may include specialist accommodation for older people
<b>Site Size</b>	➤ 4.83Ha

#### Site Specific Requirements

Development of the site will be required to:

- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection through the provision of SANG on adjoining land;
- Provide biodiversity net gain for site with biodiversity assessment. Development should also design sensitively to conserve and enhance the biodiversity throughout the site;
- Provide soft green boundaries with tree plantings to screen development from the historic park;
- Retain mature trees and hedgerows throughout the site to retain the character of the area;
- Provide safe pedestrian and cycle access from Larch Avenue and new routes through the site to Sunningdale village and Sunningdale Railway Station;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to local leisure facilities;
- Design sensitively to preserve and enhance the setting of listed buildings and non-designated heritage assets;
- Design sensitively to consider the impact of long distance views into the site;
- Preserve and enhance the adjoining park, and the setting of the historic park and garden;
- Enhance the setting of the Grade II Listed Northcote House;
- Provide a Heritage Management Plan;
- Provide mitigation measures to address potential traffic and congestion increase; and

- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL35	-	+	--	0	0	0	0	++	-	0	++	++	-	-

### SA Objective 1 - Climate Change

C.9.3.1 Site AL35 is proposed for the development of 230 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for planting of trees and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.9.3.2 Site AL35 does not coincide with areas identified as being at risk of surface water flooding and is located within Flood Zone 1. The proposed development at this site would locate site end users away from flood risk and therefore, a minor positive impact would be expected on water and flooding.

### SA Objective 3 - Air and Noise Pollution

C.9.3.3 Site AL35 is proposed for the development of approximately 230 dwellings which would be expected to result in a reduction in local air quality, to some extent. The proforma for this site does not seek to mitigate the impacts of noise and air pollution and therefore, a major negative impact would be expected.



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## SA Objective 4 - Biodiversity and Geodiversity

- C.9.3.4 Site AL35 is located within a SSSI IRZ which states that there are possible negative impacts if a site is proposed for *“any residential developments with a total net gain in residential units”*. Site AL34 is also located approximately 1.5km north west of the Thames Basin Heaths SPA and Chobham Common NNR. The proposed development at the site could potentially increase development related threats and pressures to these biodiversity assets. The proforma states that the development should *“mitigate the impact of residential development on the Thames Basin Heaths Special Protection through the provision of SANG on adjoining land”*. This would be likely to mitigate the impacts of the proposed development on these biodiversity assets, and therefore a negligible impact would be anticipated.

## SA Objective 5 - Landscape

- C.9.3.5 The south and north of Site AL35 coincides with ‘Sunningdale Park (Civil Service Park)’ RPG and is located in close proximity to Grade II Listed Building ‘Northcote House Civil Service College’. The proposed development at this site could potential alter the setting of these heritage assets. The proforma seeks to *“preserve and enhance the adjoining park, and the setting of the historic park and garden”* and *“enhance the setting of the Grade II Listed Northcote House”* therefore a negligible impact would be expected on cultural heritage.

## SA Objective 6 - Cultural Heritage

- C.9.3.6 The proposed development at Site AL35 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

## SA Objective 7 - Use of Resources

- C.9.3.7 Site AL35 coincides with urban land which is also previously developed. The proposed development at this site would be an efficient use of land and help prevent the loss of ecologically valuable soils. However, the site also coincides with a Mineral Safeguarding Area. The proforma states that the development should undertake *“a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource”*. This would help to safeguard the mineral resource in RBWM, and therefore a negligible impact would be anticipated on the use of resources.



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### **SA Objective 8 - Housing**

- C.9.3.8 Site AL35 is proposed for residential development of 230 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.9.3.9 Site AL35 is located within the target distance to an NHS hospital, GP surgery and public green space and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the A329 and is located outside the target distance to a leisure centre. The proforma for this site seeks to “*ensure that the development is well-served by public bus routes ... such that the bus is an attractive alternative to the private car for local journeys, including to local leisure facilities*”. This would be likely to improve site end users’ access to leisure facilities however the proforma would be unlikely to mitigate impacts of air pollution. Therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.9.3.10 Site AL35 is located over 600m from local services. The proforma for this site seeks to improve transport links, this will improve site end users’ access to local services. Therefore, a negligible impact would be anticipated.

### **SA Objective 11 - Transport**

- C.9.3.11 Site AL35 is located within the target distance to bus stops providing hourly services, Sunningdale Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users’ access to transport.

### **SA Objective 12 - Education**

- C.9.3.12 Site AL35 is located within the target distance to both primary and secondary schools. Therefore, a major positive impact would be anticipated for site end users’ access to education.

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### **SA Objective 13 - Waste**

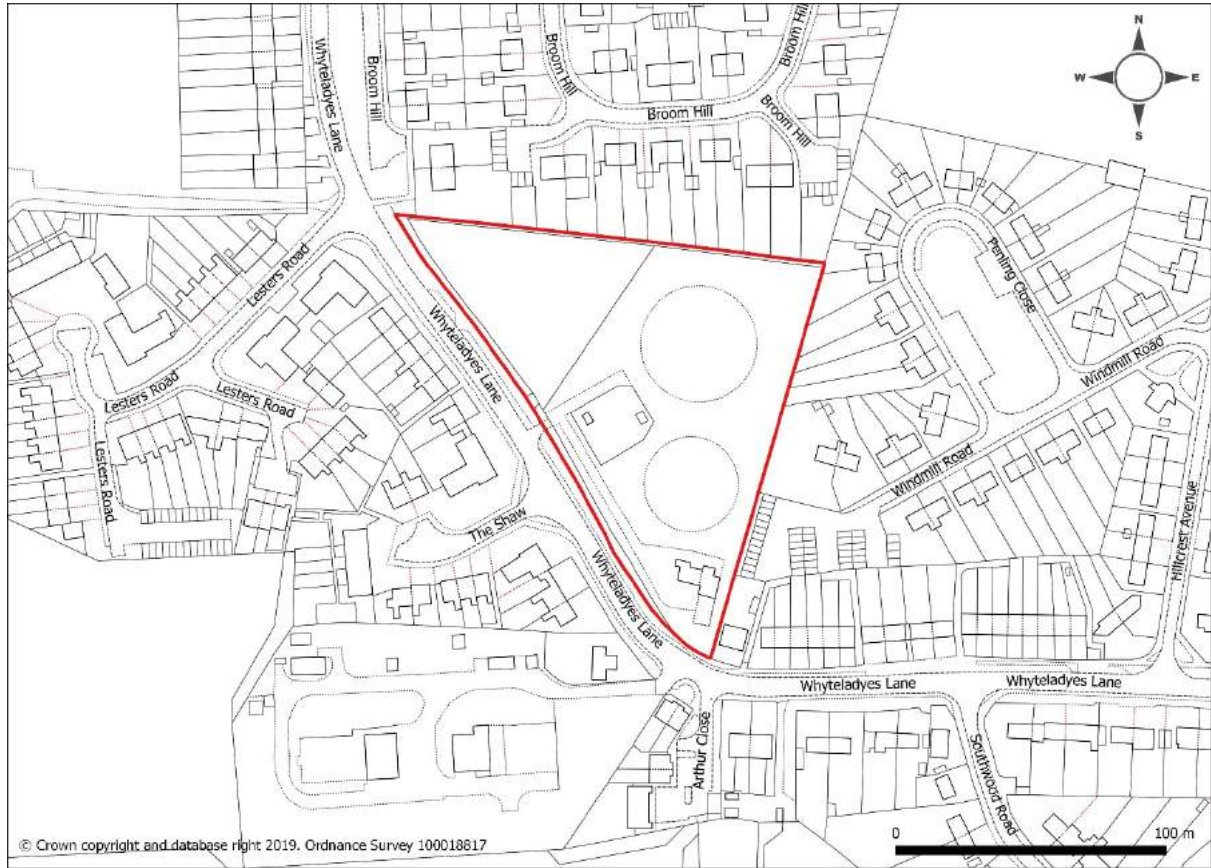
- C.9.3.13 Site AL35 is proposed for the development of 230 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.9.3.14 Site AL35 is located within 5km of Ascot, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Site AL35 currently comprises employment land and is proposed for residential use. This could potentially result in a net loss of employment floorspace. Therefore, a minor negative impact would be anticipated.

# C.10 Other Sites

## C.10.1 AL36 - Cookham Gas holder, Whyteladyes Lane, Cookham



### COOKHAM GAS HOLDER, WHYTELADYES LANE, COOKHAM

<b>Allocation</b>	➤ Approximately 50 residential units on previously developed land
<b>Site Size</b>	➤ 1.25Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide green and blue infrastructure across the site including the retention of mature trees and hedgerows where possible;
- Provide vehicular, cycle and pedestrian access onto Whyteladyes Lane;
- Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to leisure and educational facilities;
- Deliver a high quality design which supports the character of the area;
- Have an appropriate relationship to adjoining land uses and give due consideration to the topography of the site;
- Improve connectivity to local facilities in Cookham Rise;
- Ensure that the sewer systems including treatment works are reinforced prior to the occupation and use of the housing;
- Provide an appropriate solution for addressing the possible contamination of the site
- Address surface water flooding issues; and

- Provide appropriate mitigation measures to address the impacts of noise and air quality from Whyteladyes Lane in order to protect residential amenity.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL36	0	-	0	-	0	0	-	+	+	0	++	0	0	+

### SA Objective 1 - Climate Change

C.10.1.1 Site AL36 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.10.1.2 Site AL36 coincides with areas identified as being at low, medium and high risk of surface water flooding and coincides with a groundwater SPZ (Zone I). The proforma seeks to address surface water flooding issues, however impacts to groundwater SPZs are not addressed. Therefore, a minor negative impact on water and flooding would be anticipated.

### SA Objective 3 - Air and Noise Pollution

C.10.1.3 Site AL36 is proposed for the development of approximately 50 dwellings which would be expected to result in a reduction in local air quality, to some extent. The proforma for this site aims to “provide appropriate mitigation measures to address the impacts of noise and air quality from Whyteladyes Lane in order to protect residential amenity”, and therefore a negligible impact would be expected on air pollution.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.10.1.4 Site AL36 is located approximately 1.7km east of Chilterns Beechwoods SAC and 5.8km west of Burnham Beeches SAC. The proposed development at this site could potentially increase development related threats and pressures to these European sites. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

- C.10.1.5 The proposed development at Site AL36 could potentially alter the views experienced by local residents. The proforma states that development should be “*provide green and blue infrastructure across the site including the retention of mature trees and hedgerows where possible*” and “*deliver high quality design which supports the character of the area*”. This would be likely to help mitigate the impact of the proposed development on views, and therefore, a negligible impact on landscape would be expected.

### **SA Objective 6 - Cultural Heritage**

- C.10.1.6 The proposed development at Site AL36 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.10.1.7 Site AL36 coincides with previously undeveloped ALC Grade 3 land. The proposed development this site would be likely to result in a net loss of BMV land. Therefore, a minor negative impact would be expected on use of resources.

### **SA Objective 8 - Housing**

- C.10.1.8 Site AL36 is proposed for residential development of 50 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

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### **SA Objective 9 - Health**

- C.10.1.9 Site AL36 is located within the target distance to an NHS hospital, GP surgery and public green space. The site is also located over 200m from an AQMA and main road. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, the site is located outside the target distance to a leisure centre. The proforma for this site aims to “*ensure that the development is well served by public bus routes ... such that the bus is an attractive alternative to the private car for local journeys, including to leisure and educational facilities*”, and therefore a minor positive impact on health would be anticipated.

### **SA Objective 10 - Community**

- C.10.1.10 Site AL36 is located over 600m from local services. The proforma for this site seeks to improve transport links, which would be likely to improve site end users’ access to local services. Therefore, a negligible impact would be anticipated.

### **SA Objective 11 - Transport**

- C.10.1.11 Site AL36 is located within the target distance to bus stops providing hourly services, Cookham Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users’ access to transport.

### **SA Objective 12 - Education**

- C.10.1.12 Site AL36 is located within the target distance to a primary school, however, the site is located outside the target distance to a secondary school. The proforma for this site seeks to “*ensure that the development is well served by public bus routes ... such that the bus is an attractive alternative to the private car for local journeys, including to leisure and educational facilities*”. This would be likely to improve the access of site end users to educational facilities, and therefore a negligible impact would be anticipated.

### **SA Objective 13 - Waste**

- C.10.1.13 Site AL36 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

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## **SA Objective 14 - Employment**

- C.10.1.14 Site AL36 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.



## C.10.2 AL37 - Land north of Lower Mount Farm, Long Lane, Cookham



### LAND NORTH OF LOWER MOUNT FARM, LONG LANE, COOKHAM

<b>Allocation</b>	➤ Approximately 200 residential units
<b>Site Size</b>	➤ 8.78Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide family housing with gardens, clusters of self-build plots and 40% affordable housing
- Provide a strong green infrastructure network across the site that is highly connected to the surrounding area and capable of supporting enhanced biodiversity, recreation, food production and leisure functions;
- Have appropriate edge treatment and transition to the countryside with a need to minimise the impact on long distance views from the SW,S and SE;
- Connect to the Public Rights of Way network;
- Provide pedestrian and cycle links through the site to improve connectivity;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries and leisure facilities;
- Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity;
- Ensure that the sewer systems including treatment works will be reinforced prior to the occupation and use of the housing;
- Be of very high quality design which responds positively and sensitively to the character (including height) of the surrounding areas;
- Conserve the best and most versatile soils on the site as far as possible;
- Submit a Mineral Resource Assessment, assessing the viability and practicality of prior extraction of the minerals resource; and



- Have due regard to water source protection.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL37	-	-	-	-	-	0	-	++	+	0	++	0	-	+

### SA Objective 1 - Climate Change

C.10.2.1 Site AL37 is proposed for the development of 200 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.10.2.2 Site AL37 coincides with areas identified as being at low risk of surface water flooding and coincides with a groundwater SPZ (Zone I). The proforma seeks to “*have due regard to water source protection*”, however impacts of surface water are not addressed and therefore, a minor negative impact on water and flooding would be anticipated.

### SA Objective 3 - Air and Noise Pollution

C.10.2.3 Site AL37 is located within 200m of a railway line. The site is also proposed for approximately 200 dwellings which would be expected to result in a reduction in local air quality, to some extent. The proforma for this site seeks to mitigate the impact of noise however this would not be likely to mitigate air pollution and therefore a major negative impact would be expected.

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### **SA Objective 4 - Biodiversity and Geodiversity**

- C.10.2.4 Site AL37 is located approximately 1.6km east of Chilterns Beechwoods SAC and 5.8km west of Burnham Beeches SAC. The proposed development at this site could potentially increase development related threats and pressures to these European sites. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

- C.10.2.5 The proposed development at Site AL37 could potentially alter the views experienced by users of the PRow network and by existing local residents. The proforma states that development should “*have appropriate edge treatment and transition to the countryside with a need to minimise the impact on long distance views from the south west, south and south east*” and “*be of very high quality design which responds positively and sensitively to the character (including height) of the surrounding areas*”. These measures would be likely to help mitigate the impact of the development on views.

- C.10.2.6 However, Site AL37 is located in the Landscape Character Type ‘Farmed Chalk Slopes’ and the landscape area ‘Cookham Rise’. A key characteristic of this landscape character type is “*mixed land uses of arable, pasture, woodlands and commercial equine*”. As this site comprises greenfield land with agricultural use, the proposed development at this site would be likely to be discordant with the landscape character. Therefore, a minor negative impact would be anticipated on landscape.

### **SA Objective 6 - Cultural Heritage**

- C.10.2.7 The proposed development at Site AL37 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

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### **SA Objective 7 - Use of Resources**

- C.10.2.8 Site AL37 coincides with previously undeveloped BMV Grade 3 land. The site is also located within a Mineral Safeguarding Area. The proforma states that development should “*submit a Mineral Resource Assessment, assessing the viability and practicality of prior extraction of the minerals resource*” and to “*conserve the best and most versatile soils on the site as far as possible*”. Although the proforma would help to conserve minerals and BMV soil, the development at this site would be likely to result in a net loss of the soil resource. Therefore, a minor negative impact would be expected on use of resources.

### **SA Objective 8 - Housing**

- C.10.2.9 Site AL37 is proposed for residential development of 200 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.10.2.10 Site AL37 is located within the target distance to an NHS hospital and public green space. The site is also located over 200m from an AQMA and main road. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, the site is not located outside the target distance to a GP surgery and leisure centre. The proforma for this site aims to “*ensure that the development is well served by public bus routes ... such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries and leisure facilities*”. Therefore, a minor positive impact would be anticipated.

### **SA Objective 10 - Community**

- C.10.2.11 Site AL37 is located over 600m from local services. The proforma for this site seeks to improve transport links, which would be likely to improve site end users’ access to local services. Therefore, a negligible impact would be anticipated.

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### **SA Objective 11 - Transport**

- C.10.2.12 Site AL37 is located within the target distance to bus stops providing hourly services, Cookham Railway Station and has access to both the PRoW and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.10.2.13 Site AL37 is located within the target distance to a primary school however, the site is located outside the target distance to a secondary school. The proforma for this site seeks to improve transport links including pedestrian access and bus routes. This would be likely to improve the access of site end users to educational facilities and therefore a negligible impact would be anticipated.

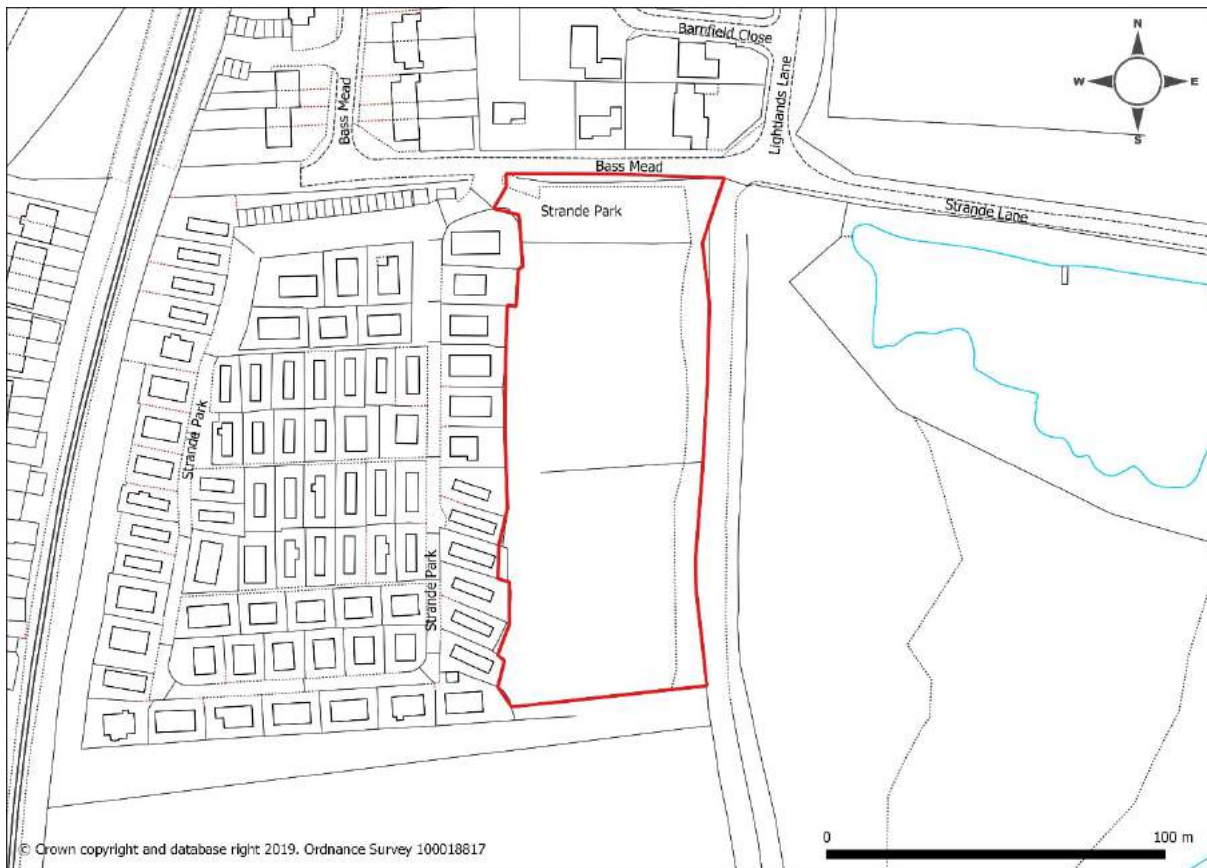
### **SA Objective 13 - Waste**

- C.10.2.14 Site AL37 is proposed for the development of 200 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.10.2.15 Site AL37 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.

### C.10.3 AL38 – Land east of Strande Park, Cookham



#### LAND EAST OF STRANDE PARK, COOKHAM

<b>Allocation</b>	➤	Approximately 20 residential units
<b>Site Size</b>	➤	0.90Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide family housing with gardens, at least 40% affordable housing and clusters of self-build plots;
- Provide high quality pedestrian and cycle routes across the site which link into Bass Mead;
- Provide a generous network of green and blue infrastructure across the site that connects to surrounding GI networks and pedestrian and cycle access points;
- Include a highly visible area of high quality public open space that is accessible to the wider surrounding community;
- Conserve and enhance local biodiversity;
- Conserve the best and most versatile soils on the site as far as possible;
- Be of high quality design that reflects the scale and height of surrounding development;
- Integrate well with the adjoining mobile home park and countryside areas;
- Have appropriate edge treatment and transition to the countryside;
- Retain valuable trees where possible, particularly at site boundaries;
- Ensure that the sewer systems including treatment works are reinforced prior to the occupation and use of the housing; and
- Provide safe access and egress during major flood events as well as ensuring the site is resilient to all forms of potential flooding.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL38	0	-	-	-	0	0	-	+	-	0	++	0	0	+

### SA Objective 1 - Climate Change

C.10.3.1 Site AL38 is proposed for the development of approximately 20 dwellings and would therefore be expected to result in a negligible impact on carbon emissions within the Plan area.

### SA Objective 2 - Water and Flooding

C.10.3.2 Site AL38 partially coincides with areas identified as being at low risk of surface water flooding and coincides with a groundwater SPZ (Zone I). The proforma does not seek to protect the groundwater source or mitigate surface water flood risk and therefore, a minor negative impact on water and flooding would be anticipated.

### SA Objective 3 - Air and Noise Pollution

C.10.3.3 Site AL38 is proposed development of 20 dwellings, which would be expected to result in a reduction in local air quality, to some extent. Therefore, a minor negative impact would be expected for air and noise pollution.

### SA Objective 4 - Biodiversity and Geodiversity

C.10.3.4 Site AL37 is located approximately 2.3km east of Chilterns Beechwoods SAC and 5.2km west of Burnham Beeches SAC. The proposed development at this site could potentially increase development related threats and pressures to these European sites. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

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### **SA Objective 5 - Landscape**

- C.10.3.5 The proposed development at Site AL38 could potentially alter the views experienced by local residents. The proforma states that development should “*be of high quality design that reflects the scale and height of surrounding development*” and “*integrate well with the adjoining mobile home park and countryside areas*”. These measures would be likely to help mitigate the impact of the development on views, and therefore a negligible impact on the landscape would be anticipated.

### **SA Objective 6 - Cultural Heritage**

- C.10.3.6 The proposed development at Site AL38 would be unlikely to impact surrounding heritage assets. Therefore, a negligible impact on the local historic environment would be anticipated.

### **SA Objective 7 - Use of Resources**

- C.10.3.7 Site AL38 coincides with previously undeveloped BMV Grade 3 land. The proforma states that development should “*conserve the best and most versatile soils on the site as far as possible*”. Although the proforma would help to conserve BMV land, the development at this site would be likely to result in a net loss of the soil resource. Therefore, a minor negative impact would be expected on use of resources.

### **SA Objective 8 - Housing**

- C.10.3.8 Site AL38 is proposed for residential development of 20 dwellings. This would be likely to result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

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### **SA Objective 9 - Health**

- C.10.3.9 Site AL38 is located within the target distance to an NHS hospital, and public green space and is located over 200m from an AQMA and main road. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located outside the target distance to a GP surgery and leisure facilities. The proforma states that safe pedestrian and cycle links will be provided, and development will be well served by public bus routes. Although this would be likely to increase site end users' access to these facilities the proforma does not make provisions for new health facilities. Therefore, a minor negative impact would be expected on health.

### **SA Objective 10 - Community**

- C.10.3.10 Site AL38 is located over 600m from local services. The proforma for this site seeks to improve transport links, this will improve site end users' access to local services. Therefore, a negligible impact would be anticipated

### **SA Objective 11 - Transport**

- C.10.3.11 Site AL38 is located within the target distance to bus stops providing hourly services, Cookham Railway Station and has access to both the PRow and road networks. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.10.3.12 Site AL38 is located within the target distance to a primary school however, the site is located outside the target distance to a secondary school. The proforma for this site seeks to improve transport links including improved pedestrian access and bus routes. This would be likely to improve the access of site end users to educational facilities, and therefore a negligible impact would be anticipated.

### **SA Objective 13 - Waste**

- C.10.3.13 Site AL38 is proposed for the development of approximately 20 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

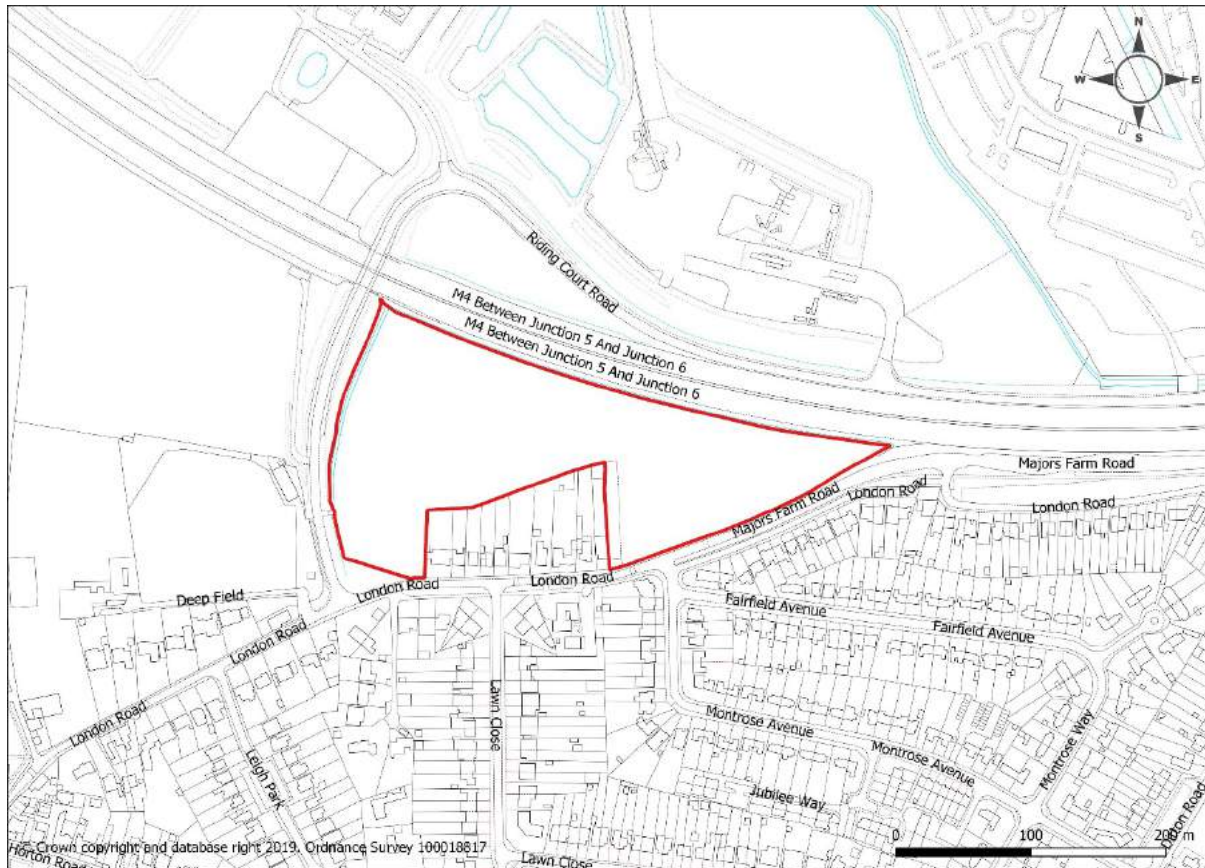


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## **SA Objective 14 - Employment**

- C.10.3.14 Site AL38 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. Therefore, a minor positive impact would be expected on site end users' access to employment.

## C.10.4 AL39 - Land at Riding Court Road and London Road Datchet



### LAND AT RIDING COURT ROAD AND LONDON ROAD, DATCHET

<b>Allocation</b>	➤ Approximately 80 residential units on greenfield land
<b>Site Size</b>	➤ 3.92Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide a mix of housing including family homes with gardens that will respect the character of the area and with regard to the natural landscape;
- Provide 40% affordable housing and clusters of fully serviced plots for self-build;
- Conserve the best and most versatile soils on the site as far as possible and provide on-site open space including play facilities, and allotments to the west of the site to utilise the grade 1 agricultural land;
- Provide connectivity to village centre and take opportunity to connect Riding Court Lane and London Road;
- Provide safe pedestrian and cycle links through the site including open spaces, and to create easy pedestrian and cycle mobility to the village centre;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys;
- Design which responds positively to the size, shape and rhythm of the existing development on London Road, where the amenity of the existing dwellings is not adversely affected;
- Design sensitively to consider the impact on long distance views into the site, especially from the Conservation Area in the south west;
- Create distinctive public realm with high quality design which can be accessed easily for all people;

- Provide biodiversity net gain for site with biodiversity assessment. Habitats areas must be connected to avoid fragmentation;
- Integrate SUDS and other flood alleviation measures to mitigate flood risk throughout the site;
- Provide appropriate treatment to boundaries with adjoining land uses. Valuable trees should be retained and new planting of trees or hedgerows should be implemented, especially on the site boundaries to provide screening;
- Provide appropriate mitigation measures to address the impacts of noise and air pollution from the M4 to protect residential amenity; and
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL39	-	-	-	-	0	-	-	+	-	+	++	++	-	+

### SA Objective 1 - Climate Change

C.10.4.1 Site AL39 is proposed for the development of 80 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for planting of trees and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.10.4.2 Site AL39 coincides with areas identified as being at medium risk of surface water flooding. The proforma for this site makes provisions to integrate SUDS and other flood alleviation measures throughout the site. This would be expected to mitigate surface water flood risk at this site. However, Site AL39 is also located within Flood Zone 2 and coincides with a groundwater SPZ (Zone III) and therefore, a minor negative impact on water and flooding would be anticipated.

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### **SA Objective 3 – Air and Noise Pollution**

- C.10.4.3 Site AL39 is located adjacent to the M4. The proposed development of 80 dwellings at this site would be expected to result in a reduction in local air quality, to some extent. The proforma for this site states that provisions will be made for appropriate mitigation measures that will address the impacts of noise and air pollution from the M4. However, these mitigation measures are unclear and therefore, a minor negative impact would be expected on air and noise pollution.

### **SA Objective 4 – Biodiversity and Geodiversity**

- C.10.4.4 The proforma for Site AL39 states that provisions will be made for “*biodiversity net gain for site with [a] biodiversity assessment. Habitats areas must be connected to avoid fragmentation*”. This would aim to provide enhancements for biodiversity at the site.
- C.10.4.5 However, Site AL39 is located within 2km of the South West London Waterbodies SPA and 3.9km from Windsor Forest and Great Park SAC. The proposed development at this site could potentially increase development related threats and pressures to these European sites. The proforma for this site would not be likely to mitigate these impacts, and therefore a minor negative impact would be expected.

### **SA Objective 5 – Landscape**

- C.10.4.6 The proposed development at Site AL39 could potentially alter the views experienced by local residents. The proforma states that provisions will be made regarding appropriate treatment to boundaries with adjoining land uses. This includes the retention of valuable trees and implementing new planting of trees or hedgerows, especially on the site boundaries to provide screening. This would be likely to help mitigate the impact of the proposed development on views, and therefore, a negligible impact on landscape would be expected.

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### **SA Objective 6 - Cultural Heritage**

- C.10.4.7 Site AL39 is located in close proximity to the Grade II Listed Building 'Garden Wall to the south and east of Datchet House', 'Datchet' Conservation Area and 'Ditton Park' RPG. The proforma for Site AL39 states that the site will be "*designed sensitively to consider the impact on long distance views into the site, especially from the Conservation Area in the south west*". Although the proforma would be likely to mitigate the impacts on 'Datchet' Conservation Area, the potential impacts on the setting of the Grade II Listed Building and RPG could potentially result in a minor negative impact on the local historic environment.

### **SA Objective 7 - Use of Resources**

- C.10.4.8 Site AL39 coincides with ALC Grade 1 land and is located within a Mineral Safeguarding Area. The proforma states that development of the site will be required to "*undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area*". The proforma also states that the Grade 1 agricultural land will be utilised to provide on-site open space including play facilities, and allotments. However, the proposed development at this site would still be expected to result in a net loss of BMV land and local soil resource and therefore, a minor negative impact would be anticipated.

### **SA Objective 8 - Housing**

- C.10.4.9 Site AL39 is proposed for residential development of 80 dwellings. This would result in a net gain in housing within the Plan area and therefore, a minor positive impact would be expected.

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### **SA Objective 9 - Health**

- C.10.4.10 Site AL39 is located within the target distance to an NHS hospital, GP surgery and public green space, and is located over 200m from an AQMA. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located within 200m of the M4 and is located outside the target distance to a leisure centre. The proforma states that safe pedestrian and cycle links will be provided, and development will be well served by public bus routes. Although this would be likely to increase site end users' access to facilities, it would not make provisions for new health facilities. The proforma also states that provisions will be made to mitigate the impacts of air pollution from the M4, however, a strategy for this is not provided. Therefore, a minor negative impact would be expected on human health.

### **SA Objective 10 - Community**

- C.10.4.11 Site AL39 is located over 600m from local services. The proforma states that provisions will be made for connectivity to the village centre, taking the opportunity to connect Riding Court Lane and London Road. This would be expected to help improve site end users' access to local services and therefore, a minor positive impact would be anticipated.

### **SA Objective 11 - Transport**

- C.10.4.12 Site AL39 is located within the target distance to bus stops providing hourly services, Windsor and Eton Riverside Railway Station and has access to both the PRow and road networks. The proforma for this site would be likely to provide enhancements to the local transport network, as it states that provisions will be made for pedestrian and cycle links and that the development will be well served by public bus routes. Therefore, a major positive impact would be expected on site end users' access to transport.

### **SA Objective 12 - Education**

- C.10.4.13 Site AL39 is located within the target distance to both primary and secondary schools and therefore, a major positive impact on site end users' access to education would be anticipated.

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### **SA Objective 13 - Waste**

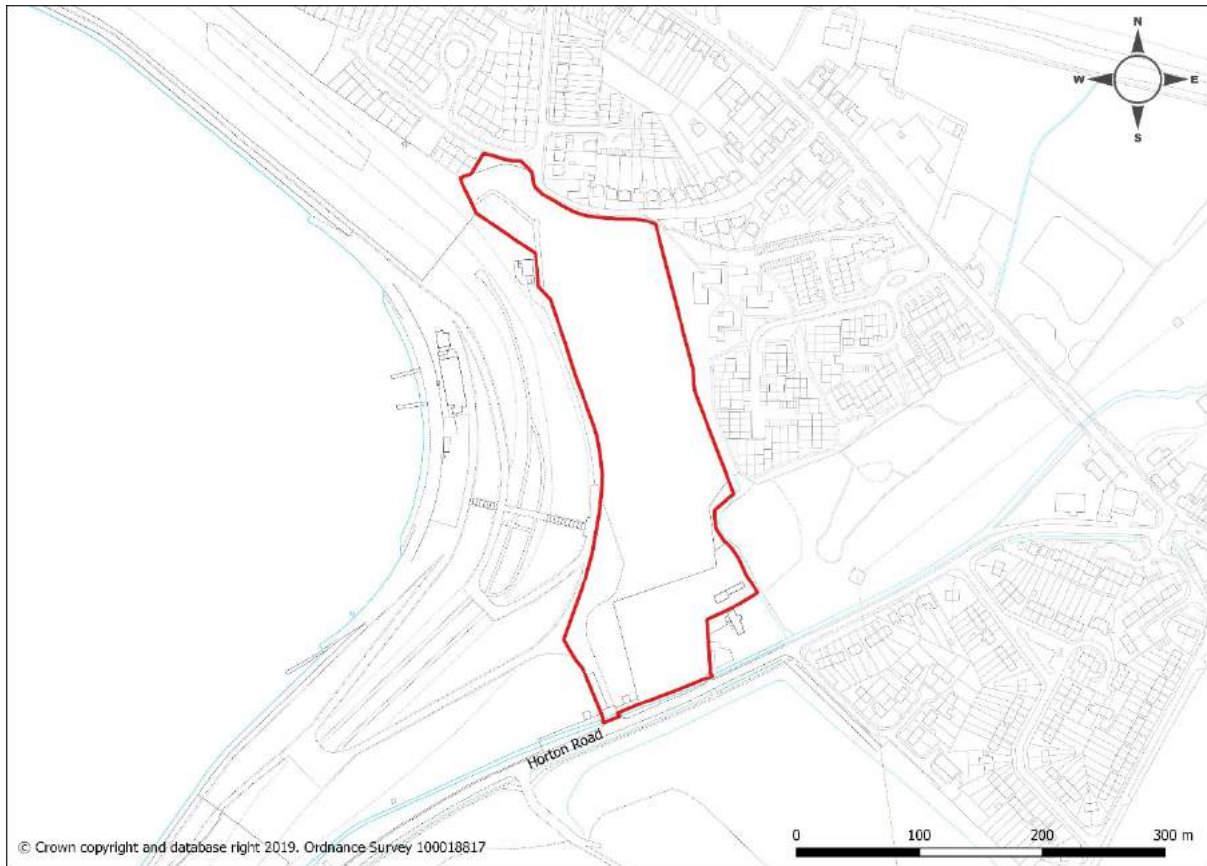
- C.10.4.14 Site AL39 is proposed for the development of 80 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 - Employment**

- C.10.4.15 Site AL39 is located within 5km of Maidenhead, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. The proforma aims to make enhancements to connectivity, which would be likely to improve site end users' access to employment, as improvements to bus routes will improve access to the primary employment locations. Therefore, a minor positive impact would be expected.



## C.10.5 AL40 - Land east of Queen Mother Reservoir, Horton



### LAND EAST OF QUEEN MOTHER RESERVOIR, HORTON

<b>Allocation</b>	➤ Approximately 100 residential units
<b>Site Size</b>	➤ 4.44Ha

#### Site Specific Requirements

Development of the site will be required to:

- Provide strong pedestrian and cycle connectivity throughout the housing area and into access points north and south of the development;
- Provide linkages into the adjoining open space to the east of the site;
- Create a strong and generous green and blue infrastructure framework across the whole site (at both ground and upper levels) to enhance the biodiversity and ecology of the area. A large area of planting, including trees will be provided as part of this framework in the southern half of the site;
- Retain existing trees, wherever possible and re-inforce tree and landscaping on the western and eastern boundaries;
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to railways stations and educational facilities;
- Provide car and cycle parking and provision of electric vehicle charging points;
- Integrate well with development on Springfield Road, including provision of vehicular access and ensuring development provides active frontages onto the road;
- Improve the vehicular access at Horton Road;
- Provide family housing with gardens, clusters of self-build plots and 40% affordable housing;
- Design sensitively to conserve and enhance the setting of the nearby listed building;
- Provide high quality on-site open space and play facilities;
- Provide appropriate mitigation measures to address the impacts of noise and air quality from Heathrow Airport;



- Adopt a sequential approach to the location of built form on the site. Development will need to be directed away from areas at highest risk of flooding on south eastern part of site and residential units located in Flood Zone 1 areas only;
- Provide a safe means of vehicular egress and access that does not traverse functional floodplain;
- Incorporate appropriate flood risk measures and surface water mitigation;
- As the site falls within a Minerals Safeguarding Area a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken.

Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
AL40	-	-	0	-	0	-	-	++	0	+	+	0	-	+

### SA Objective 1 - Climate Change

C.10.5.1 Site AL40 is proposed for the development of 100 dwellings and would therefore be expected to result in a minor increase in carbon emissions within the Plan area. Although the site proforma seeks to make provision for green infrastructure and improved pedestrian and cycle networks, a minor negative impact on climate change would be anticipated.

### SA Objective 2 - Water and Flooding

C.10.5.2 Site AL40 coincides with areas identified as being at low risk of surface water flooding. Site AL40 is also located within Flood Zones 2 and 3. The proforma for this site aims to “*incorporate appropriate flood risk measures and surface water mitigation*” and therefore, a minor negative impact on water and flooding would be anticipated.

### SA Objective 3 - Air and Noise Pollution

C.10.5.3 Site AL40 is proposed for the development of 80 dwellings, and as such would be expected to result in a reduction in local air quality, to some extent. The proforma for this site states that provisions will be made for appropriate mitigation measures that will address the impacts of noise and air pollution and therefore, a negligible impact would be expected on air and noise pollution.

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### **SA Objective 4 - Biodiversity and Geodiversity**

C.10.5.4 The proforma for Site AL40 states that development should “*create a strong and generous green and blue infrastructure framework across the whole site (at both ground and upper levels) to enhance the biodiversity and ecology of the area. A large area of planting, including trees will be provided as part of this framework in the southern half of the site*”. This would aim to provide enhancements for biodiversity.

C.10.5.5 However, Site AL40 is located adjacent to ‘Queen Mother Reservoir’ LWS and within 1.5km of the South West London Waterbodies SPA. The proposed development at the site could potentially increase development related threats and pressures to these biodiversity assets. The proforma for this site would not be expected to mitigate these impacts, and therefore, a minor negative impact would be expected.

### **SA Objective 5 - Landscape**

C.10.5.6 The proposed development at Site AL40 could potentially alter views experienced by users of the PRow network and local residents. The proforma states that trees will be retained, and buildings will be designed sensitively. This would be likely to help mitigate the impact of the proposed development on the views of existing residents, and therefore, a negligible impact on landscape would be expected.

### **SA Objective 6 - Cultural Heritage**

C.10.5.7 Site AL40 is located adjacent to the Grade II Listed Building ‘Mildridge Farmhouse’ and coincides with the archaeological feature ‘Medieval moat at Mildridge Farm, Horton’. The proforma for Site AL40 states that the site will be “*designed sensitively to conserve and enhance the setting of the nearby listed building*”. Although the proforma would help to mitigate the impacts on the Grade II Listed Building, the potential impacts on the archaeological feature could potentially result in a minor negative impact on the local historic environment.

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### **SA Objective 7 - Use of Resources**

- C.10.5.8 Site AL40 coincides with previously undeveloped land and is located within a Mineral Safeguarding Area. The proforma states that development at this site will be required to undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource. However, the proposed development at this site would still be expected to result in a net loss of ecologically important soils and therefore, a minor negative impact would be anticipated.

### **SA Objective 8 - Housing**

- C.10.5.9 Site AL40 is proposed for residential development of 100 dwellings. This would result in a net gain in housing within the Plan area and therefore, a major positive impact would be expected.

### **SA Objective 9 - Health**

- C.10.5.10 Site AL40 is located within the target distance to an NHS hospital and public green space and is located over 200m from a main road. These factors would be likely to have a positive impact on the health and wellbeing of site end users. However, this site is located partially within 200m of 'Slough AQMA No.2' and is located outside the target distance of a GP surgery and leisure centre. The proforma states that safe pedestrian and cycle links will be provided, and development will be well served by public bus routes and that impacts of noise and air quality will be mitigated. This would be likely to increase site end users' access to facilities and help to mitigate the impacts of air pollution and therefore, a negligible impact would be expected on human health.

### **SA Objective 10 - Community**

- C.10.5.11 Site AL40 is located within the 600m target distance to local services and therefore a minor positive impact would be anticipated for site end users' access to local services.

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### **SA Objective 11 – Transport**

- C.10.5.12 Site AL40 is located within the target distance to bus stops providing hourly services and has access to both the PRoW and road networks. However, the site is located outside the target distance to a railway station. The proforma for this site would be likely to provide enhancements to the local transport network, as it states that provisions will be made for pedestrian and cycle links and that the development will be well served by public bus routes. Therefore, a minor positive impact would be expected on transport.

### **SA Objective 12 – Education**

- C.10.5.13 Site AL40 is located outside the target distance to both primary and secondary schools. The proforma for this site states that development should “*ensure that the development is well-served by public bus ... such that the bus is an attractive alternative to the private car for local journeys, including to railways stations and educational facilities*” and therefore, a negligible impact on site end users’ access to education would be anticipated.

### **SA Objective 13 – Waste**

- C.10.5.14 Site AL40 is proposed for the development of 100 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

### **SA Objective 14 – Employment**

- C.10.5.15 Site AL40 is located within 5km of Windsor, a primary employment location, and as such would be expected to provide good links to a range of employment opportunities. The proforma aims to make enhancements to site end users’ access to employment, as improvements to bus routes will improve access to the primary employment locations. Therefore, a minor positive impact would be expected.

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# Appendix D: Reasonable Alternative Site Assessments

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# Appendix D Contents

<b>D.1</b>	<b>Introduction.....</b>	<b>D1</b>
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## D.1 Introduction

### D.1.1 Background

D.1.1.1 The purpose of this appendix is to present the appraisal of the 54 reasonable alternative development sites identified by the Council in line with Article 5.1 of the SEA Directive<sup>1</sup>:

*“Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated. The information to be given for this purpose is referred to in Annex I”.*

D.1.1.2 Each of the sites appraised in this report has been assessed for its likely impacts on each SA Objective of the SA Framework. The SA Framework is presented in its entirety in **Appendix A**. The full methodology for the assessment of these reasonable alternatives sites is set out in **Chapter 4**.

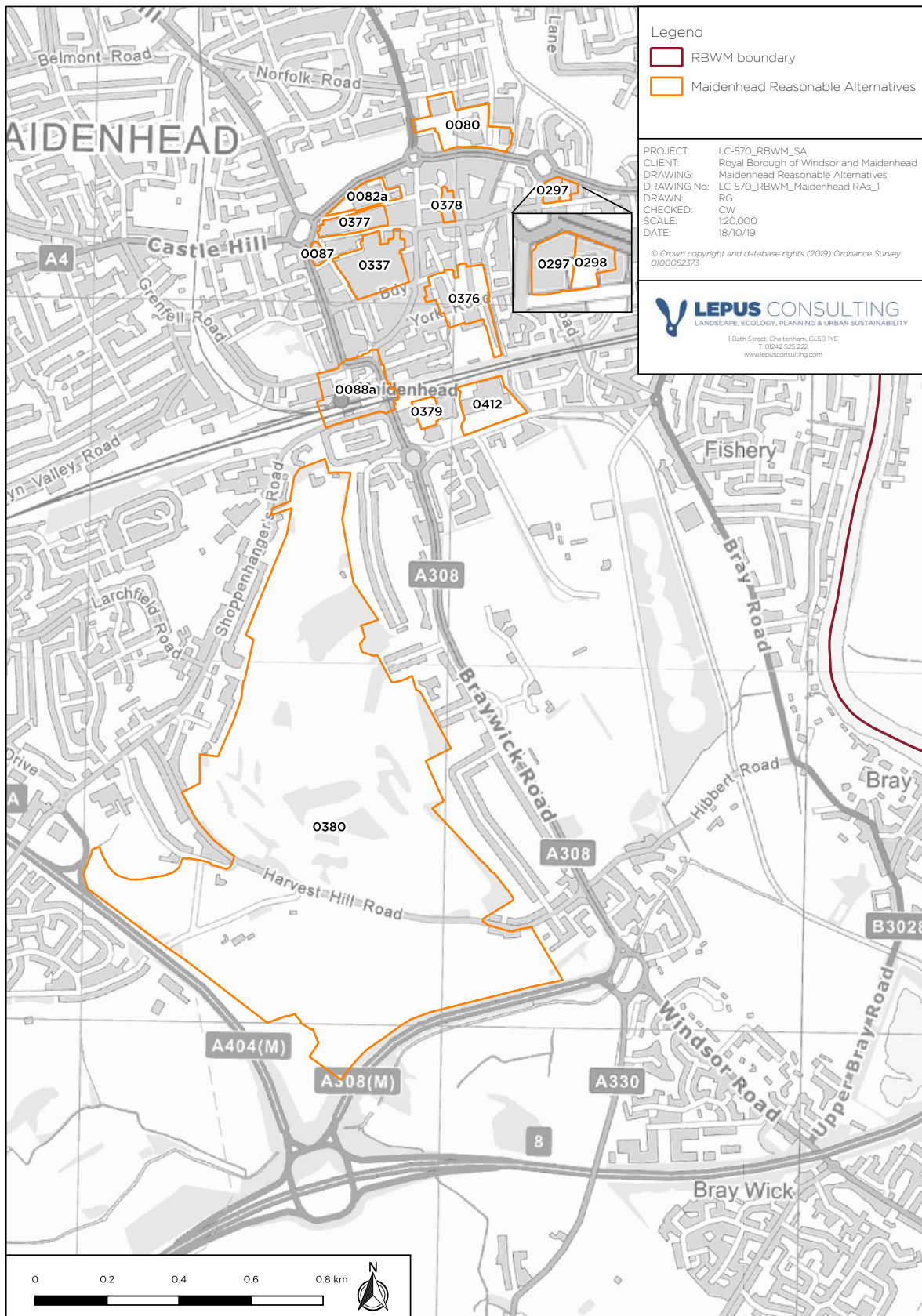
D.1.1.3 Each appraisal includes a SA impact matrix that provides an indication of the nature and magnitude of effects pre-mitigation. Assessment narratives follow the impact matrices for each site, within which the findings of the appraisal and the rationale for the recorded impacts are described.

D.1.1.4 Where possible, sites in close proximity to each other have been grouped into clusters. Sites within each cluster are expected to have predominantly similar effects against the SA Objectives. Where this is not the case, the assessment commentary draws such differences to the attention of the reader.

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<sup>1</sup> SEA Directive. Available at: <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32001L0042> [Date Accessed: 10/10/19]

# D.2 Maidenhead Growth Location





<b>Maidenhead Growth Location</b>				
Site number	Name of preferred site	Site use	Area (ha)	Housing number (if applicable)
<b>0080</b>	St Cloud Way, Maidenhead	Housing	2.52	550
<b>0082a</b>	West Street Opportunity Area, Maidenhead	Mixed use (Housing and Employment)	0.96	240
<b>0087</b>	Methodist Church, High Street, Maidenhead	Mixed use (including housing)	0.2	50
<b>0088a</b>	Maidenhead Railway Station	Mixed use (Housing and Employment)	3.11	150
<b>0297</b>	Moorbridge Court, 29-41 Moorbridge Road, Maidenhead	Housing	0.36	41
<b>0298</b>	Liberty House, 43-53 Moorbridge Road, Maidenhead	Housing	0.23	30
<b>0337</b>	Nicholsons Centre	Mixed use (Housing, Residential Care, Office, Retail and Car Park)	2.31	500
<b>0376</b>	York Road	Housing	2.38	450
<b>0377</b>	Land between High Street and West Street, Maidenhead	Housing	0.96	300
<b>0378</b>	St Mary's Walk, Maidenhead	Mixed use (Housing, employment, retail)	0.15	120
<b>0379</b>	Land to east of Braywick Gate, Braywick Road, Maidenhead	Housing	0.47	50
<b>0380</b>	Desborough, Harvest Hill Road, South West Maidenhead	Housing	89.93	2,600
<b>0412</b>	Stafferton Way Retail Park, Maidenhead	Mixed use (Housing, employment, retail)	1.89	350

Site Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
0080	-	--	--	-	0	-	+	++	-	+	++	++	-	--
0082a	-	--	--	-	0	--	+	++	-	+	++	++	-	--
0087	0	-	-	-	0	-	+	+	-	+	++	++	0	--
0088a	-	--	--	-	0	--	+	++	-	+	++	-	-	--
0297	0	--	-	-	0	--	+	+	-	+	++	++	0	--
0298	0	--	-	-	0	-	+	+	-	+	++	++	0	--
0337	-	-	--	-	0	-	+	++	-	+	++	++	-	--
0376	-	-	--	-	0	-	+	++	-	+	++	-	-	--
0377	-	--	--	-	0	-	+	++	-	+	++	++	-	--
0378	-	-	--	-	0	-	+	++	-	+	++	++	-	--
0379	0	-	-	-	0	-	+	+	-	+	++	-	0	--
0380	--	--	--	-	-	-	--	++	-	-	++	-	--	+
0412	-	-	--	-	0	-	+	++	-	+	++	++	-	--

## D.2.1 SA Objective 1 – Climate change mitigation

D.2.1.1 **Carbon Emissions:** It is considered likely that any development comprising 632 dwellings or more would result in a major increase in carbon emissions for the Plan area. Site 0380 is proposed for the development of 2,600 dwellings, and therefore a major negative impact would be expected. Sites that are proposed for the introduction of between 63 and 632 dwellings would be likely to increase carbon emissions by over 0.1% of the total carbon emissions for RBWM. These sites (0088a, 0080, 0082a, 0297, 0298, 0376, 0377, 0337, 0378 and 0412) are proposed for development of between 63 and 632 dwellings and, as a result, a minor negative impact would be expected. Sites 0379 and 0087 are proposed for development of 63 dwellings or fewer and therefore would be expected to have a negligible impact on carbon emissions in RBWM.

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## D.2.2 SA Objective 2 – Water and flooding

D.2.2.1 **SPZs:** All sites in this cluster are located within a groundwater Source Protection Zone (SPZ). Several sites are located within the inner zone (Zone I) (0082a, 0377, 0337 and 0087), and most of the sites are located within the outer zone (Zone II) (0088a, 0080, 0297, 0298, 0376, 0378, 0412, 0379 and approximately half of 0380). Approximately half of Site 0380 is also located within the total catchment (Zone III). Therefore, a minor negative impact would be expected at these 13 sites.

D.2.2.2 **Flood Zones:** Flood Zones 2 and 3 are situated to the east of Maidenhead, associated with the River Thames. There are two additional areas of flood risk to the south of the A308(M) and A404(M). The majority of the sites are located within Flood Zone 1 and are therefore likely to locate new residents in locations away from the risk of fluvial flooding. Two sites are located partially within Flood Zone 2 (0376 and 0412) and, as such, a minor negative impact would be expected. A small proportion of Site 0080 is located partially within Flood Zone 3 and the majority of Sites 0297 and 0298 are located within Flood Zone 3. The proposed development at these three locations would be expected to locate some residents at risk of fluvial flooding and, therefore, a major negative impact would be expected.

D.2.2.3 **Surface Water Flooding:** Areas within a number of sites in this cluster have been classified as being at risk of surface water flooding. Although the extents of the areas considered to be at risk are small, the proposed development at these locations could potentially exacerbate flood risk. Approximately half of Sites 0088a, 0082a, 0297, 0377 and 0380 are located in areas identified as being at high risk of surface water flooding. These five sites are located partially within areas at high risk of surface water flooding, and therefore a major negative impact would be expected. Sites 0080, 0337, 0412, 0379 and 0087 are located partially within an area at medium risk of surface water flooding and Site 0298 is located in an area identified as being at low risk to surface water flooding. These six sites could potentially locate new residents in areas at some risk of flooding and therefore, a minor negative impact would be expected. A negligible impact would be anticipated at Sites 0376 and 0378 as these sites are not located in area which is prone to surface water flooding.

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## D.2.3 SA Objective 3 – Air and noise pollution

- D.2.3.1 **AQMA:** There are two Air Quality Management Areas (AQMAs) located within close proximity to the 13 sites in this cluster. A number of the sites coincide with the Maidenhead AQMA, which is located within the centre of the town. This AQMA was declared in 2005 and extended in 2009 due to exceedance of the annual mean objective for nitrogen dioxide (NO<sub>2</sub>). Several sites are located wholly within the Maidenhead AQMA (0088a, 0080, 0082a, 0297, 0298, 0376, 0377, 0337, 0378, 0379 and 0087). Sites 0412 and 0380 are located partially within 200m of the Maidenhead AQMA. It is considered likely that new residents in these locations would be exposed to higher levels of transport-related air pollution. Development in these locations may also result in an increase in traffic flows on the local road network and therefore exacerbate transport emissions in the area, which may reduce air quality in the AQMA. Therefore, a minor negative impact would be expected.
- D.2.3.2 **Main Road:** Most of the sites in the Maidenhead Growth Location are located within close proximity to a main road. Sites located within 200m of a main road could potentially locate residents in areas with higher levels of air and noise pollution (0088a, 0080, 0082a, 0297, 0298, 0377, 0337, 0378, 0379, 0087 and 0380). A minor negative impact would be expected at these eleven sites.
- D.2.3.3 **Railway Line:** Some of the sites in this cluster are located adjacent to or in close proximity to railway lines within Maidenhead. It is assumed that development near the railway lines would expose new residents to higher levels of noise pollution and vibration disturbance from passing trains. Sites located adjacent to railway lines include 0088a, 0412 and 0379. Site 0376 is also located in close proximity to a railway line. As a result, a minor negative impact as a result of noise, vibration and air pollution would be expected at these four sites.

**D.2.3.4 Air Pollution:** Development resulting in an increase of ten or more dwellings would be likely to lead to some increase in air pollution in the local area<sup>2</sup>. As a consequence, a minor negative impact would be expected at Sites 0297, 0298, 0379 and 0087. Sites proposed for development of 100 or more dwellings would be likely to lead to a significant increase in air pollution and therefore, a major negative impact would be expected at these sites (0088a, 0080, 0082a, 0376, 0377, 0337, 0378, 0412 and 0380).

## **D.2.4 SA Objective 4 – Biodiversity**

**D.2.4.1 Natura 2000:** All sites in this cluster are located within the zones of influence of designated Natura 2000 sites. These include ‘Windsor Forest and Great Park’ Special Area of Conservation (SAC) to the south of the borough and ‘Chilterns Beechwoods’ SAC to the north west. Development located within 5km of these SACs could potentially result in an increase in threats or pressures to these nationally designated biodiversity features. All sites within the Maidenhead Growth Location are located wholly or partially within 5km of a European site and therefore a minor negative impact would be expected.

**D.2.4.2 SSSI:** There are two Sites of Special Scientific Interest (SSSIs) located in close proximity to the Maidenhead cluster including; ‘Bray Meadows’ SSSI to the east and ‘Great Thrift Wood’ SSSI to the south. All sites are located within 2km of a SSSI.

**D.2.4.3 SSSI IRZs:** SSSI Impact Risk Zones (IRZs) define zones around each SSSI unit which reflect particular sensitivities of the unit and therefore help to indicate what type of development within that zone could potentially result in adverse impacts. The proposed development at four sites within the Maidenhead Growth Location has been highlighted as possibly resulting in negative impacts to SSSI units. These sites are located within an IRZ that states there would be possible negative impacts if the site is proposed for “*residential development of 100 units or more*”. Sites 0376, 0412, 0379 and 0380 are proposed for 100 or more units and therefore, a minor negative impact would be expected. Development at these sites could potentially result in long-term damage to these biodiversity assets.

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<sup>2</sup>Environmental Protection UK and Institute of Air Quality Management (2017) Land-Use Planning & Development Control: Planning for Air Quality. Available at: <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf> [Date Accessed: 09/10/19]

- D.2.4.4 **NNR:** 'Burnham Beeches' National Nature Reserve (NNR) is located over 5km away to the north east of Maidenhead. Due to the distance of the proposed development at the Maidenhead Growth Location, it is considered unlikely that there would be adverse impacts to this NNR.
- D.2.4.5 **LNR:** Three Local Nature Reserves (LNRs) are located in close proximity to the Maidenhead Growth Location. These include 'Braywick Park' LNR located to the west of Bray Road, 'The Gullet' LNR to the south of the railway line and 'Ockwells Park' LNR to the south of Maidenhead. Site 0380 is located approximately 400m from Ockwells Park, Braywick Park and the Gullet. The proposed development of 2,600 dwellings at this site could potentially have adverse effects on these LNRs, and therefore, a minor negative impact would be expected.
- D.2.4.6 **LWS:** Three sites in this cluster are located adjacent to a Local Wildlife Site (LWS). The eastern border of Site 0412 is located adjacent to the 'Greenway Corridor' LWS and the eastern border of Sites 0080 and 0376 are located adjacent to 'York Stream' LWS. Development proposals at these locations could potentially have adverse effects on these LWSs. As a result, a minor negative impact would be expected at these three sites.
- D.2.4.7 **LGS and Ancient Woodland:** There are no Local Geological Sites (LGS) or stands of ancient woodland located within close proximity to any of the sites. The proposed development would not be expected to impact these biodiversity or geodiversity assets.

## D.2.5 SA Objective 5 - Landscape

- D.2.5.1 **AONB:** The 'Chilterns' Area of Outstanding Natural Beauty (AONB) is located over 5km to the north west of the Maidenhead Growth Location, and therefore the proposed development within the Maidenhead Growth Location would not be expected to impact this nationally designated landscape.
- D.2.5.2 **Country Parks:** Three Country Parks; 'Dinton Pastures', 'Langley Park' and 'Black Park', are situated approximately 11km from Maidenhead. At this distance, development within the Maidenhead Growth Location would not be expected to impact these receptors.

- D.2.5.3      **Area of Special Landscape Importance:** The Maidenhead Growth Location is situated approximately 2km south east of the ‘Cookham, Bisham, Hurley’ Area of Special Landscape Importance (ASLI) and 3.5km north west of the ‘Home Park, Great Park and Windsor Forest’ ASLI. Due to the distance from the ASLI, it is not likely that development within the Maidenhead Growth Location would impact these designations.
- D.2.5.4      **Landscape Enhancement Areas:** There are no Landscape Enhancement Areas (LEAs) located in close proximity to this cluster, and as such, development within this cluster would have no impact.
- D.2.5.5      **Landscape Character:** The majority of the sites in this cluster are located in the ‘urban’ area and therefore, a negligible impact would be expected on landscape character. Site 0380 is located within the Landscape Character Type ‘Settled Farmed Sands and Clays’, in the Character Area ‘Ockwells’. Some key characteristics of this land parcel include recreational land uses, remnant parkland trees and woodland areas. This site comprises greenfield land, proposed for housing development. The proposed development at this site would, therefore, be likely to result in a loss of these key characteristics and a minor negative impact would be expected.
- D.2.5.6      **Views from the PRow Network:** A public footpath crosses Site 0380 from west to east and therefore the proposed development at this location would directly alter views experienced by users of this footpath. Therefore, a minor negative impact would be expected. Although public footpaths run adjacent, or in close proximity, to Sites 0080, 0376, 0337, 0378 and 0412, due to the existing character of these sites, the proposed development at these locations would not be expected to significantly alter the views experienced by users of these footpaths.
- D.2.5.7      **Views for Local Residents:** Development proposals at Sites 0080, 0376, 0337, 0378 and 0412 would not be expected to significantly alter views for local residents due to the existing character of these sites, and therefore a negligible impact would be expected. Site 0380 comprises a large open space visible from existing residential areas, and therefore, development at this location could have a minor negative impact on views experienced by local residents.

**D.2.5.8 Encroachment/ Urban Sprawl:** It is considered likely that development at a greenfield site would result in urban sprawl into the open countryside. The proposed development at Site O380 could potentially alter the local rural landscape and as such, a minor negative impact would be expected.

## **D.2.6 SA Objective 6 – Cultural heritage**

**D.2.6.1 Registered Park and Garden:** The nearest Registered Parks and Gardens (RPGs) to Maidenhead are ‘Berry Hill’, ‘Taplow Court’ and ‘Cliveden’, all of which are located over 1km to the north east of the Maidenhead Growth Location. ‘Cliveden’ RPG is located on higher ground and this heritage site overlooks the majority of Maidenhead. As the sites located within the town centre are primarily brownfield sites, the proposed development at Sites O088a, O080, O082a, O376, O377, O337, O378, O412, O379 and O087 would not be expected to impact these RPGs. As a large greenfield site, the proposed development at Site O380 could potentially be visible from one or more of these RPGs. Therefore, the proposed development at this site could potentially have a minor negative impact on the setting of these heritage assets.

**D.2.6.2 Scheduled Monument:** There is one Scheduled Monument (SM) located within close proximity to the Maidenhead; ‘Mesolithic site, Moor Farm, Holyport, Bray Wick’. Site O380 is located within close proximity to this SM. The proposed development at this location could potentially alter the setting of this SM, and therefore a minor negative impact would be expected.

**D.2.6.3 Grade I Listed Buildings:** There are five Grade I Listed Buildings located in close proximity to the Maidenhead Growth Location, ‘Maidenhead Bridge’, ‘Maidenhead Railway Bridge’, ‘Church of All Saints’, ‘Dovecote at Ockwells Manor’ and ‘Barn at Ockwells Manor’. Site O380 is located approximately 700m from ‘Dovecote at Ockwells Manor’ and ‘Barn at Ockwells Manor’. However, the proposed development at this Site would be unlikely to alter the setting of these Listed Buildings, as it is currently surrounded by high levels of housing development.



- D.2.6.4 **Grade II\* Listed Buildings:** There are two Grade II\* Listed Buildings located in close proximity to the Maidenhead Growth Location, 'Braywick House' and 'Smythes Almshouses'. Site 0380 is located approximately 100m to the west of 'Braywick House'. The proposed development at this site would be likely to alter the setting of this Listed Building, and therefore a minor negative impact would be expected. Sites 0080, 0376 and 0378 are located less than 500m to the west of 'Smythes Almshouses'. As a consequence of the existing character of these sites the proposed development is unlikely to alter the setting of this Listed Building.
- D.2.6.5 **Grade II Listed Buildings:** There are several Grade II Listed Buildings located in close proximity to the Maidenhead Growth Location. Three sites in this cluster coincide with a Grade II Listed Building. Site 0088a coincides with the 'The Clocktower', Site 0082a coincides with the 'United Reformed Church' and Site 0297 coincides with 'Gardeners Arms Public House'. Therefore, a major negative impact would be expected as development proposals at these locations would be likely to cause impacts to the setting of these Listed Buildings. Site 0376 is located adjacent to Grade II Listed Buildings '25 and 27 Broadway' and 'Maidenhead Library' to the north east. The proposed development at this site would be likely to alter the setting of these Listed Buildings to some extent and as a result, a minor negative impact would be anticipated.
- D.2.6.6 **Grade II Listed Buildings (cont.):** Site 0080 is located less than 30m to the north east of 'The Wilderness'. Part of Site 0080 is currently a car park, and therefore the proposed development at this site could potentially alter the setting of this Listed Building. Site 0337 is located less than 50m away from several Grade II Listed Buildings and the site currently comprises a large car park and retail space. Site 0087 is located 40m from 'Stables immediately to the east of 3 and 5 King Street'. Due to the close proximity of the Listed Buildings to these sites, a minor negative impact on the settings of these Listed Buildings would be likely.
- D.2.6.7 **Conservation Area:** There are several Conservation Areas located in and around Maidenhead, with 'Maidenhead Town Centre Conservation Area' being the closest to many sites. Four sites (0377, 0337, 0378 and 0087) wholly or partially coincide with this Conservation Area and Sites 0082a and 0376 are located adjacent to this Conservation Area. The proposed development at these sites could potentially alter the character or setting of this Conservation Area. Therefore, a minor negative impact would be expected at these six sites.

**D.2.6.8**            **Archaeology:** There are numerous archaeological features located within the Maidenhead Growth Location, including: 'Section of railway between Maidenhead and Twyford Stations, Berkshire' and 'Maidenhead, Berkshire'. Site 0088a partially coincides with 'section of railway between Maidenhead and Twyford Stations, Berkshire'. Sites 0377, 0337 and 0378 partially coincide with the archaeological site 'Maidenhead, Berkshire'. Other archaeological features located within the cluster include 'Congregational Chapel, West Street, Maidenhead', 'Post-medieval gully at 110-114 High Street', 'Site of White Heart Inn' and 'Malt Kiln'. Sites 0082a, 0297 and 0412, also coincide with an archaeological feature. The proposed development at these sites could potentially result in the permanent and irreversible alteration of these archaeological features or their settings. Several other sites are located adjacent to archaeological features (0376, 0298, 0379 and 0087). The proposed development at these sites could potentially alter the settings of these archaeological assets to some extent. As a result, a minor negative impact would be anticipated at these seven sites.

## **D.2.7**            **SA Objective 7 – Use of resources**

**D.2.7.1**            **Previously Developed Land:** The majority of sites in the Maidenhead Growth Location (0088a, 0080, 0082a, 0297, 0298, 0376, 0377, 0337, 0378, 0412, 0379 and 0087) are situated on previously developed land. Development proposals at these locations would be an efficient use of land and help prevent the loss of ecologically important soils. A minor positive impact would therefore be expected at these twelve sites.

**D.2.7.2**            **ALC:** Sites 0088a, 0080, 0082a, 0376, 0377, 0337, 0378, 0412, 0379, 0087 and a proportion of Site 0380 are located on land classified as 'urban' or 'non-agricultural'. Sites 0297 and 0298 are located on ALC Grade 4 land. As such, it is assumed that none of the borough's best and most versatile (BMV) land would be lost. A minor positive impact would therefore be expected at these 13 sites.

**D.2.7.3**            **Loss of soil:** Site 0380 is a greenfield site, comprising 89.93ha. The proposed development at Site 0380 would be likely to result in the loss of ecologically and agriculturally important land, and as such, a major negative impact would be expected.

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## D.2.8 SA Objective 8 – Housing

D.2.8.1 **Net Gain:** It is considered likely that sites proposed for the development of 100 dwellings or more would have a major positive impact on housing provision in RBWM. Proposed development at these sites (0088a, 0080, 0082a, 0376, 0377, 0337, 0378, 0412 and 0380) would be likely to result in a major positive impact. Sites that are proposed for residential development of less than 100 dwellings would still result in a net gain in housing in the Plan area and therefore, a minor positive impact would be expected. In the Maidenhead Growth Location, these sites include 0297, 0298, 0379 and 0087.

## D.2.9 SA Objective 9 – Human health

D.2.9.1 **NHS Hospital:** All of the sites within the Maidenhead Growth Location are situated within 5km of St Mark's NHS Hospital, located north of Boyn Hill. Therefore, a minor positive impact would be expected at these 13 sites.

D.2.9.2 **GP Surgery:** The majority of the sites (0088a, 0080, 0082a, 0297, 0298, 0376, 0377, 0337, 0378, 0412, 0379 and 0087) are located within the target distance to a GP surgery and as a result, a minor positive impact would be expected at these twelve sites. Approximately half of Site 0380 is located outside the target distance of a GP surgery and therefore, a minor negative impact would be expected, as the proposed development at this location would locate some residents in areas with limited access to this health service.

D.2.9.3 **Leisure Centre:** All of the sites in the Maidenhead Growth Location are situated within 1.5km of Braywick Park Gym and Pitches. As a result, a minor positive impact on access to leisure facilities would be expected at these 13 sites.

D.2.9.4 **AQMA/Main Road:** A large number of sites in this cluster are located within close proximity to a main road or an AQMA. It is likely that proposed development at these sites would expose new residents to higher levels of transport-related emissions which could potentially result in adverse health impacts. Therefore, a minor negative impact would be expected at these sites (0088a, 0080, 0082a, 0297, 0298, 0377, 0337, 0378, 0379, 0087 and 0380).

D.2.9.5 **Green Network:** All sites are located within 600m of a public greenspace and as a result, a minor positive impact would be expected at these 13 sites. Accessibility to the green network provides local residents with access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.

## D.2.10 SA Objective 10 - Community and wellbeing

D.2.10.1 **Local Services:** It is considered beneficial for residents to live within 600m of a local centre<sup>3</sup>, which may include a local shop or post office. Sites 0088a, 0080, 0082a, 0297, 0298, 0376, 0377, 0337, 0378, 0412, 0379 and 0087 would locate site end users within 600m of local services and therefore, a minor positive impact would be expected. Site 0380 would locate residents outside of the 600m target distance and as a result, a minor negative impact would be anticipated.

## D.2.11 SA Objective 11 - Transport

D.2.11.1 **Railway Station:** All sites in the Maidenhead Growth Location are located within the 2km target distance of Maidenhead Railway Station, and therefore, the proposed development at these 13 sites would be expected to have a minor positive impact on site end users' access to rail transport.

D.2.11.2 **Bus Stop:** All sites in the Maidenhead Growth Location are located within 400m of a bus stop providing hourly services. The proposed development at these sites would be expected to have a minor positive impact on site end users' access to bus services.

D.2.11.3 **PRoW/ Cycle Network:** All sites within this cluster are all located in close proximity to the local footpath network. All 13 sites in the Maidenhead Growth Location would be expected to have good access to pedestrian and cycle routes and as such, a minor positive impact would be expected.

D.2.11.4 **Road Network:** All sites in this cluster are located adjacent to the existing road network, which links to the M4 and other major roads surrounding the town. As such, a minor positive impact would be expected at all 13 sites in relation to accessibility to the road network.

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<sup>3</sup>Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability.

## D.2.12 SA Objective 12 – Education

D.2.12.1 **Primary School:** Sites 0088a, 0376, 0379 and 0380 are located wholly or partially over 800m from the nearest primary school. Therefore, a minor negative impact would be expected in relation to accessible distances to primary education. Sites 0080, 0082a, 0297, 0298, 0377, 0337, 0378, 0412 and 0087 are located within the target distance to St Luke’s Church of England Primary School or Oldfield Primary School and as a result, a minor positive impact would be anticipated.

D.2.12.2 **Secondary School:** All sites in the Maidenhead Growth Location are located within 1.5km of Desborough College. Therefore, a minor positive impact would be anticipated at these 13 sites in relation to accessibility to secondary education.

## D.2.13 SA Objective 13 – Waste

D.2.13.1 **Increase in Waste:** Sites that are proposed for the development of 701 dwellings or more would be expected to increase household waste generation by more than 1% in comparison to current levels within the borough. Site 0380 is proposed for the development of 2,600 dwellings and therefore, a major negative impact on household waste generation would be expected. Sites that are proposed for the development of between 70 and 701 dwellings would be expected to increase waste production by more than 0.1% in comparison to current levels. Sites 0088a, 0080, 0082a, 0376, 0377, 0337, 0378 and 0412 are proposed for the development of between 70 and 701 dwellings and as a result, minor negative impact would be expected. Sites 0297, 0298, 0379 and 0087 are proposed for residential development of less than 70 dwellings and therefore, a negligible impact on waste production in RBWM would be expected.

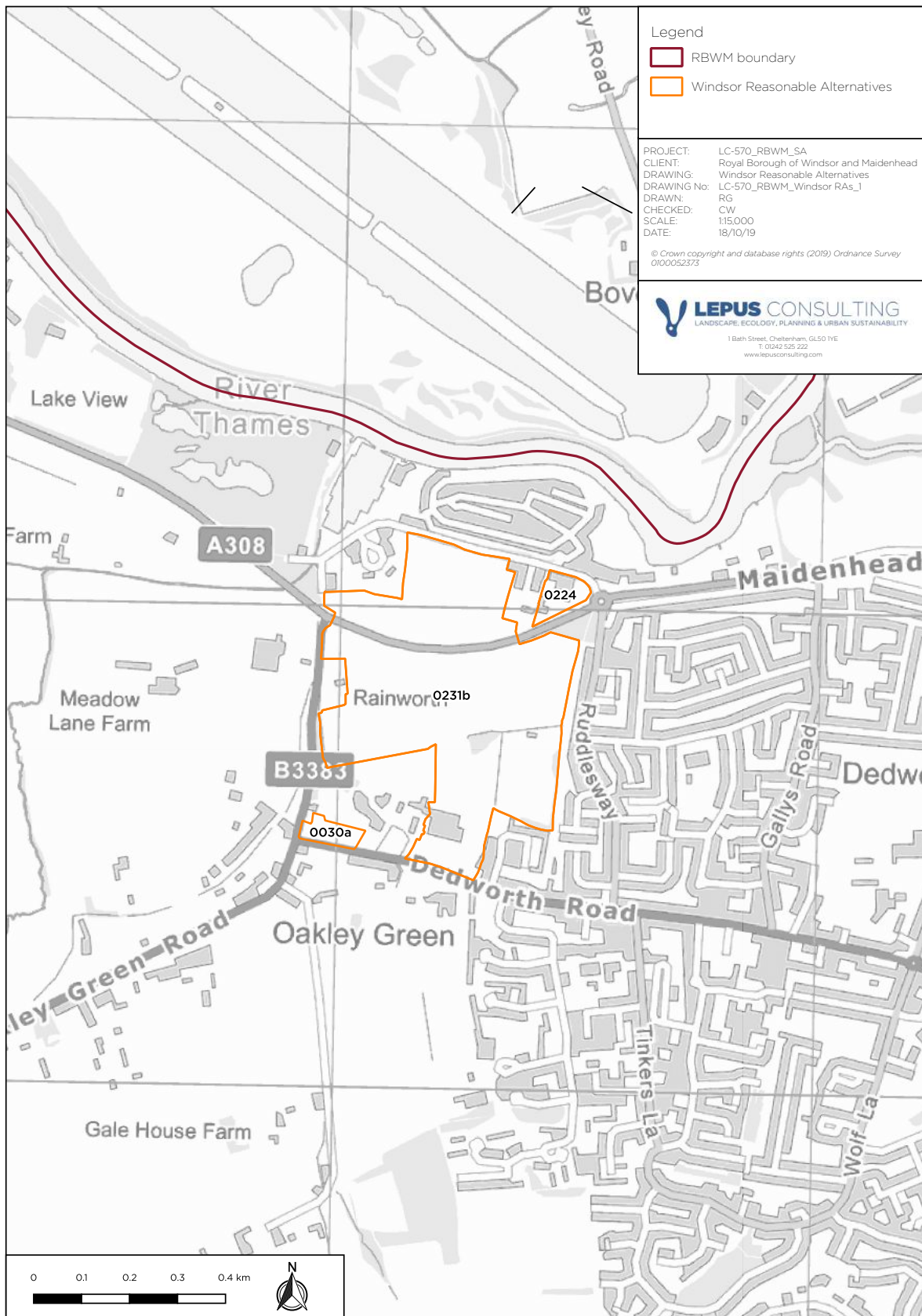
## D.2.14 SA Objective 14 – Employment

D.2.14.1 **Primary Employment Location:** All sites in this cluster are located within 5km of Maidenhead town centre and have therefore been assessed as having good access to a range of employment opportunities. All sites are expected to have good links to public transport options, including buses and railway stations, to enable residents to reach employment opportunities in nearby towns and cities. As a result, a minor positive impact would be anticipated at these 13 sites in relation to access to employment.

D.2.14.2

**Employment Floorspace:** All sites, with the exception of Site 0380, currently comprise retail or employment land and are proposed for residential development. Therefore, the proposed development at these twelve sites would be expected to result in the net loss of employment floorspace and a minor negative impact would be expected.

# D.3 Windsor Growth Location





Windsor Growth Location				
Site number	Name of preferred site	Site use	Area (ha)	Housing number (if applicable)
0030a	The Old Orchard, Dedworth Road, Windsor	Housing	0.57	12
0224	Squires Garden Centre Maidenhead Road Windsor	Housing	0.74	39
0231b	Land west of Windsor, north and south of A308, Windsor	Housing	22.76	450

Site Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
0030a	0	--	-	-	-	-	-	+	-	-	-	-	0	+
0224	0	-	-	-	0	0	-	+	-	-	-	-	0	--
0231b	-	--	--	-	-	-	--	++	-	-	-	-	-	--

### D.3.1 SA Objective 1 – Climate change mitigation

D.3.1.1 **Carbon Emissions:** It is considered likely that any development comprising between 63 and 632 dwellings would be expected to increase carbon emissions by over 0.1% of the total carbon emissions for RBWM. Site 0231b is proposed for the development of 450 dwellings and as a result, a minor negative impact would be expected. Sites 0030a and 0224 are proposed for development of 63 dwellings or fewer, and therefore would be expected to have a negligible impact on carbon emissions in RBWM.

### D.3.2 SA Objective 2 – Water and flooding

D.3.2.1 **SPZs:** All sites in this cluster are located outside of any SPZs. The development of these three sites would not be anticipated to impact groundwater sources and, as such, a negligible impact would be expected.



**D.3.2.2 Flood Zones:** Sites 0224 and 0231b are located within Flood Zone 1 and, as such, would locate new residents away from areas at risk of flooding. Therefore, a minor positive impact would be anticipated. Site 0030a is located within Flood Zone 3. The proposed development at this site would be expected to locate some residents in an area at risk of fluvial flooding, and therefore, a major negative impact would be expected.

**D.3.2.3 Surface Water Flooding:** Site 0231b is located wholly within an area identified as being at high risk of surface water flooding, therefore a major negative impact would be expected. Sites 0030a and 0224 are located partially within areas identified as being at medium and low risk of surface water flooding. The proposed development at these three sites could potentially locate new residents in areas at risk of surface water flooding and therefore, a minor negative impact would be expected.

### **D.3.3 SA Objective 3 – Air and noise pollution**

**D.3.3.1 AQMA:** The Windsor Growth Location is located approximately 2km west of the Windsor AQMA. The proposed development at the three sites in this cluster would be expected to result in a minor positive impact in regard to the AQMA.

**D.3.3.2 Main Road:** Sites 0224 and 0231b are located in close proximity to a main road. Sites located within 200m of a main road could potentially locate residents in areas with higher levels of air and noise pollution, and therefore a minor negative impact would be expected at these two sites.

**D.3.3.3 Railway Line:** None of the three sites are located within 200m of a railway line. It is considered unlikely that the proposed development at these three sites would expose new residents to rail associated pollution. Therefore, a minor positive impact would be anticipated.

**D.3.3.4 Air Pollution:** Development resulting in an increase of ten or more dwellings would be likely to lead to some increase in air pollution in the local area<sup>4</sup>. Site O224 is proposed for the development of 39 dwellings and Site O030a is proposed for the development of 12 dwellings. As a result, a minor negative impact would be expected at these two sites. Sites proposed for development of 100 or more dwellings would be likely to lead to a significant increase in air pollution. Site O231b is proposed for 450 dwellings and therefore, a major negative impact would be expected.

## **D.3.4 SA Objective 4 – Biodiversity**

**D.3.4.1 Natura 2000:** All three sites in the Windsor Growth Location are located within the 5km zone of influence of ‘Windsor Forest & Great Park’ SAC which is located to the south of the borough. Development within 5km of this SAC could potentially result in an increase in threats or pressures at the SAC. Therefore, a minor negative impact would be expected at these three sites.

**D.3.4.2 SSSI:** There are two SSSIs located in close proximity to the Windsor Growth Location; ‘Bray Pennyroyal Field’ SSSI to the north west and ‘Windsor Forest and Great Park’ SSSI to the south. Both sites are located within 2km of one of these designated sites.

**D.3.4.3 SSSI IRZs:** SSSI IRZs define zones around each SSSI unit which reflect particular sensitivities of the unit and therefore help to indicate what type of development within that zone could potentially result in adverse impacts. No sites within this cluster fall inside an IRZ and therefore, a negligible impact would be expected at these three sites.

**D.3.4.4 NNR:** ‘Burnham Beeches’ NNR is located more than 5km to the north of the Windsor Growth Location. Due to this distance, it is considered unlikely that there would be adverse impacts to this NNR.

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<sup>4</sup> Environmental Protection UK and Institute of Air Quality Management (2017) Land-Use Planning & Development Control: Planning for Air Quality. Available at: <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf> [Date Accessed: 09/10/19]

D.3.4.5 **LNR:** ‘Sutherland Grange’ LNR is located in close proximity to the Windsor Growth Location. Sites 0231b and 0224 are located approximately 400m to the west of this LNR. The proposed development at these two sites could potentially have adverse effects on these LNRs, and therefore, a minor negative impact would be expected.

D.3.4.6 **LWS, LGS and Ancient Woodland:** There are no LWS, LGS or stands of ancient woodland within 200m of these three sites. Development proposals in this cluster would not be expected to impact these biodiversity or geodiversity assets.

### D.3.5 SA Objective 5 – Landscape

D.3.5.1 **AONB:** The ‘Chilterns’ AONB is located over 12km to the north west of the Windsor Growth Location, and therefore development proposals in this cluster would not be expected to impact this nationally designated landscape.

D.3.5.2 **Country Parks:** Two Country Parks; ‘Langley Park’ and ‘Black Park’, are situated approximately 8km from Windsor. Due to this distance, development within the Windsor Growth Location would not be expected to impact these features.

D.3.5.3 **Area of Special Landscape Importance:** The Windsor Growth Location is situated approximately 1km to the north of ‘Home Park, Great Park and Windsor Forest’ ASLI. Due to this distance, it is not likely that development within the Windsor Growth Location would impact this ASLI.

D.3.5.4 **Landscape Enhancement Areas:** There are no LEAs located in close proximity to this cluster, and as such, development within this cluster would have no impact.

D.3.5.5 **Landscape Character:** Site 0231b is partially located within the Landscape Character Type ‘Settled Farmed Sands and Clays’, in the Character Area ‘Ockwells’. Site 0224 and the northern section of Site 0231b are located within the Landscape Character Type ‘Settled Developed Floodplain’ and the character area ‘Bray’. A key characteristic of this landscape type is “*broad flat open floodplain with a fragmented landscape*”. Development proposals at these two sites would not be expected to adversely affect these key characteristics and would therefore be expected to have a negligible impact on local landscape character.

**D.3.5.6 Views from the PRow Network:** Public footpaths run adjacent, or in close proximity, to Sites 0030a, 0231b and 0224. Sites 0030a and 0231b are greenfield sites and development at these sites would be likely to alter views from surrounding PRowNs. As a result, a minor negative impact would be expected at these two sites. Site 0224 is a brownfield site and therefore, development at this location would not be expected to significantly alter views experienced by users of these footpaths.

**D.3.5.7 Views for Local Residents:** Sites 0030a and 0231b are greenfield sites. The proposed development at these sites could potentially alter the views experienced by local residents, and therefore a minor negative impact would be expected. The proposed development at Site 0224 would not be expected to significantly alter views experienced by local residents due to the existing nature of this site.

**D.3.5.8 Encroachment/ Urban Sprawl:** The proposed development at Site 0231b could potentially alter the local rural landscape due to the existing character of the site. As such, a minor negative impact would be expected.

## **D.3.6 SA Objective 6 – Cultural heritage**

**D.3.6.1 Registered Park and Garden:** ‘The Royal Estate, Windsor: Windsor Great Park’ RPG is located approximately 2km to the south east of the Windsor Growth Location. Due to the built form that is situated between these two areas, it is considered unlikely that the proposed development at these three sites would impact the RPG and as such, a negligible impact would be anticipated.

**D.3.6.2 Scheduled Monument:** There are no SMs located within close proximity to the Windsor Growth Location and as such, the proposed development would not be expected to impact a SM.

**D.3.6.3 Grade I Listed Buildings:** There are no Grade I Listed Buildings located in close proximity to this cluster, and as such, the proposed development would not be expected to impact Grade I Listed Buildings.

**D.3.6.4**            **Grade II\* Listed Buildings:** The Grade II\* Listed Building 'The Old Farmhouse' is located less than 50m to the west of Site O231b. Site O030a is located approximately 90m from 'The Old Farmhouse' Grade II\* Listed Building. It is considered likely that the proposed development at these two sites would alter the settings of these Listed Buildings. Therefore, a minor negative impact would be expected at these sites.

**D.3.6.5**            **Grade II Listed Buildings:** There are several Grade II Listed Buildings located to the south of the Windsor Growth Location. The proposed development at Site O231b could potentially alter the setting of the Grade II Listed Buildings 'The White House' and 'Granary', which are located approximately 60m south of the site. Site O030a is located approximately 90m from the Grade II Listed 'Bishop's Farmhouse' and it is considered likely that the proposed development could potentially impact its setting. A minor negative impact would therefore be expected at these two sites.

**D.3.6.6**            **Conservation Area:** The nearest Conservation Area to this cluster is 'Mill Lane, Clewer Village', which is located approximately 2km to the east of this cluster. Due to this distance, it is not expected that the proposed development at the Windsor Growth Location would impact this, or any other, Conservation Area.

**D.3.6.7**            **Archaeology:** Site O231b is located adjacent to the archaeological site 'Ridge and furrow - EBAS AP42, near Oakley Green, Bray, Berkshire'. The proposed development at this site could potentially alter the setting of this archaeological asset to some extent. As a result, a minor negative impact would be anticipated.

## **D.3.7**            **SA Objective 7 - Use of resources**

**D.3.7.1**            **Previously Developed Land:** Site O224 is situated on previously developed land. Development proposals at this location would be an efficient use of land and help prevent the loss of ecologically important soils. A minor positive impact would therefore be expected at this site.

**D.3.7.2**            **ALC:** All sites in the Windsor Growth Location are located on Grade 3 ALC land (O030a, O231b and O224). Sites O030a and O231b are greenfield sites, and as the proposed development at these locations could potentially result in the loss of BMV land, a minor negative impact on the natural resources objective would be expected. Site O224 comprises previously developed land and so a negligible impact would be expected.

**D.3.7.3**            **Loss of soil:** Site O231b is a greenfield site comprising 22.76ha. The proposed development at Site O231b would be likely to result in the loss of ecologically and agriculturally important soil, and as such, a major negative impact would be expected. Development at greenfield sites would be likely to result in the loss of ecologically and agriculturally important soils. Site O030a is a greenfield site comprising 0.57ha and as such, a minor negative impact would be expected.

## **D.3.8**            **SA Objective 8 – Housing**

**D.3.8.1**            **Net Gain:** It is considered likely that sites proposed for the development of 100 dwellings or more would have a major positive impact on housing provision in RBWM. Site O231b is proposed for the development of 450 dwellings, and therefore a major positive impact would be expected. Sites that are proposed for residential development of less than 100 dwellings would still result in a net gain in housing in the Plan and therefore, a minor positive impact would be expected at Sites O030a and O224.

## **D.3.9**            **SA Objective 9 – Human health**

**D.3.9.1**            **NHS Hospital:** All of the sites within the Windsor Growth Location are located within 5km of King Edward VII NHS Hospital and Princess Margaret Hospital, which are located south of Windsor. Therefore, a minor positive impact would be expected at these three sites in relation to access to hospitals.

**D.3.9.2**            **GP Surgery:** Sites O030a, O231b and O224 are located wholly outside the target distance of a GP surgery and therefore, a minor negative impact would be expected as the proposed development these locations would locate residents in areas with limited access to this health service.

**D.3.9.3**            **Leisure Centre:** All sites in the Windsor Growth Location are located outside the 1.5km target distance to the closest leisure centre, Windsor Leisure Centre. As a result, a minor negative impact would be expected at these three sites.

**D.3.9.4**            **AQMA:** All sites are located over 200m from an AQMA, and therefore a minor positive impact on health of new residents would be expected.

D.3.9.5 **Main Road:** Site 0030a is located over 200m from a main road and therefore, a minor positive impact would be expected. However, Site 0224 and 0231b are situated within 200m of the A308. It is considered likely that the proposed development at Sites 0224 and 0231b would expose new residents to higher levels of transport-related emissions which could potentially result in adverse health impacts for site end users. Therefore, a minor negative impact would be expected at these two sites.

D.3.9.6 **Green Network:** All sites are located within 600m of a public greenspace and as a result, a minor positive impact would be expected at these three sites. Accessibility to the green network provides local residents with access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.

### D.3.10 SA Objective 10 – Community and wellbeing

D.3.10.1 **Local Services:** It is considered beneficial for residents to live within 600m of a local centre<sup>5</sup>, which may include a local shop or post office. However, all sites in the Windsor Growth Location would locate residents outside of the 600m target distance and as a result, a minor negative impact would be anticipated.

### D.3.11 SA Objective 11 – Transport

D.3.11.1 **Railway Station:** All sites located in the Windsor Growth Location are situated approximately 3km west of Windsor and Eton Central Railway Station. Therefore, a minor negative impact would be expected at these three sites as the sites lie outside recommended distances for access to railway stations.

D.3.11.2 **Bus Stop:** All sites in the Windsor Growth Location are located within 400m of a bus stop providing hourly services. The proposed development at these sites would be expected to have a minor positive impact on site end users' access to bus services.

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<sup>5</sup> Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

**D.3.11.3 PRow/ Cycle Network:** All sites within this cluster are located in close proximity to the local highways footpath network. The proposed development at these three sites would be expected to provide good access to pedestrian and cycle routes for new residents and as such, a minor positive impact would be expected.

**D.3.11.4 Road Network:** All sites in this cluster are located adjacent to the existing road network, which links to the M4 and other major roads surrounding the town. As such, a minor positive impact would be expected at these three sites.

### **D.3.12 SA Objective 12 – Education**

**D.3.12.1 Primary School:** All sites in the Windsor Growth Location are located within the target distance to Homer First School and Alexander First School. As a result, a minor positive impact on access to primary education would be anticipated at these three sites.

**D.3.12.2 Secondary School:** Sites 0030a, 0231b and 0224 are located outside the 1.5km target distance to Windsor Girls' School and Windsor Boys' School. Therefore, a minor negative impact on access to secondary education would be anticipated at these three sites.

### **D.3.13 SA Objective 13 – Waste**

**D.3.13.1 Increase in Waste:** Sites that are proposed for between 70 and 701 dwellings would be expected to increase household waste generation by more than 0.1% in comparison to current levels. Site 0231b is proposed for the development of 450 dwellings and as a result, a minor negative impact would be expected. Sites 0030a and 0224 are proposed for residential development of 70 dwellings or less and therefore, a negligible impact on waste production in RBWM would be expected.

### **D.3.14 SA Objective 14 – Employment**

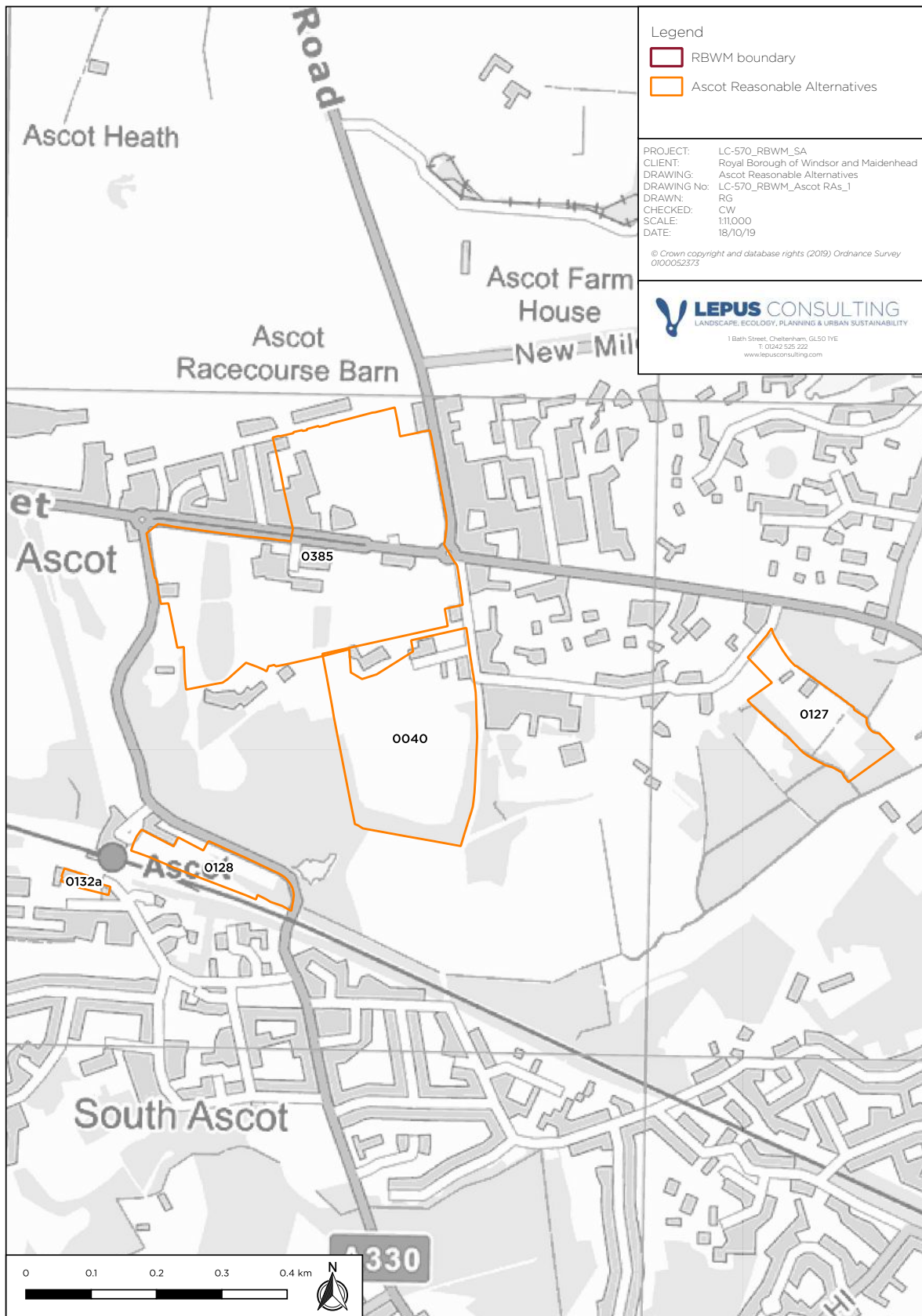
**D.3.14.1 Primary Employment Location:** All sites are located within 5km of Windsor town centre and have therefore been assessed as having good access to a range of employment opportunities. All sites are expected to have good links to public transport options, including buses and railway stations, to enable residents to reach employment opportunities in nearby towns and cities. As a result, a minor positive impact would be anticipated at these three sites.



D.3.14.2

**Employment Floorspace:** Sites 0224 and 0231b currently comprise retail or employment land and have been proposed for residential development. Therefore, the proposed development at these two sites would be expected to result in the net loss of employment floorspace and a major negative impact would be expected.

# D.4 Ascot Growth Location



Ascot Growth Location				
Site number	Name of preferred site	Site use	Area (ha)	Housing number (if applicable)
0040	Shorts waste transfer station and recycling facility, St Georges Lane, Ascot	Housing	5.57	131
0127	Land at Oakfield Farm, Ascot	Housing	2.12	12
0128	Ascot Station Car Park, Ascot	Housing	1.14	50
0132a	Land at Ascentia House, Lyndhurst Road, Ascot, SL5 9ED	Housing	0.13	10
0385	Ascot Centre/ Ascot High Street	Mixed use (Housing, Employment, Retail, Assembly and Open Space)	9.19 (excluding Shorts)	300

Site Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
0040	-	+	--	-	-	0	+	++	-	+	++	-	-	+
0127	0	--	-	-	-	0	-	+	-	-	-	--	0	+
0128	0	+	--	-	0	-	+	+	-	+	++	-	0	+
0132a	0	+	-	-	0	0	+	+	-	+	++	-	0	--
0385	-	-	--	-	0	-	+	++	-	+	-	--	-	--

## D.4.1 SA Objective 1 - Climate change mitigation

D.4.1.1 **Carbon Emissions:** It is considered likely that any development comprising between 63 and 632 dwellings would be expected to increase carbon emissions by over 0.1% of the total carbon emissions for RBWM. Sites 0385 and 0040 are proposed for development of 63 and 632 dwellings respectively and as a result, a minor negative impact would be expected. Sites 0127, 0128 and 0132a are proposed for development of 63 dwellings or less, and therefore would be expected to have a negligible impact on carbon emissions in RBWM.

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## D.4.2 SA Objective 2 – Water and flooding

D.4.2.1 **SPZs:** All sites are located outside of a SPZ. The development of these five sites would not be expected to impact groundwater sources and as such, a negligible impact would be expected.

D.4.2.2 **Flood Zones:** All sites in this cluster are located within Flood Zone 1 and as such, would locate new residents away from areas at risk of flooding. Therefore, a minor positive impact would be anticipated.

D.4.2.3 **Surface Water Flooding:** Site 0385 is located partially within areas identified as being at low risk of surface water flooding. This site could therefore potentially locate new residents at some risk of flooding, and a minor negative impact would be expected. Site 0127 is partially located in an area identified as being at high risk of surface water flooding, and as such, a major negative impact would be expected.

## D.4.3 SA Objective 3 – Air and noise pollution

D.4.3.1 **AQMA:** The Ascot Growth Location is located approximately 7km to the south of the Imperial/St Leonards Road Junction AQMA. As a consequence, it is not expected that the proposed development at these five sites would impact this AQMA. Therefore, a minor positive impact would be expected.

D.4.3.2 **Main Road:** All sites within the Ascot Growth Location are located in close proximity to a main road. Sites located within 200m of a main road could potentially locate residents in areas with higher levels of air and noise pollution, and therefore a minor negative impact would be expected at these five sites.

D.4.3.3 **Railway Line:** The Ascot to Guildford railway line passes in close proximity to the Ascot Growth Location. Sites 0128 and 1032a are located within 200m of the railway and could potentially expose site end users to noise pollution and vibration disturbances associated with railway transport. As a result, a minor negative impact would be expected. Sites 0127, 0385 and 0040 are located over 200m from a railway line and therefore, a minor positive impact would be expected.

**D.4.3.4 Air Pollution:** Development resulting in an increase of ten or more dwellings would be likely to lead to some increase in air pollution in the local area<sup>6</sup>. Sites 0127 and 0132 are proposed for the development of twelve and ten dwellings respectively. As a result, a minor negative impact would be expected. Sites proposed for the development of 100 or more dwellings would be likely to lead to a significant increase in air pollution. Sites 0128, 0385 and 0040 are proposed for the development of 100 dwellings or more, and therefore a major negative impact would be expected.

#### **D.4.4 SA Objective 4 – Biodiversity**

**D.4.4.1 Natura 2000:** All sites are located within the zone of influence of designated Natura 2000 sites. This includes ‘Windsor Forest & Great Park’ SAC which is located to the north east of the cluster, ‘Thursley, Ash, Pirbright and Chobham’ SAC located to the south east and ‘Thames Basin Heaths’ SPA located to the south west. Development within 5km of one of these SACs or SPAs could potentially result in an increase in threats or pressures to these internationally designated biodiversity sites. All sites within the Ascot Growth Location are located wholly or partially within 5km of a European site, and therefore a minor negative impact would be expected.

**D.4.4.2 SSSI:** There is one SSSIs located in close proximity to the Ascot Growth Location; ‘Englemere Pond’ SSSI. All sites in this cluster are located within 2km of this SSSI.

**D.4.4.3 IRZs:** All five sites in this cluster have been highlighted as possibly resulting in negative impacts to SSSI units. These sites are located within an IRZ that states there are possible negative impacts if the site is proposed for “*any residential developments with a total net gain in residential units*”. Therefore, a minor negative impact would be expected at these five sites.

**D.4.4.4 NNR:** ‘Cobham Common’ NNR is located over 3km to the south east of Ascot. Due to the distance between the proposed development at the Ascot Growth Location and the designation, it is considered unlikely that there would be adverse impacts to this NNR.

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<sup>6</sup> Environmental Protection UK and Institute of Air Quality Management (2017) Land-Use Planning & Development Control: Planning for Air Quality. Available at: <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf> [Date Accessed: 09/10/19]

D.4.4.5 **LNR:** ‘Englemere Pond’ LNR is located over 1.5km from the proposed sites in the Ascot Growth Location, and therefore a negligible impact would be anticipated.

D.4.4.6 **LWS:** The south eastern corner of Site 0040 is located adjacent to ‘St. Georges Lane – Fields’ LWS. The proposed development at this location could potentially have adverse effects on this LWS. As a result, a minor negative impact would be expected.

D.4.4.7 **LGS and Ancient Woodland:** There are no LGS or stands of ancient woodland located within 200m of any sites in this cluster. Development proposals would therefore not be expected to impact these biodiversity or geodiversity assets.

## D.4.5 SA Objective 5 – Landscape

D.4.5.1 **AONB:** The ‘Surrey Hills’ AONB is located over 19km to the south of the Ascot Growth Location, and therefore development proposals within this cluster would not be expected to impact this nationally designated landscape.

D.4.5.2 **Country Parks:** ‘Lightwater’ Country Park is situated approximately 6km to the south of Ascot. Due to this distance, development within the Ascot Growth Location would not be expected to impact these features.

D.4.5.3 **Area of Special Landscape Importance:** The Ascot Growth Location is located approximately 400m to the south of ‘Howe Park, Great Park and Windsor Forest’ ASLI. Due to the existing character of Sites 0385, 0128 and 0040, it would be unlikely that the proposed development would impact this ASLI.

D.4.5.4 **Landscape Enhancement Areas:** There are no LEAs located in close proximity to the cluster, and as such, no impact would be expected.

**D.4.5.5 Landscape Character:** Although all sites within this cluster are urban in nature, Sites 0385, 0128 and 0040 are located within the Landscape Character Type 'Settled Woodland Sands', within the Character Area 'South Ascot and South Sunningdale'. The key characteristics of this landscape character type is "*strong framework of mixed mature woodland, some of ancient origin, which merge into the urban structure*". Development proposals at these three sites would not be expected to be discordant with these key characteristics, and therefore, a negligible impact on local landscape character would be expected.

**D.4.5.6 Views from the PRow Network:** The proposed development at Site 0127 has the potential to alter the views experienced by users of the local PRow network, and therefore, a minor negative impact would be expected.

**D.4.5.7 Views for Local Residents:** The proposed development at Sites 0132a, 0385 and 0128 would not be expected to significantly alter views experienced by local residents, due to the existing character of the sites. Although Site 0040 is a brownfield site it is not developed. The proposed development of 131 dwellings at this site could potentially impact the views experienced by local residents. The proposed development at Site 0127 could also potentially alter views experienced by residents of Wells Lane. Therefore, a minor negative impact would be expected at these two sites.

## **D.4.6 SA Objective 6 – Cultural heritage**

**D.4.6.1 Registered Park and Garden:** The closest RPGs to this cluster are 'Ascot Place', 'Sunningdale Park (Civil Service College)' and 'The Royal Estate, Windsor: Windsor Great Park'. These RPGs are located over 2km from the Ascot Growth Location. Therefore, it is considered unlikely that development proposals within this cluster would impact RPGs and as such, a negligible impact would be expected.

**D.4.6.2 Scheduled Monument:** There are no SMs located within close proximity to the Ascot Growth Location. The proposed development at this cluster would have no impact on SMs.

**D.4.6.3 Grade I Listed Buildings:** There are no Grade I Listed Buildings located in close proximity to the Ascot Growth Location. The proposed development in this cluster would have no impact on a Grade I Listed Building.

D.4.6.4 **Grade II\* Listed Buildings:** Site 0128 is located approximately 200m north of the Grade II\* Listed Building 'Church of All Souls'. The proposed development at this site would not be expected to impact this Grade II\* Listed Building, as there is urban development between Site 0128 and the Listed Building. Therefore, a negligible impact would be expected.

D.4.6.5 **Grade II Listed Buildings:** Several Grade II Listed Buildings are situated within and around the Ascot Growth Location. Site 0385 is located approximately 130m from 'The Former Tote Building to Ascot Racecourse' and 200m from 'Turnstiles and offices to Ascot Racecourse'. The proposed development at this site would be likely to alter the setting of these Grade II Listed Buildings to some extent. Therefore, a minor negative impact would be expected.

D.4.6.6 **Conservation Area:** There are no Conservation Areas located in close proximity to the Ascot Growth Location, and as such, the proposed development at these sites would have no impact on a Conservation Area.

D.4.6.7 **Archaeology:** There are several archaeological features located in and around the Ascot cluster, including 'Bracknell Station to Ascot Station, Berkshire', and 'Ascot Station, Ascot, Berkshire'. Site 0128 is located adjacent to these archaeological features. The proposed development at this location could potentially result in the irreversible alteration of the setting of some of these features or alter their settings. As a result, a minor negative impact would be expected.

## D.4.7 SA Objective 7 – Use of resources

D.4.7.1 **Previously Developed Land:** Sites 0040, 0128, 0132a and 0385 are situated on previously developed land. Development proposals at these locations would be an efficient use of land and help prevent the loss of ecologically important soils. A minor positive impact would therefore be expected at these five sites.

D.4.7.2 **ALC:** All sites within the Ascot Growth Location are located on areas of land classified as 'non-agricultural'. As such, it is assumed that none of the borough's BMV land would be lost. Therefore, a minor positive impact would be expected at these five sites.



D.4.7.3 **Loss of soil:** Site 0127 comprises 2.12ha of previously undeveloped land. Development at greenfield sites would be likely to result in the loss of ecologically and agriculturally important soils. Therefore, a minor negative impact would be expected.

#### D.4.8 SA Objective 8 - Housing

D.4.8.1 **Net Gain:** It is considered likely that sites proposed for the development of 100 dwellings or more would have a major positive impact on housing in RBWM. Sites 0385 and 0040 are proposed for the development of 131 and 300 dwellings respectively and as a result, a major positive impact would be anticipated. Sites that are proposed for 100 dwellings or less would still result in a net gain in housing in the plan. Sites 0127, 0128 and 0132a are proposed for the development of less than 100 dwellings and therefore, a minor positive impact would be expected.

#### D.4.9 SA Objective 9 - Human health

D.4.9.1 **NHS Hospital:** All of the sites within the Ascot Growth Location are situated within 5km of Heatherwood Hospital, which is located in the centre of Ascot. Therefore, a minor positive impact would be expected at these five sites.

D.4.9.2 **GP Surgery:** All of the sites in this cluster are located within the target distance of Randor House Surgery, and therefore a minor positive impact would be expected as the proposed development at these locations would locate residents in areas with good access to this health service.

D.4.9.3 **Leisure Centre:** All sites in the Ascot Growth Location are located outside the 1.5km target distance for access to a leisure centre. As a result, a minor negative impact on access to leisure facilities would be expected at these five sites.

D.4.9.4 **AQMA:** All sites in this cluster are located over 200m from an AQMA, and therefore a minor positive impact on health would be expected.

**D.4.9.5**            **Main Road:** Site 0132a is located over 200m from a main road, and therefore, a minor positive impact would be expected. Sites 0040, 0127, 0128 and 0385 are situated within 200m of the A329. It is likely that development in these areas would expose new residents to higher levels of transport-related emissions which could potentially result in adverse health impacts. Therefore, a minor negative impact would be expected at these four sites.

**D.4.9.6**            **Green Network:** All sites in this cluster are located within 600m of a public greenspace and as a result, a minor positive impact would be expected. Accessibility to the green network provides local residents with access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.

## **D.4.10**            **SA Objective 10 – Community and wellbeing**

**D.4.10.1**           **Local Services:** It is considered beneficial for residents to live within 600m of a local centre<sup>7</sup>, which may include a local shop or post office. The proposed development at Sites 0040, 0128, 0132a and 0385 would locate site end users within 600m of local services and therefore, a minor positive impact would be expected. The proposed development at Site 0127 would be expected to located site end users over 600m from a local centre, and as such, a minor negative impact would be anticipated.

## **D.4.11**            **SA Objective 11 – Transport**

**D.4.11.1**           **Railway Station:** All sites in the Ascot Growth Location are located within the 2km target distance of Ascot Railway Station therefore a minor positive impact on access to rail transport would be expected.

**D.4.11.2**           **Bus Stop:** Sites 0128, 0132a and 0040 are located within 400m of a bus stop providing hourly services. The proposed development at these sites would be expected to have a minor positive impact on site end users' access to bus services. Sites 0128 and 0385 are located partially outside this target distance. The proposed development at these two sites would be likely to have a minor negative impact on site end users access to bus services.

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<sup>7</sup>Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

D.4.11.3 **PRoW/ Cycle Network:** All sites in this cluster are located in close proximity to the local highways footpath network. All five sites in the Ascot Growth Location would be expected to have good access to pedestrian and cycle routes and as such, a minor positive impact would be expected.

D.4.11.4 **Road Network:** All sites in this cluster are located adjacent to a road which links to the M3 and other major roads surrounding the town. As such, a minor positive impact would be expected at these five sites.

## D.4.12 SA Objective 12 - Education

D.4.12.1 **Primary School:** Sites 0127 and 0385 are located over 800m from the nearest primary school. Therefore, a minor negative impact would be expected. Sites 0128, 0132a and 0040 are located within the target distance to South Ascot Village Primary School and as a result, a minor positive impact would be anticipated.

D.4.12.2 **Secondary School:** All sites in the Ascot Growth Location are located outside the 1.5km target distance to a secondary school. Therefore, a minor negative impact on access to secondary education would be anticipated at these five sites.

## D.4.13 SA Objective 13 - Waste

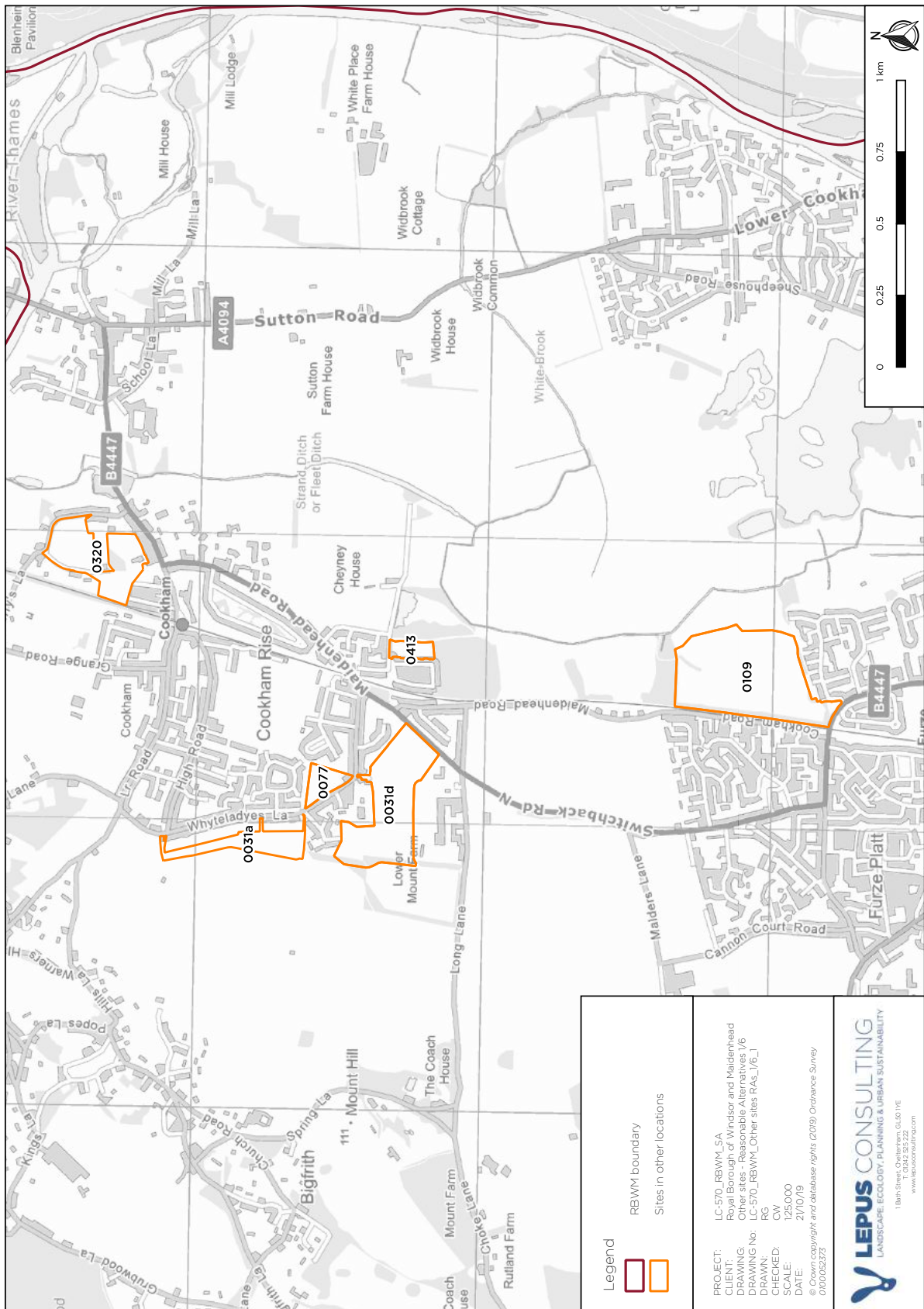
D.4.13.1 **Increase in Waste:** Sites that are proposed for between 70 and 701 dwellings would be expected to increase household waste generation by more than 0.1% in comparison to current levels. Sites 0385 and 0040 are proposed for the development of 70 and 701 dwellings and as a result, a minor negative impact would be expected. Sites 0127, 0128 and 0132a are proposed for residential development of 70 dwellings or fewer, and therefore a negligible impact on waste production in RBWM would be expected.

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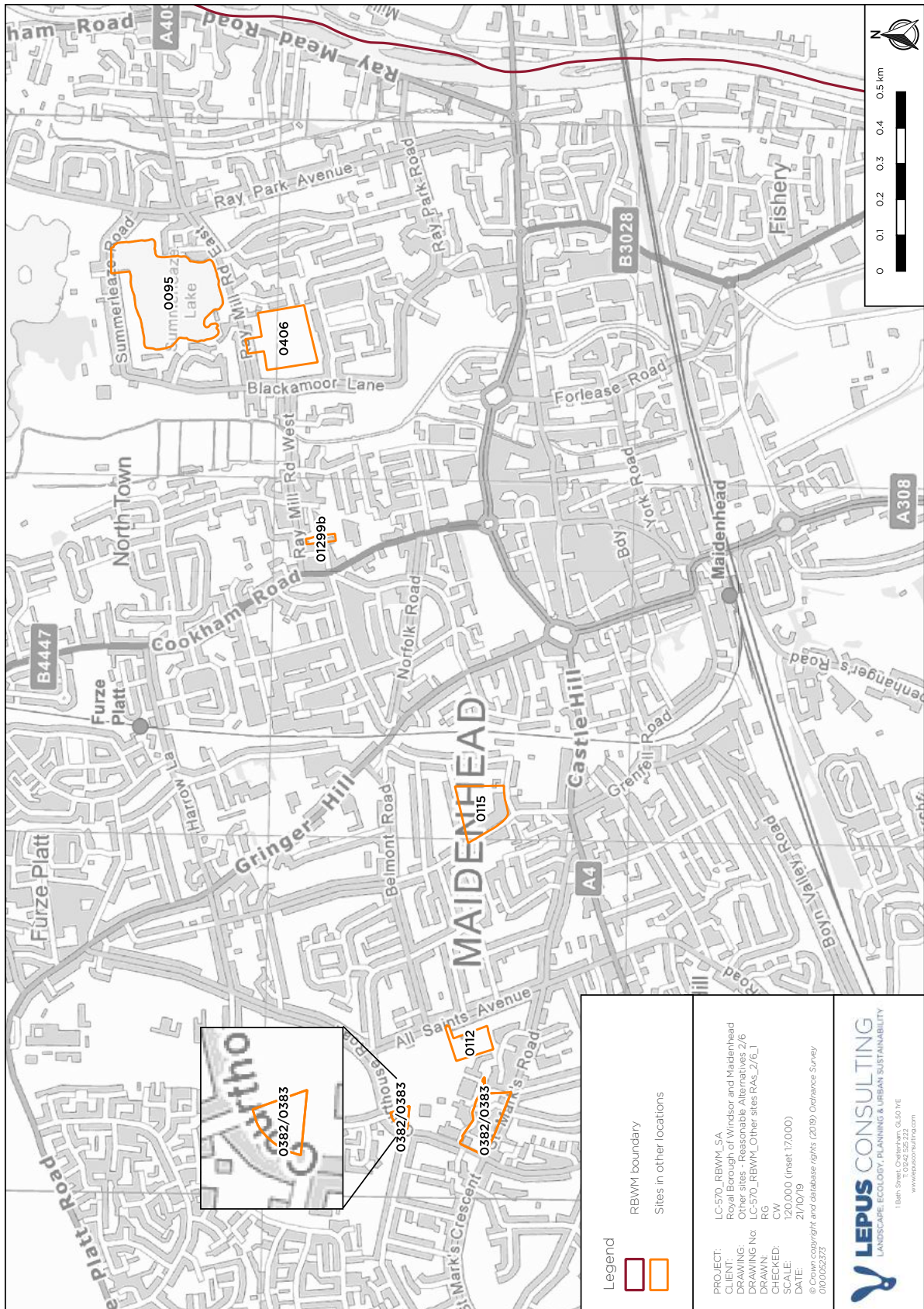
## D.4.14 SA Objective 14 - Employment

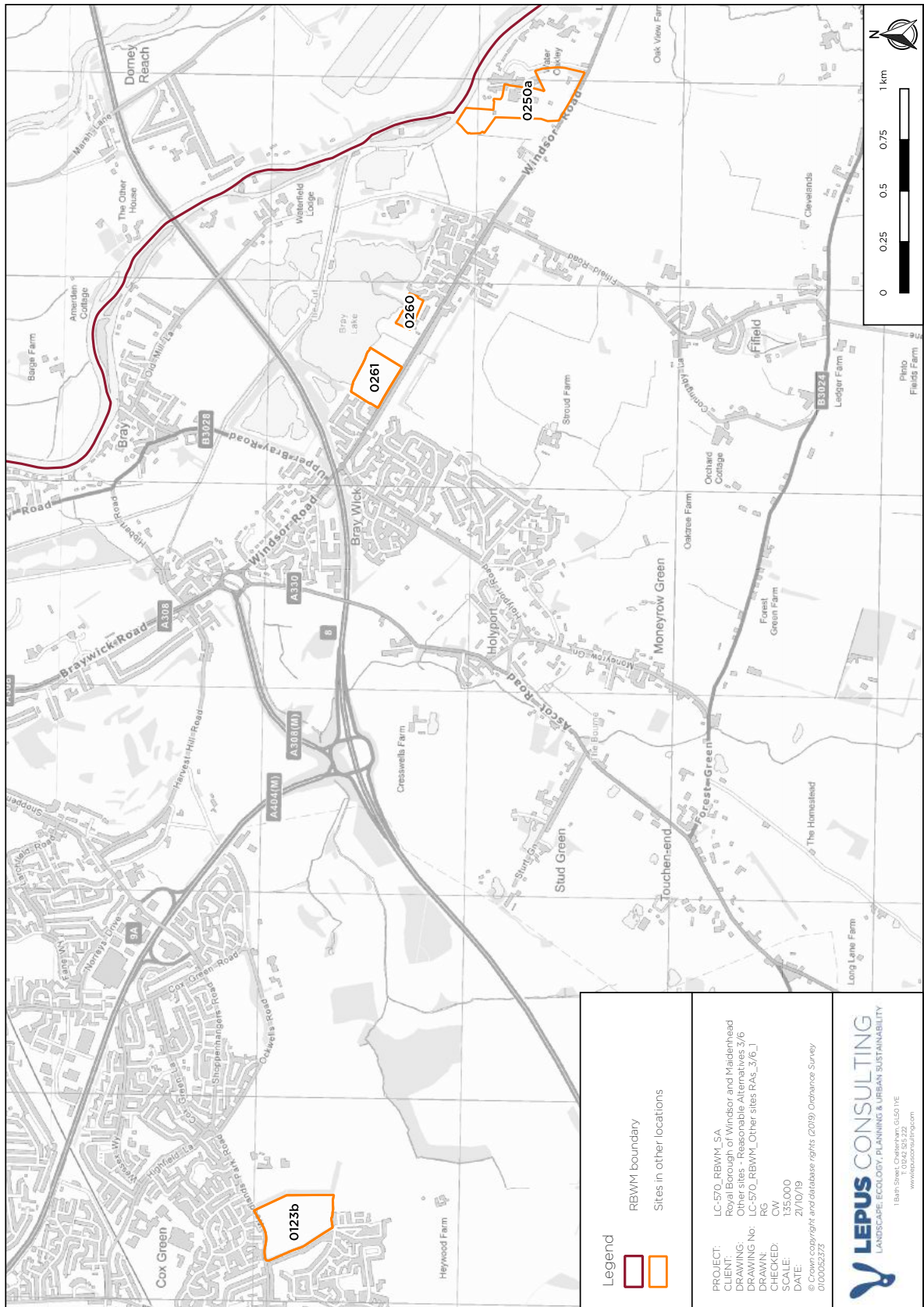
- D.4.14.1 **Primary Employment Location:** All sites in this cluster are located within 5km of Ascot town centre and have therefore been assessed as having good access to a range of employment opportunities. All sites are expected to have good links to public transport options, including buses and railway stations, to enable residents to reach employment opportunities in nearby towns and cities. As a result, a minor positive impact would be anticipated at these five sites.
- D.4.14.2 **Employment Floorspace:** Sites 0132a and 0385 currently comprise retail and employment land and have been proposed for residential development. Therefore, the proposed development at these two sites could potentially result in the net loss of employment floorspace and a minor negative impact would be expected. Sites 0127, 0128 and 0040 do not comprise employment land and therefore, a negligible impact would be expected.

# D.5 Other Locations

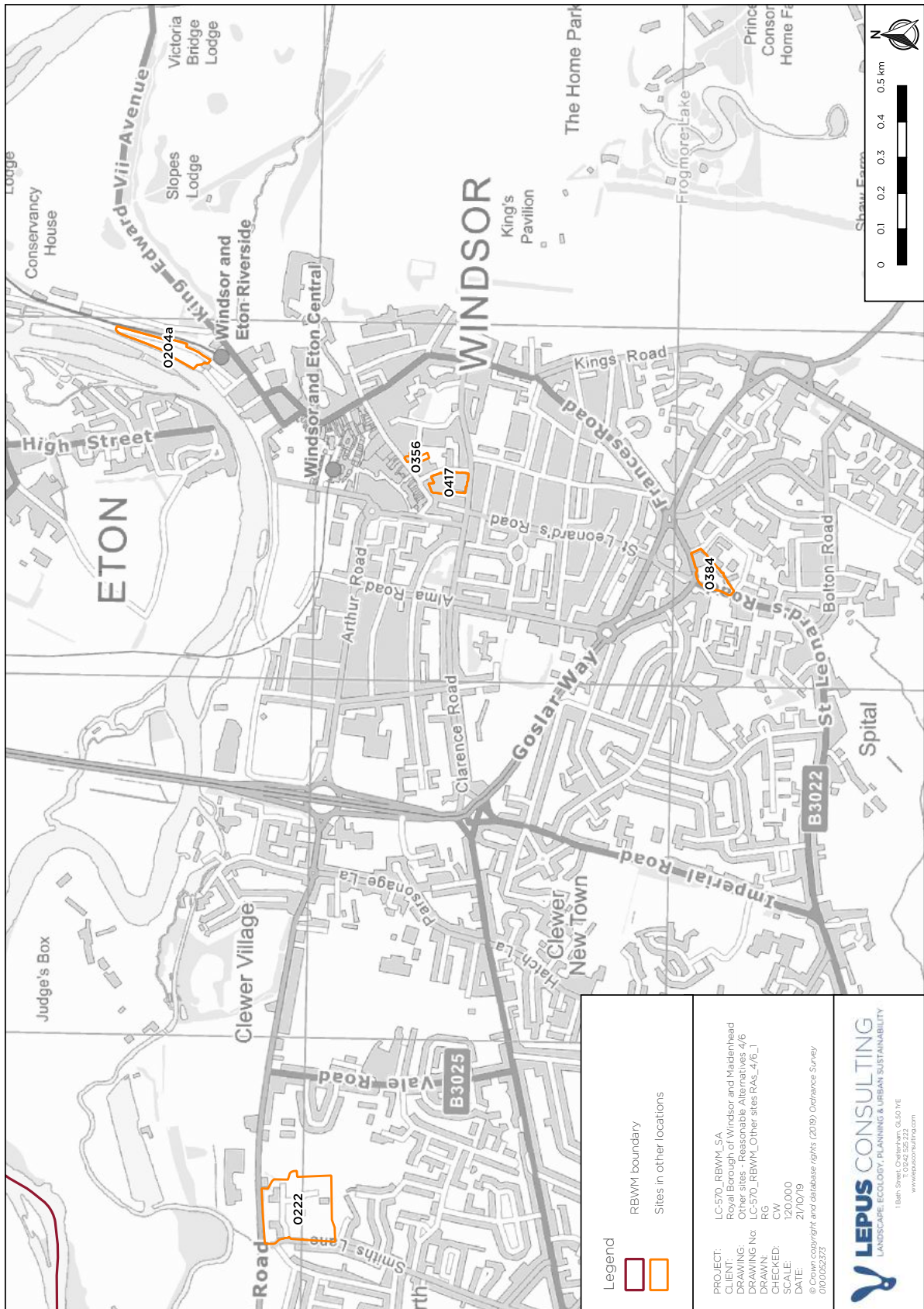




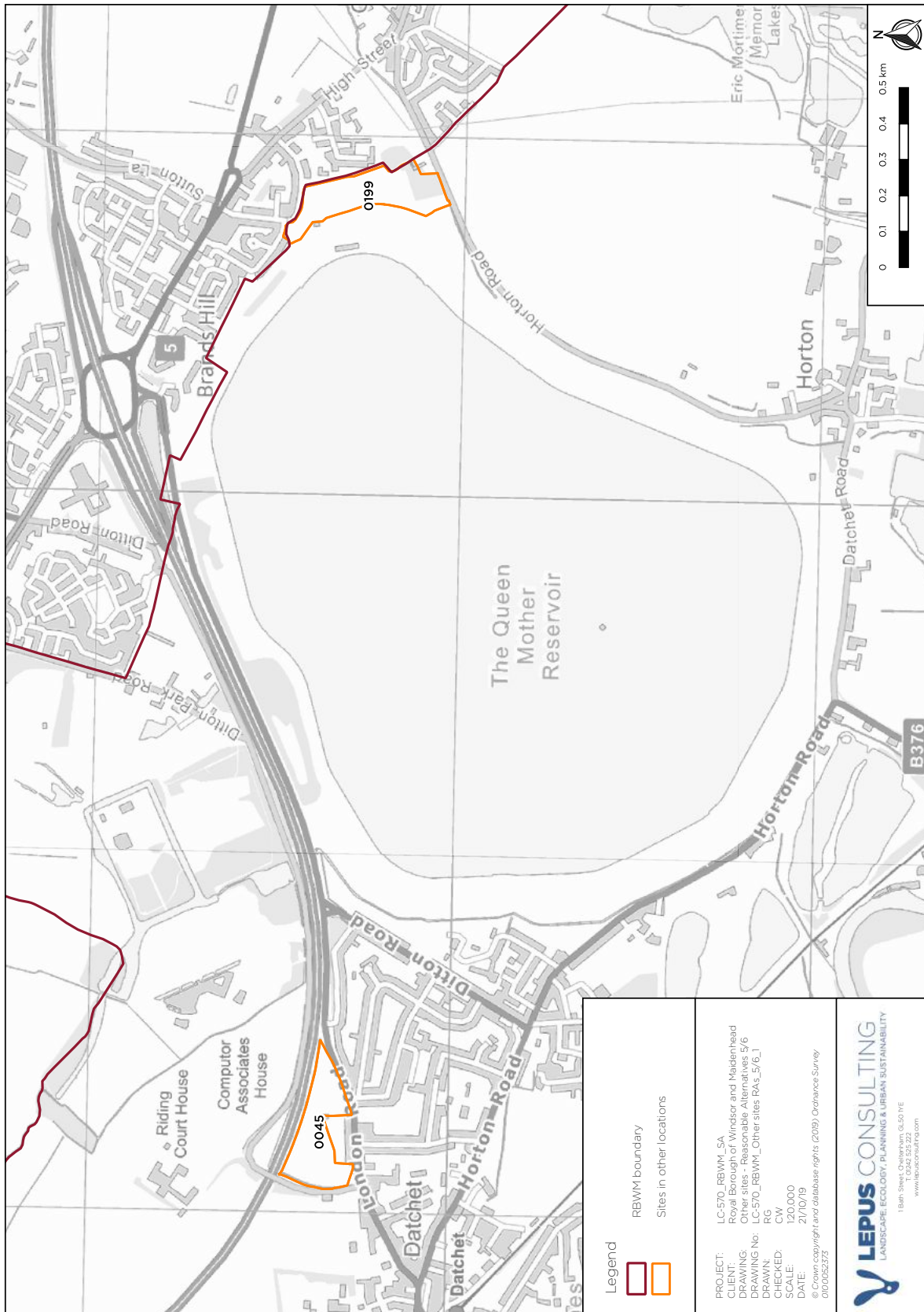


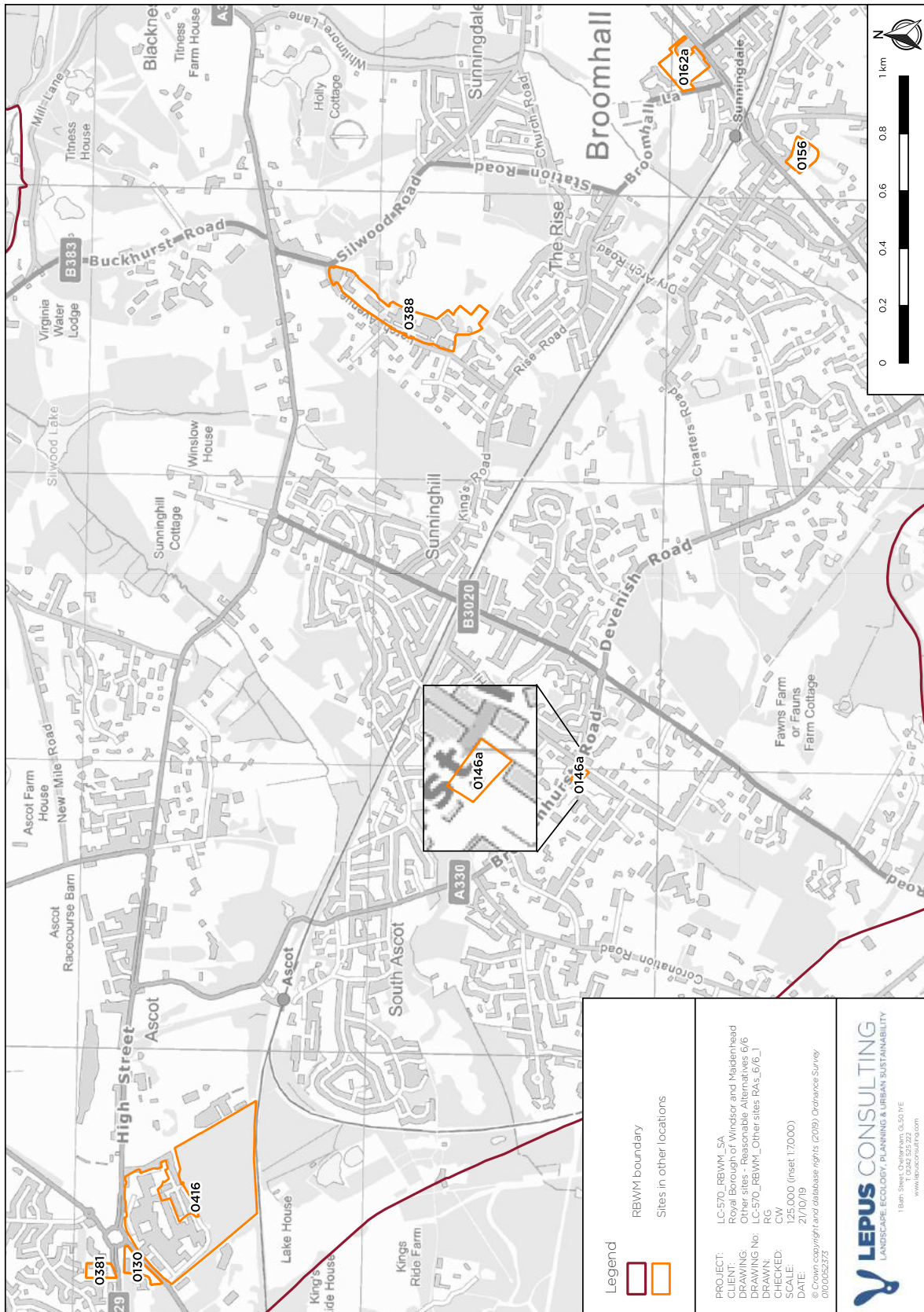












<b>Other Locations</b>				
Site number	Name of preferred site	Site use	Area (ha)	Housing number (if applicable)
<b>0031a</b>	Land Rear of 99 To 119 Whyteladyes Lane Cookham Maidenhead (Land West of Whyteladyes Lane)	Housing	2.77	75
<b>0031d</b>	Land north of Lower Mount Farm Long Lane Cookham	Housing	8.78	200
<b>0045</b>	Land at Riding Court Road and London Road, Datchet	Housing	3.92	80
<b>0077</b>	Gasholder Station Whyteladyes Lane, Cookham	Housing	1.23	50
<b>0095</b>	Summerleaze Lake, Summerleaze Road, Maidenhead	Housing	5.99	33
<b>0109</b>	Spencer's Farm, Maidenhead	Housing	13.51	330
<b>0112</b>	Maidenhead Lawn Tennis Club, All Saints Avenue, Maidenhead	Housing	0.76	34
<b>0115</b>	School on College Avenue, Maidenhead	Housing	1.63	53
<b>0123b</b>	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead (West)	Housing	8.00	300
<b>01299b</b>	St Edmunds House, Ray Mill Road West, Maidenhead, SL6 8SB	Housing	0.18	12
<b>0130</b>	Englemere Lodge London Road Ascot	Housing	0.65	10
<b>0146a</b>	The Frith, Brockenhurst Road, South Ascot, SL5 9HA	Housing	0.26	12
<b>0156</b>	White House, London Road, Sunningdale	Housing	0.52	10
<b>0162a</b>	Sunningdale Broomhall Centre	Mixed use (Housing and retail)	1.41	30
<b>0199</b>	Land to East of Queen Mother Reservoir	Mixed use (Housing and retail)	4.45	100
<b>0204a</b>	Windsor and Eton Riverside Station Car Park	Housing	0.86	30
<b>0222</b>	Sawyers Close, Windsor	Housing	3.39	179
<b>0250a</b>	Land at Water Oakley Farm	Housing	11.2	127
<b>0260</b>	Land North and East of Tithe Barn Drive (Land Rear of 55 To 65 Windsor Road Maidenhead SL6 2DN)	Housing	1.18	17
<b>0261</b>	Land between Windsor Road and Bray Lake, Bray	Housing	4.00	100
<b>0320</b>	Philo Field, Cookham	Housing	1.30	17
<b>0356</b>	32 Peascod Street Windsor SL4 1EA	Housing	0.12	13
<b>0381</b>	Sandridge House, London Road, Ascot	Housing	0.49	25
<b>0382/0383</b>	St. Marks Hospital, Maidenhead	Housing	1.32	54
<b>0384</b>	King Edward VII Hospital, Windsor	Housing	0.73	47

Other Locations				
Site number	Name of preferred site	Site use	Area (ha)	Housing number (if applicable)
0388	Sunningdale Park, Sunningdale	Housing	4.83	230
0406	Land south of Ray Mill Road East	Housing	2.25	80
0413	Land East of Strande Park, Strande Lane, Cookham, Maidenhead	Housing	0.90	20
0416	Heatherwood Hospital, Ascot	Housing	16.31	250
0417	Minton Place, Victoria St, Windsor	Mixed use (Housing, employment and retail)	0.53	100

Site Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
0031a	-	-	-	-	-	0	-	+	-	+	++	-	-	+
0031d	-	-	--	-	-	-	-	++	-	-	++	-	-	+
0045	-	-	-	-	-	-	-	+	-	-	++	++	-	+
0077	0	--	-	-	-	-	-	+	-	-	++	-	0	--
0095	0	--	-	-	-	0	-	+	-	-	++	--	0	+
0109	-	--	--	-	-	-	-	++	-	+	++	++	-	+
0112	0	-	-	-	0	-	+	+	++	+	++	++	0	+
0115	0	-	-	-	0	-	-	+	-	+	++	-	0	+
0123b	-	--	--	-	-	-	-	++	++	-	-	++	-	+
01299b	0	-	-	-	0	-	+	+	+	+	++	++	0	+
0130	0	+	-	-	0	-	+	+	-	-	++	--	0	--
0146a	0	+	-	-	-	0	+	+	-	-	++	++	0	+
0156	0	+	-	-	-	0	+	+	-	+	++	-	0	+
0162a	0	+	-	-	0	0	+	+	-	+	++	-	0	+
0199	-	--	--	-	-	-	-	++	-	+	-	--	-	+
0204a	0	-	-	-	-	-	+	+	++	+	++	++	0	+
0222	-	--	--	-	-	0	+	++	-	+	-	++	-	+
0250a	-	--	--	-	-	-	-	++	-	+	-	--	-	--
0260	0	--	-	-	-	0	-	+	-	+	-	--	0	+
0261	-	-	--	-	-	0	-	++	-	-	-	--	-	+

0320	0	-	-	-	-	-	-	+	-	+	++	-	0	+
0356	0	-	-	-	0	--	+	+	+	+	++	-	0	--
0381	0	+	-	-	0	-	+	+	-	-	++	--	0	+
0382/0383	0	-	-	-	0	--	-	+	-	+	-	++	0	--
0384	0	-	-	-	0	--	+	+	-	-	-	++	0	--
0388	-	+	--	-	0	--	+	++	-	-	++	++	-	--
0406	-	-	-	-	-	0	+	+	++	-	++	-	-	+
0413	0	-	-	-	-	0	-	+	-	-	++	-	0	+
0416	-	--	--	-	-	--	-	++	-	-	-	--	-	+
0417	-	-	--	-	0	--	+	++	++	+	-	++	-	--

## D.5.1 SA Objective 1 – Climate change mitigation

D.5.1.1 **Carbon Emissions:** It is considered likely that any development comprising between 63 and 632 dwellings would increase carbon emissions by over 0.1% of the total carbon emissions for RBWM. These sites (0031a, 0031d, 0045, 0109, 0123b, 0199, 0222, 0250a, 0261, 0388, 0401, 0416 and 0417) are proposed for development of between 63 and 632 dwellings and, as a result, a minor negative impact would be expected. Sites 0077, 0095, 0112, 0115, 0130, 0146a, 0156, 0162a, 0204a, 0260, 0320, 0356, 0381, 0382/0383, 0384, 0413 and 01299b are proposed for development of 63 dwellings or fewer, and therefore, would be expected to have a negligible impact on carbon emissions in RBWM.

## D.5.2 SA Objective 2 – Water and flooding

D.5.2.1 **SPZs:** Several sites in this cluster are located within a groundwater SPZ. Sites 0031a, 0031d, 0077, 0115, 0320 and 0413 are located within the inner zone (Zone I). Sites 0031a, 0095, 0112, 0204a, 0260, 0261, 0320, 0382/0383, 0406 and 01299b are located within the outer zone (Zone II). Sites 0045, 0109, 0123b, 0250a, 0356, 0384 and 0417 are also located within the total catchment (Zone III). Therefore, a minor negative impact would be expected at these 18 sites. Sites 0130, 0146a, 0156, 0162a, 0199, 0222, 0381, 0388 and 0416 are located outside of a SPZ. The proposed development at these nine sites would not be expected to impact groundwater sources and, as such, a negligible impact would be expected.



**D.5.2.2**            **Flood Zones:** Flood Zones 2 and 3 are situated to the north and east of RBWM, associated with the River Thames. The majority of the sites in this cluster are located within Flood Zone 1, and the proposed development at these locations would be likely to situate new residents in locations away from risk of fluvial flooding. Six sites are located partially within Flood Zone 2 (0045, 0109, 0222, 0250a, 0260 and 0261) and as such, a minor negative impact would be expected. Sites 0095, 0199, 0260 and 0406 are located partially within Flood Zone 3. The proposed development at these four sites would be expected to locate some residents at risk of fluvial flooding, and therefore, a major negative impact would be expected.

**D.5.2.3**            **Surface Water Flooding:** Sites 0077, 0109, 0123b, 0222, 0250a and 0416 are located wholly or partially in areas identified as being at high risk of surface water flooding, and therefore, a major negative impact would be expected. Sites 0031a, 0031d, 0045, 0095, 0112, 0115, 0199, 0222, 0250a, 0260, 0320, 0356, 0382/0383, 0406, 0416, 0417 and 01299b are located partially within an area at medium to low risk of surface water flooding. The proposed development at these 17 sites could potentially locate new residents in areas at some risk of flooding, and therefore a minor negative impact would be expected. A negligible impact would be anticipated at Sites 0261, 0130, 0388, 0162a, 0156, 0146a, 0381 and 0384 as these sites are in locations not prone to surface water flooding.

### **D.5.3**            **SA Objective 3 – Air and noise pollution**

**D.5.3.1**            **AQMA:** The majority of sites in this cluster are located outside of an AQMA. As a result, it would not be expected that development proposals at these sites would expose site users to higher levels of air pollution, and therefore, a minor positive impact would be expected. Site 0261 is located wholly within 200m of the Bray/M4 AQMA, the northern corner of Site 0199 is located within the Slough AQMA No.2 and Site 0115 is partially located within 200m of the Maidenhead AQMA. It is considered likely that new residents at these three sites would be exposed to higher levels of transport related air pollution. Development may also result in an increase in traffic flows on the local road network, and therefore, exacerbate transport emissions in the area, which may reduce air quality in the AQMA. As such, a minor negative impact would be expected at these three sites.

**D.5.3.2 Main Road:** Most of the sites in this cluster are located within close proximity to a main road. Sites located within 200m of a main road could potentially locate residents in areas with higher levels of air and noise pollution (0045, 0115, 0130, 0146a, 0162a, 0156, 0222, 0250a, 0260, 0261, 0381, 0384, 0388 and 0416). A minor negative impact would be expected at these 14 sites.

**D.5.3.3 Railway Line:** Some of the sites in this cluster are located adjacent to, or in close proximity to, the railway lines within Maidenhead, Windsor and Ascot. It is assumed that development near a railway lines would expose new residents to higher levels of noise pollution and vibration disturbances from passing trains. Sites 0031d, 0109, 0115, 0156, 0204a, 0320, 0356 and 0416 are located within 200m of a railway line. As a result, a minor negative impact on pollution would be expected at these eight sites.

**D.5.3.4 Air Pollution:** Development resulting in an increase of ten or more dwellings would be likely to lead to some increase in air pollution in the local area<sup>8</sup>. As a consequence, a minor negative impact would be expected at Sites 0031a, 0045, 0077, 0095, 0112, 0115, 0130, 0146a, 0156, 0162a, 0204a, 0260, 0320, 0356, 0381, 0382/0383, 0384, 0406, 0413 and 01299b. Sites proposed for the development of 100 or more dwellings would be likely to lead to a significant increase in air pollution and have therefore a major negative impact would be expected at Sites 0031d, 0109, 0123b, 0199, 0222, 0250a, 0261, 0388, 0416 and 0417.

## **D.5.4 SA Objective 4 – Biodiversity**

**D.5.4.1 Natura 2000:** The majority of sites in this cluster are located within the zone of influence of designated Natura 2000 sites. This includes ‘Windsor Forest & Great Park’ SAC, ‘Chilterns Beechwoods’ SAC, ‘Thursley, Ash, Pirbright & Cobham’ SAC, ‘Thames Basin Heaths’ SPA and ‘South West London Waterbodies’ SPA and Ramsar site. Development within 5km of these European sites could potentially result in an increase in threats or pressures to these internationally designated biodiversity features. All sites, except Site 0123b, are located wholly or partially within 5km of a European site, and therefore, a minor negative impact would be expected.

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<sup>8</sup> Environmental Protection UK and Institute of Air Quality Management (2017) Land-Use Planning & Development Control: Planning for Air Quality. Available at: <http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf> [Date Accessed: 09/10/19]

- D.5.4.2      **SSSI:** There are nine SSSIs located in close proximity to this cluster including 'Bray Meadows' SSSI, 'Great Thrift Wood' SSSI, 'Bisham Woods' SSSI, 'Bray Pennyroyal Field' SSSI, 'Windsor Forest and Great Park' SSSI, 'Englemere Pond' SSSI, 'Cobham Common' SSSI, 'Wraysbury Reservoir' SSSI and 'Cannoncourt Farm Pit' SSSI. All sites are located within 2km of one of these designated sites.
- D.5.4.3      **SSSI IRZs:** SSSI IRZs define zones around each SSSI unit which reflect particular sensitivities of the unit and therefore help to indicate the type of development within that zone which could potentially result in adverse impacts. Development proposals at a total of eleven sites in this cluster have been highlighted as possibly resulting in negative impacts to SSSI units. Of these nine sites, two are located within an IRZ that states there are possible negative impacts if the site is proposed for "*residential development of 100 units or more*" (Sites O261 and O123b). Sites O130, O146a, O156, O162a, O381, O388 and O416 are located within an IRZ that states there are possible negative impacts if the site is proposed for "*any residential developments with a total net gain in residential units*". Therefore, a minor negative impact would be expected at these nine sites as development proposals could potentially result in long-term damage to these biodiversity assets.
- D.5.4.4      **NNR:** 'Cobham Common' NNR is located approximately 400m from the nearest site towards the south east of the borough. The proposed development at Sites O388, O162a and O156 could potentially impact this biodiversity designation due to their close proximity, and therefore a minor negative impact would be expected.
- D.5.4.5      **LNR:** Sites O130 and O381 are located in close proximity to 'Englemere Pond' LNR. The proposed development at these sites could potentially have adverse effects on this LNR, and therefore, a minor negative impact would be expected.
- D.5.4.6      **LWS:** The north west corner of Site O199 is located adjacent to the 'Queen Mother Reservoir' LWS. Site O416 is located adjacent to 'Woodland West of Ascot' LWS to the south. The proposed development at these two sites could potentially have adverse effects on these LWSs. As a result, a minor negative impact would be expected.



D.5.4.7 **LGS and Ancient Woodland:** There are no LGS or stands of ancient woodland within 200m of any site. Development proposals within this cluster would not be expected to impact these biodiversity or geodiversity assets.

## D.5.5 SA Objective 5 - Landscape

D.5.5.1 **AONB:** The 'Chilterns' AONB is located over 4km to the north west of the closest site within this cluster. Therefore, the proposed development at any of the sites would not be expected to impact this nationally designated landscape.

D.5.5.2 **Area of Special Landscape Importance:** Site 0320 is located approximately 20m to the south of 'Cookham, Hurley' ASLI and therefore the proposed development at this site could potentially have a minor negative impact on this landscape. Sites 0417, 0204a and 0384 are located approximately 300m west of the 'Home Park, Great Park and Windsor Forest' ASLI. Sites 0077, 0413 and 0031d are located approximately 700m to the east of 'Cookham, Hurley' ASLI. These sites comprise previously developed land, and therefore, a negligible impact on these ASLIs would be expected.

D.5.5.3 **Landscape Enhancement Areas:** There are no LEAs located in close proximity to the cluster, and as such, development within this cluster would have no impact.

**D.5.5.4**            **Landscape Character:** The majority of the sites (0095, 0112, 0115, 0222, 0406, 0146a, 0356, 01299b, 0417, 0204a, 0162a, 0156, 0077, 0381, 0382/0383 and 0384) are located in the 'urban' area and therefore, a negligible impact would be expected on the landscape character. Site 0130 is located within the Landscape Character Type 'Settled Woodland Sands' and the landscape area 'South Ascot and Sunningdale'. Site 0388 is located within the Landscape Character Type 'Settled Woodland Sands' and the landscape area 'Sunningdale and Sunninghill'. Sites 0250a and 0260 are located within the Landscape Character Type parcel 'Settled Developed Floodplain' and the landscape area 'Bray'. Site 0413 is located within the Landscape Character Type 'Settled Developed Floodplain' and the landscape area 'Summerleaze'. Site 0045 is located within the Landscape Character Type 'Settled Farmed Floodplain' in the landscape area 'Datchet' and Site 0199 is located within the Landscape Character Type 'Settled Developed Floodplain' in the landscape area 'Horton and Wraysbury'. The proposed development at these seven sites would be unlikely to be discordant with the landscape character as the sites comprise previously developed or 'non-agricultural' land.

**D.5.5.5**            **Landscape Character (cont.)** Site 0261 is located within the Landscape Character Type parcel 'Settled Developed Floodplain' and the landscape area 'Bray'. The key characteristic of this landscape character type is "*broad flat open floodplain with a fragmented landscape pattern*". Site 0123b is located within the Landscape Character Type 'Settled Farmed Sands and Clays' and the landscape area 'Ockwells'. The key characteristic of this landscape character type is "*mixed farmland with small-medium arable fields and areas of permanent pasture*". Site 0109 is located within the Landscape Character Type parcel 'Settled Developed Floodplain' and the landscape area 'Summerleaze'. The key characteristic of this landscape character type is "*broad flat open floodplain with a fragmented landscape pattern*". Sites 0031d and 0320 are located within the Landscape Character Type 'Farmed Chalk Slopes' and the landscape area 'Cookham Rise'. The key characteristic of this landscape character type is "*mixed land uses of arable, pasture, woodlands and commercial equine*". Site 0416 is located within the Landscape Character Type 'Settled Woodland Sands', within the Character Area 'South Ascot and South Sunningdale'. The key characteristics of this landscape character type is "*strong framework of mixed mature woodland, some of ancient origin, which merge into the urban structure*". Therefore, a minor negative impact would be expected at these six sites (0261, 0320, 0416, 0123b, 0109 and 0031d).

- D.5.5.6 **Views from the PRow Network:** Public footpaths are located adjacent to Sites 0031a, 0031d, 0077, 0123b, 0146a, 0199, 0204a, 0320 and 0406 and in close proximity to Sites 0109 and 0156. Therefore, the proposed development at these locations would be likely to directly alter the views experienced by users of these footpaths. Therefore, a minor negative impact would be expected.
- D.5.5.7 **Views for Local Residents:** Development proposals at Sites 0031a, 0031d, 0045, 0095, 0109, 0123b, 0199, 0222, 0260, 0261, 0320, 0382/0383, 0406, 0413 and 0416 would be expected to alter views experienced by local residents, as these sites are located at previously undeveloped locations. Therefore, a minor negative impact would be expected.
- D.5.5.8 **Encroachment/ Urban Sprawl:** It is considered likely that development at a greenfield site would result in urban sprawl into the open countryside. The proposed development at Sites 0031a, 0095, 0250a, 0320 and 0416 could potentially alter the local rural landscape and as such, a minor negative impact would be expected.
- D.5.6 SA Objective 6 – Cultural heritage**
- D.5.6.1 **Registered Park and Garden:** Site 0388 coincides with ‘Sunningdale Park (Civil Service College)’ RPG. The proposed development at Site 0388 could potentially result in permanent and irreversible loss of some of the key characteristics of this RPG, and as such, a major negative impact would be expected at this site. Sites 0417, 0204a and 0384 are located adjacent, or in close proximity, to ‘The Royal Estate, Windsor: Windsor Castle and Home Park’ RPG and Site 0045 is located in close proximity to ‘Ditton Park’ RPG. Site 0109 is proposed for the development of 330 dwellings and could potentially be visible from ‘Cliveden’ RPG. Development proposals at these five sites could potentially alter the setting of these RPGs primarily due to the close proximity. As a consequence, a minor negative impact would be expected.

- D.5.6.2      **Scheduled Monument:** Site 0416 coincides with ‘Bell Barrow on Bowledge Hill’ SM. The proposed development at this site could potentially result in the direct damage to this heritage asset, and therefore, a major negative impact would be anticipated. ‘Windsor Castle’ is located on higher ground than the surrounding sites, and as such, the proposed development at numerous sites would be visible from this highpoint. Development proposals at Sites 0204a and 0417 could potentially alter the setting of this SM and as such, a minor negative impact would be expected.
- D.5.6.3      **Grade I Listed Buildings:** The Grade I Listed Building ‘Windsor Castle including all the buildings within the walls’ is located in close proximity to this cluster and is situated on higher ground. As such, the proposed development in surrounding areas would be likely to be visible from this Grade I Listed Building. The proposed development at Sites 0417 and 0204a could potentially alter the setting of this Listed Building due to their close proximity. As a result, a minor negative impact would be expected.
- D.5.6.4      **Grade II\* Listed Buildings:** There are numerous Grade II\* Listed Buildings located in and around this cluster. The proposed development at Sites 0417 and 0204a are located in close proximity to several Grade II\* Listed Buildings. However, due to the build-up nature of the surrounding area a negligible impact would be expected at these two sites.
- D.5.6.5      **Grade II Listed Buildings:** There are several Grade II Listed Buildings located in close proximity to this cluster. Site 0417 coincides with ‘23 and 25 William Street’. Site 0356 coincides with ‘The Bakers Tavern’. Site 0382/0383 coincides with four Grade II Listed Buildings (‘Main building at St Mark’s Hospital’, ‘St Mark’s Chapel 12m north east of main building, St Mark’s Hospital’, ‘Lodge House 14m south east of main building, St Mark’s Hospital, and ‘Pavillion 40m south east of main building, St Mark’s Hospital’) and Site 0384 coincides with two Grade II Listed Buildings (‘King Edward VII Memorial Hospital (Main Front block) and ‘Edward VII Statue in Hospital Forecourt’). A major negative impact would be expected at these four sites as the proposed development at these locations could potentially cause direct damage to these Listed Buildings. Site 0199 is located adjacent to the Grade II Listed Building ‘Mildridge Farmhouse’ and Site 0320 is located adjacent to ‘Pound Cottage’. The proposed development at these two sites would be likely to alter the setting of these Listed Buildings to some extent, and therefore, a minor negative impact would be expected.

**D.5.6.6**      **Grade II Listed Buildings (cont.):** In addition to the four proposed sites mentioned above, nine sites are located in close proximity to a Grade II Listed Building. Site 0123b is a greenfield site located approximately 170m west of 'Barn and Horse Engine Threshing House at Lillibrooke Manor'. Site 0204a is located approximately 60m north of 'Windsor Riverside Station and Royal Waiting Room'. Site 0130 is located approximately 60m south east of 'Church of All Saints'. Site 01299b is located approximately 60m from 'The Hyde' and other nearby Listed Buildings. Site 0416 is located approximately 50m from 'Ascot War Memorial'. Site 0122 is located approximately 100m north of 'Chapel Lodge'. Site 0250a is located approximately 60m from 'Bray Film Studios' and 'Clock Tower House Toad Hall'. Site 0388 is located approximately 100m west of 'Northcote House Civil Service' and Site 0045 is located approximately 150m north east of 'Garden Wall to south and east of Datchet House'. Due to the close proximity of the Listed Building to the sites, a minor negative impact on the setting of these Listed Buildings would be expected.

**D.5.6.7**      **Conservation Area:** There are several Conservation Areas located in close proximity to sites within this cluster. Sites 0356 and 0417 coincide with 'Windsor Town Centre' Conservation Area. Site 0320 coincides with 'Cookham High Street' Conservation Area. Sites 0204a and 0384 are located adjacent to or in close proximity to 'Windsor Town Centre' Conservation Area. Site 0045 is located approximately 40m north east of 'Datchet' Conservation Area. Site 0115 is located approximately 60m from 'Castle Hill' Conservation Area. The proposed development at these sites could potentially alter the character of these Conservation Areas to some extent, and therefore, a minor negative impact would be expected.

**D.5.6.8**            **Archaeology:** There are numerous archaeological features located within this cluster. Site O204a coincides with 'Windsor, Staines and South Western Railway' and 'Yard at Windsor and Eton Riverside Station, Windsor, Berkshire'. Site O356 coincides with 'New Windsor'. Site O031d coincides with 'Paved Way - Windmill Shaw, Cookham, Berkshire'. Site O109 coincides with seven archaeological features. Site O416 coincides with 'Bell Barrow at Heatherwood Hospital', 'Barrow - Bowledge Hill, Sunninghill' and 'Soldier's Pillar, Sunninghill'. Site O199 coincides with 'Medieval Moat at Mildridge Farm, Horton, Berkshire'. Site O250a partially coincides with region 'Buildings foundations, human remains and Roman coins - West of Down Place, Bray, Berkshire'. The proposed development at these sites could potentially result in the permanent and irreversible alteration of these archaeological features or their setting. Several other sites are located adjacent to archaeological features (O416, O320, O417, O130, O077 and O384). The proposed development at any of these sites would be likely to alter the setting of these archaeological assets to some extent, and therefore, a minor negative impact would be anticipated.

## **D.5.7**            **SA Objective 7 – Use of resources**

**D.5.7.1**            **Previously Developed Land:** The majority of the sites in this cluster are situated on previously developed land (O077, O112, O129b, O130, O146a, O156, O162a, O204a, O222, O356, O381, O384, O388, O406 and O417). Development proposals at these locations would be an efficient use of land and help prevent the loss of ecologically important soils, and therefore, a minor positive impact would be expected.

**D.5.7.2**            **ALC:** For the purposes of this assessment it has been assumed that none of the borough's BMV land would be lost where sites are located on 'urban' or 'non-agricultural' land. The same can be said for sites that are located on Grade 4 or 5 ALC land. Sites O417, O095, O1299b, O356, O146a, O115, O112, O130, O388, O162a, O222, O156, O381, O382/O383 and O384 are located on 'urban' land. Sites O222, O260, O416, O204a and O199 are located on 'non-agricultural' land. Sites O082a, O095 and O406 are located on Grade 4 ALC land. A negligible impact would be expected at these 23 sites. Sites O077, O031a, O320, O413 and O031d are located on Grade 3 ALC land, Site O123b is located on Grade 2 ALC land and Sites O261, O250a and O045 are located on Grade 1 ALC land. The proposed development at these locations could potentially result in the loss of BMV land, and therefore, a minor negative impact on the natural resources objective would be expected.

D.5.7.3 **Loss of soil:** Development at greenfield sites would be likely to result in the loss of ecologically and agriculturally important soils. Sites 0031a, 0031d, 0045, 0095, 0109, 0115, 0123b, 0199, 0250a, 0260, 0320, 0382/0383, 0413 and 0416 are greenfield sites comprising less than 20ha and as such, a minor negative impact would be expected.

## D.5.8 SA Objective 8 - Housing

D.5.8.1 **Net Gain:** It is considered likely that sites proposed for the development of 100 dwellings or more would have a major positive impact to the net gain in housing in RBWM. These sites (0031d, 0109, 0123b, 0199, 0222, 0250a, 0261, 0388, 0416 and 0417) are proposed for the development of between 100 and 330 dwellings, and as a result a major positive impact would be anticipated. Sites 0031a, 0045, 0077, 0095, 0112, 0115, 0130, 0146a, 0156, 0162a, 0204a, 0250a, 0260, 0320, 0356, 0381, 0382/0383, 0384, 0406, 0413 and 01299b are proposed for residential development of less than 100 dwellings. These sites would still result in a net gain in housing in the Plan area and therefore, a minor positive impact would be expected.

## D.5.9 SA Objective 9 - Human health

D.5.9.1 **NHS Hospital:** All of the sites within this cluster are located within 5km of St Mark's Hospital, King Edward VII NHS Hospital, Princess Margaret Hospital, Wexham Park Hospital or Heathwood Hospital. Therefore, a minor positive impact would be expected at these 30 sites.

D.5.9.2 **GP Surgery:** The majority of sites (0031a, 0045, 0077, 0112, 0115, 0123b, 0130, 0204a, 0320, 0356, 0381, 0382/0383, 0384, 0388, 0406, 0416, 0417 and 01299b) are located within the target distance to a GP surgery and as a result, a minor positive impact would be anticipated. Sites 0031d, 0095, 0109, 0146a, 0156, 0162a, 0199, 0222, 0250a, 0260, 0261 and 0413 are located wholly outside the target distance of a GP surgery, and therefore a minor negative impact would be expected as the proposed development at these locations would locate residents in areas with limited access to this essential health service.



- D.5.9.3      **Leisure Centre:** Sites 0095, 0109, 0112, 0115, 0123b, 0146a, 0204a, 0222, 0356, 0382/0383, 0384, 0406, 0417 and 01299b are located within the target distance to a leisure centre. Development proposals at these 14 sites is likely to result in a minor positive impact on health. Sites 0031a, 0031d 0045, 0077, 0109, 0162a, 0199, 0250a, 0260, 0261, 0320, 0381, 0388, 0413 and 0416 are located outside the 1.5km target distance of a leisure centre. As a result, a minor negative impact on access to leisure facilities would be expected at these sites.
- D.5.9.4      **AQMA:** The majority of sites in this cluster are located over 200m from an AQMA, and therefore, a minor positive impact on health would be expected. Site 0261 is located within Bray/M4 AQMA, the north corner of 0199 is located within Slough AQMA No.2 and Site 0115 is partially located within 200m of the Maidenhead AQMA. The proposed development at these three sites would be likely to have a minor negative impact on the health of local residents. The proposed development at the other 27 sites in this cluster would be likely to have a minor positive impact in regard to air pollution and human health.
- D.5.9.5      **Main Road:** Sites 0031a, 0031d, 0077, 0095, 0112, 0109, 0123b, 0199, 0204a, 0320, 0356, 0382/0383, 0406, 0413, 0417 and 01299b are located over 200m from a main road and therefore a minor positive impact would be anticipated. However, Sites 0045, 0115, 0130, 0146a, 0156, 0162a, 0222, 0250a, 0260, 0261, 0381, 0384, 0388 and 0416 are situated within 200m of main roads. It is likely that the proposed development at these 14 sites would expose new residents to higher levels of transport-related emissions which could potentially result in adverse health impacts. Therefore, a minor negative impact would be expected at these 14 sites.
- D.5.9.6      **Green Network:** All sites in this cluster are located within 600m of a public greenspace and as a result a minor positive impact would be expected at these 30 sites. Accessibility to the green network provides local residents with access to outdoor space and a diverse range of natural habitats. These are known to have physical and mental health benefits.

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## D.5.10 SA Objective 10 – Community and wellbeing

D.5.10.1 **Local Services:** It is considered beneficial for residents to live within 600m of a local centre<sup>9</sup>, which may include a local shop or post office. The proposed development at Sites 0031a, 0112, 0115, 0222, 0250a, 0260, 0320, 01299b, 0356, 0109, 0417, 0204a, 0162a, 0156, 0199 and 0382/0383 would locate site end users within 600m of local services, and therefore a minor positive impact would be expected. The proposed development at Sites 0261, 0095, 0406, 0416, 0146a, 0123b, 0130, 0388, 0077, 0413, 0031d, 0045, 0381 and 0384 would locate residents outside of the 600m target distance and as a result, a minor negative impact would be anticipated.

## D.5.11 SA Objective 11 – Transport

D.5.11.1 **Railway Station:** Sites 0109, 0077, 0413, 01299b, 0356, 0146a, 0031d, 0382/0383, 0417, 0204a, 0045, 0384, 0130, 0031a, 0095, 0112, 0115, 0320, 0406, 0416, 0381, 0388, 0162a and 0156 are located within the target distance to a railway station. Therefore, a minor positive impact would be expected at these 24 sites. Sites 0261, 0222, 0250a, 0260, 0320, 0123b and 0199 are located outside the target distance to a railway station, and therefore a minor negative impact on access to rail transport would be anticipated.

D.5.11.2 **Bus Stop:** The majority of the sites in this cluster are located within 400m of a bus stop providing hourly services. These 30 sites could potentially have a minor positive impact on site end users' access to bus services. Sites 0250a and 0416 are located over 400m from the nearest bus stop providing hourly services. Therefore, the proposed development at these two sites would be likely to have a minor negative impact on access to bus services.

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<sup>9</sup> Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

**D.5.11.3**      **PRoW/ Cycle Network:** The majority of the sites within this cluster are located in close proximity to the local highways footpath network. The proposed development at Sites 0261, 0123b, 0109, 0204a, 01299b, 0146a, 0356, 0031a, 0095, 0112, 0115, 0222, 0250a, 0260, 0406, 0416, 0320, 0130, 0388, 0162a, 0156, 0077, 0413, 0031d, 0045, 0199 and 0381 would be expected to have good access to pedestrian and cycle routes and as such, a minor positive impact would be expected. Sites 0417, 0382/0383 and 0384 are not located within close proximity to the PRoW or cycle network and as a result, a minor negative impact would be expected.

**D.5.11.4**      **Road Network:** All sites in this cluster are located adjacent to the existing road network, which links to the M3 and M4 and other major roads surrounding the towns. As such, a minor positive impact would be expected at these sites.

## **D.5.12**      **SA Objective 12 - Education**

**D.5.12.1**      **Primary School:** Sites 0261, 0130, 0156, 0095, 0115, 0250a, 0260, 0416, 0199 and 0381 are located over 800m from the nearest primary school. Therefore, a minor negative impact would be expected in relation to sustainable distances to primary education. Sites 0123b, 0109, 01299b, 0356, 0146a, 0406, 0320, 0031, 0112, 0222, 0417, 0204a, 0388, 0162a, 0077, 0413, 0031d, 0045, 0382/0383 and 0384 are located within the target distance to a primary school, and as a result a minor positive impact on access to primary education would be anticipated.

**D.5.12.2**      **Secondary School:** Sites 0261, 0130, 0162a, 0077, 0356, 0031a, 0095, 0250a, 0260, 0320, 0406, 0416, 0413, 0031d, 0199 and 0381 are located outside the 1.5km target distance from a secondary school, and therefore a minor negative impact would be expected. Sites 0123b, 0112, 0115, 0222, 01299b, 0146a, 0109, 0417, 0204a, 0388, 0156, 0045, 0382/0383 and 0384 are located within 1.5km to a secondary school. Therefore, a minor positive impact on access to secondary education would be anticipated at these 14 sites.

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## D.5.13 SA Objective 13 – Waste

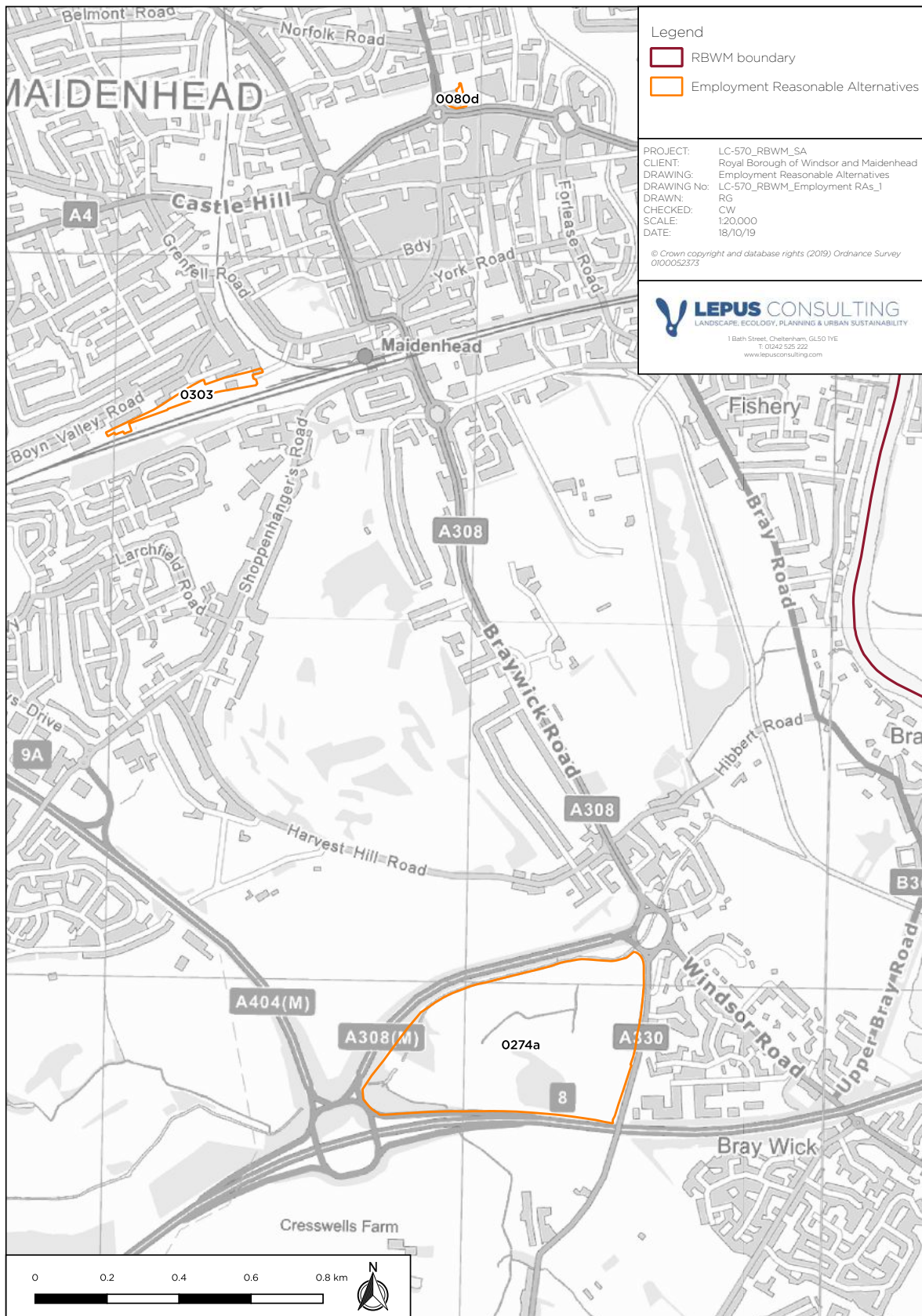
D.5.13.1 **Increase in Waste:** Sites that are proposed for the development of between 70 and 701 dwellings would be expected to increase household waste generation by more than 0.1% in comparison to current levels in the borough. Sites 0261, 0123b, 0109, 0417, 0031a, 0222, 0250a, 0406, 0416, 0388, 0031d, 0045 and 0199 are proposed for the development of between 70 and 701 dwellings, and as a result a minor negative impact would be expected. Sites 0204a, 0130, 01299b, 0146a, 0356, 0095, 0112, 0115, 0260, 0320, 0162a, 0156, 0413, 0381, 0382/0383 and 0384 are proposed for residential development of less than 70 dwellings and therefore, a negligible impact on waste production in RBWM would be expected.

## D.5.14 SA Objective 14 – Employment

D.5.14.1 **Primary Employment Location:** All sites are located within 5km of Maidenhead, Windsor and Ascot town centres and have therefore been assessed as having good access to a range of employment opportunities. All sites are expected to have good links to public transport options, including buses and railway stations, to enable residents to reach employment opportunities in nearby towns and cities. As a result, a minor positive impact would be anticipated at these 30 sites.

D.5.14.2 **Employment Floorspace:** Sites 0417, 0130, 0388, 0356, 0250a, 0077, 0382/0383 and 0384 currently comprise retail or employment land, and are proposed for residential development. The proposed development at these eight sites would be expected to result in the net loss of employment floorspace. Therefore, a minor negative impact is expected.

# D.6 Employment Sites



Employment Sites				
Site number	Name of preferred site	Site use	Area (ha)	Housing number/ employment land
0080d	St Cloud Gate, Maidenhead	Employment (Offices Expansion and Café)	0.19	Offices - 7,959m
0274a	Land south of the A308(M), west of Ascot Road and north of the M4 (Known as the Triangle site)	Employment	25.70	Mixed Employment - 60,000m (Garry's HELAA figure) or 80,000 General Industrial / Warehousing in Proforma
0303	Land at Crossrail West Outer Depot	Mixed use (Housing, Employment)	1.17	Housing - 118 units

Site Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
0080d	0	-	-	-	0	-	+	+	-	+	++	0	0	+
0274a	0	--	--	-	-	-	--	+	-	-	-	0	0	++
0303	-	-	--	-	0	-	+	++	-	-	++	++	-	+

## D.6.1 SA Objective 1 – Climate change mitigation

D.6.1.1 **Carbon Emissions:** It is considered likely that any development comprising between 63 and 632 dwellings would be likely to increase the carbon emissions by over 0.1% of the total carbon emissions for RBWM. Site 0303 is proposed for the development of 118 dwellings, and as a result a minor negative impact would be expected.

## D.6.2 SA Objective 2 – Water and flooding

D.6.2.1 **SPZs:** All sites in this cluster are located within a groundwater SPZ. Site 0080d is located within the inner zone (Zone I), two sites are located within the outer zone (Zone II) (0080d and 0303) and Site 0274a is located within the total catchment (Zone III). Therefore, a minor negative impact would be expected at these three sites.



**D.6.2.2**            **Flood Zones:** Flood Zones 2 and 3 are situated to the north east of RBWM, associated with the River Thames. There are two additional areas of flood risk to the east and west of the Holyport Interchange. The majority of the sites are located within Flood Zone 1, and as such the proposed development in these locations would be likely to locate site end users away from areas at risk of fluvial flooding. Therefore, a minor positive impact would be anticipated. Site O274a is located partially within Flood Zone 3a and 3b. The proposed development at this location would be expected to locate site end users at risk of fluvial flooding, and therefore a major negative impact would be expected.

**D.6.2.3**            **Surface Water Flooding:** Areas within a number of sites in this cluster have been classified as being at risk of surface water flooding. Although the extent of the areas considered to be at risk are small, the proposed development at these locations could potentially exacerbate flood risk. Site O0247a is located partially within areas identified as being at high risk of surface water flooding, and therefore a major negative impact would be expected. A negligible impact would be anticipated at Sites O080d and O303 as these sites are not located in areas prone to surface water flooding.

### **D.6.3**            **SA Objective 3 – Air and noise pollution**

**D.6.3.1**            **AQMA:** Sites O080d and O303 and are located wholly within Maidenhead AQMA or within 200m of this AQMA. It is considered likely that new residents and employees in these locations would be exposed to higher levels of transport-related air pollution. Development in these locations may also result in an increase in traffic flows on the local road network and therefore exacerbate transport emissions in the area, which may reduce air quality in the AQMA. Therefore, a minor negative impact would be expected at these two sites. Site O274a is located over the 200m from an AQMA, and therefore a minor positive impact would be expected.

**D.6.3.2**            **Main Road:** Most of the sites in this cluster are located within close proximity to a main road. Sites located within 200m of a main road could potentially locate site end users in areas with higher levels of air and noise pollution. A minor negative impact would be expected at Sites O080d and O274a.



**D.6.3.3**            **Railway Line:** Site 0303 is located within 200m of a railway line. It is assumed that development near railway lines would expose site end users to higher levels of noise pollution and vibration disturbance from passing trains. As a result, a minor negative impact upon pollution would be expected at this site.

**D.6.3.4**            **Air Pollution:** Site 0303 is proposed for development of 100 or more dwellings and would be likely to lead to a significant increase in air pollution, and therefore a major negative would be expected at this site. Sites that are proposed for employment-led development over 10ha would also be likely to lead to a significant increase in air pollution. Site 0274a is proposed for employment use comprising 25.7ha, and therefore a major negative impact would be anticipated at this site. Site 0080d is proposed for employment development comprising less than 1ha, and therefore a negligible impact would be anticipated.

## **D.6.4**            **SA Objective 4 – Biodiversity**

**D.6.4.1**            **Natura 2000:** The majority of sites in this cluster are located within the zone of influence of designated Natura 2000 sites. This includes ‘Windsor Forest & Great Park’ SAC to the south of the borough and ‘Chilterns Beechwoods’ SAC to the north west. Development within 5km of one of these SACs could potentially result in an increase in threats or pressures to these nationally designated biodiversity features. All sites within this cluster are located wholly or partially within 5km of a European site, and therefore a minor negative impact would be expected at these three sites.

**D.6.4.2**            **SSSIs:** There are two SSSIs located in close proximity to Sites 0080d, 0303 and 0274a; ‘Bray Meadows’ SSSI to the east and ‘Great Thrift Wood’ SSSI to the south.

**D.6.4.3**            **NNR:** ‘Burnham Beeches’ NNR is located over 5km to the north east of Maidenhead town centre. Due to the distance between the proposed development in this cluster and the designation, it is considered unlikely that there would be adverse impacts on this NNR.

D.6.4.4 **LNR:** Three LNRs are located in close proximity to this cluster. These include 'Braywick Park' LNR located to the west of Bray Road, 'The Gullet' LNR to the south of the railway line and 'Ockwells Park' LNR to the south of Maidenhead. Site 0303 is located approximately 50m north of 'The Gullet' and Site 00247a is located approximately 250m from 'Ockwells Park'. Development proposals at these two sites could potentially result in adverse effects on these LNRs, and therefore, a minor negative impact would be expected.

D.6.4.5 **LWS, LGS and Ancient Woodland:** There are no LWS, LGS or stands of ancient woodland located within 200m of any site in this cluster. Development proposals would not be expected to impact these biodiversity or geodiversity assets.

## D.6.5 SA Objective 5 - Landscape

D.6.5.1 **AONB:** The 'Chilterns' AONB is located over 5km to the north west of this cluster, and therefore development proposals would not be expected to impact this nationally designated landscape.

D.6.5.2 **Area of Special Landscape Importance:** Sites 0080d, 0303, 0274a are located approximately 2km south east of 'Cookham, Bisham, Hurley' ASLI and 3.5km north west of 'Home Park, Great Park and Windsor Forest' ASLI. Due to the distance from the ASLIs, it is not considered likely that development within this cluster would impact these designations.

D.6.5.3 **Landscape Enhancement Areas:** There are no LEAs in close proximity to this cluster, and as such, development within this cluster would have no impact.

D.6.5.4 **Landscape Character:** The majority of the sites in this cluster are located in the 'urban' area, and therefore, a negligible impact would be expected on the landscape character. Site 0274a is located within the Landscape Character Type 'Settled Farmed Sands and Clays', in the landscape area 'Ockwells'. Some key characteristics of the land parcel include recreational land uses as well as remnant parkland trees and woodland areas. This site comprises greenfield land and is proposed for industrial use. The proposed development at this site would be likely to be discordant with these key characteristics as it would result in the loss of parkland trees and wooded areas. Therefore, a minor negative impact would be expected.

D.6.5.5 **Views for Local Residents:** Development proposals at Sites 0080d, and 0303 would not be expected to alter views experienced by local residents due to the existing character of these sites, and therefore a negligible impact would be expected. Site 0274a is surrounded by the M4 and A330, however it is likely that development of 500 dwellings at this site would be visible from existing residents at Ascot Road. Therefore, a minor negative impact on views experienced by local residents would be expected.

## D.6.6 SA Objective 6 – Cultural heritage

D.6.6.1 **Registered Park and Garden:** The nearest RPGs to this cluster are ‘Berry Hill’, located approximately 1.5km east of Sites 0080d, 0303 and 0274a. It is considered unlikely that the proposed development at these sites would impact on these designated heritage assets due to this distance. Therefore, a negligible impact would be expected.

D.6.6.2 **Scheduled Monument:** There is one SM located within close proximity to this cluster; ‘Mesolithic site, Moor Farm, Holyport, Bray Wick’. Site 0274a coincides with this SM, and therefore the proposed development at this site could potentially result in permanent alteration of the setting of this heritage asset. Therefore, a major negative impact would be expected.

D.6.6.3 **Grade II\* Listed Buildings:** Site 00247a is a large greenfield site located less than 200m south from the Grade II\* Listed Building ‘Braywick House’. The development of 500 dwellings at this site could potentially alter the setting of this Listed Building, and therefore a minor negative impact would be expected. Site 0303 is located approximately 300m south of ‘The Vicarage’, ‘Vicarage Cottage’, ‘All Saints Cottage’ and ‘Parish Centre’. However, the proposed development Site 0303 would be unlikely to alter the setting of these Listed Buildings, due to the built-form surrounding the site.

D.6.6.4 **Grade II Listed Buildings:** There are several Grade II Listed Buildings located in close proximity to this cluster. Site 0080d is located adjacent to the Grade II Listed Building ‘The Wilderness’. A minor negative impact would be expected at this site, as the proposed development could potentially alter the setting of this Listed Building to some extent.

**D.6.6.5**            **Conservation Area:** There are several Conservation Areas located in and around this cluster, including 'Maidenhead Town Centre' Conservation Area and 'Holyport Conservation Area. Site 00247a is located approximately 200m north of 'Holyport' Conservation Area. Development proposed at this location could potentially alter the setting of this Conservation Area to some extent, and therefore, a minor negative impact would be expected at this site.

**D.6.6.6**            **Archaeology:** Archaeological features located within the cluster include 'Maidenhead Railway slidings and freight station - Maidenhead, Berkshire' and 'Saxon Settlement - Moor Farm, Holyport, Berkshire'. Sites 0303 and 0274a coincide with one of these archaeological features. The proposed development at these sites could potentially result in the permanent and irreversible alteration of these archaeological features or their setting, and as such, a minor negative impact would be expected at these two sites.

## **D.6.7**            **SA Objective 7 - Use of resources**

**D.6.7.1**            **Previously Developed Land:** Sites 0080d and 0303 are situated on previously developed land. Development proposals at these locations would be an efficient use of land and help prevent the loss of ecologically important soils. Therefore, a minor positive impact would be expected at these two sites.

**D.6.7.2**            **ALC:** All sites in this cluster are located on land classified as 'urban' or 'non-agricultural'. As such, it is assumed that none of the borough's BMV land would be lost. Therefore, a minor positive impact would be expected at these three sites.

**D.6.7.3**            **Loss of soil:** Site 0247a is a greenfield site, comprising 25.7ha. The proposed development at Site 0274a would be likely to result in the loss of ecologically important land, and as such, a major negative impact would be expected.

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## D.6.8 SA Objective 8 – Housing

D.6.8.1 **Net Gain:** It is considered likely that sites proposed for the development of 100 dwellings or more would have a major positive impact to the net gain in housing in RBWM. Site 0303 is proposed for mixed use for the development of over 100 dwellings, and as a result, a major positive impact would be anticipated. Sites 0080d and 0274a are proposed for employment use and would not result in a net gain of housing in RBWM. Therefore, a negligible impact is anticipated.

## D.6.9 SA Objective 9 – Human health

D.6.9.1 **NHS Hospital:** All of the sites in this cluster are located within 5km of St Mark's Hospital, located north of Boyn Hill, or King Edward VII Hospital, located in the centre of Windsor. Therefore, a minor positive impact would be expected at these three sites.

D.6.9.2 **GP Surgery:** Site 0080d is located within the target distance to a GP surgery and as a result a minor positive impact would be anticipated. Sites 0303 and 0274a are located partially or wholly outside the target distance of a GP surgery, and therefore a minor negative impact would be expected as the proposed development at these locations would locate site end users in areas with limited access to this health service.

D.6.9.3 **Leisure Centre:** Sites 0080d, 0303 and 0274a are located within 1.5km of Braywick Sports Centre. As a result, a minor positive impact on access to leisure facilities would be expected at these three sites.

D.6.9.4 **AQMA/Main Road:** Sites 0080d and 0303 are coincident or within 200m of an AQMA, and therefore a minor negative impact on health would be expected. Site 0274a is located over 200m from Maidenhead AQMA, and therefore a minor positive impact could be expected. Site 0303 is located over 200m from a main road and therefore a minor positive impact is anticipated. However, Sites 0080d and 0274a are situated within 200m of main roads. It is likely that the proposed development at these three sites would expose new site end users to higher levels of transport-related emissions which could potentially result in adverse health impacts. Therefore, a minor negative impact would be expected at these sites.

D.6.9.5 **Green Network:** All sites are located within 600m of a public greenspace and as a result a minor positive impact would be expected at these three sites. Accessibility to the green network is essential to provide local residents with access to outdoor space and a diverse range of natural habitats, which are known to have physical and mental health benefits.

## D.6.10 SA Objective 10 – Community and wellbeing

D.6.10.1 **Local Services:** It is considered beneficial for residents to live within 600m of a local centre<sup>10</sup>, which may include a local shop or post office. Site 0080d would locate site end users within 600m of local services, and therefore a minor positive impact would be expected. Sites 0303 and 0274a would locate site end users outside of the 600m target distance from a local centre and as a result, a minor negative impact would be anticipated.

## D.6.11 SA Objective 11 – Transport

D.6.11.1 **Railway Station:** Sites 0080d and 0303 are located within the 2km target distance of Maidenhead Railway Station. Therefore, a minor positive impact would be expected. Site 0274a is located partially outside the target distance to Maidenhead Railway Station, and as a result a minor negative impact on access to rail transport would be expected at this site.

D.6.11.2 **Bus Stop:** Sites 0080d and 0303 are located within 400m of a bus stop providing hourly services. The proposed development at these two sites would be expected to have a minor positive impact on site end users' access to bus services. Site 0274a is located partially outside this target distance. The proposed development at this site would be expected to have a minor negative impact on site end users access to bus services.

D.6.11.3 **PRoW/ Cycle Network:** The majority of sites in this cluster are located in close proximity to the local highways footpath network. Two sites (0080d and 0303) would be expected to have good access to pedestrian and cycle routes and as such, a minor positive impact would be expected. Site 0274a is not located within close proximity to a PRoW or cycle network, and as a result, a minor negative impact would be expected.

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<sup>10</sup> Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

D.6.11.4 **Road Network:** All three sites in this cluster are located adjacent to the existing road network, which links to the M4 and other major roads surrounding the towns. As such, a minor positive impact would be expected.

## D.6.12 SA Objective 12 - Education

D.6.12.1 **Primary School:** Site 0303 is located within the target distance to a St Luke's C of E Primary School and Larchfield Primary and Nursery School. As a result, a minor positive impact would be anticipated. Sites 0080d and 0274a are proposed for employment-led development, and therefore a negligible impact would be expected for these two sites.

D.6.12.2 **Secondary School:** Site 0303 is located within 1.5km to Desborough College. Therefore, a minor positive impact on access to secondary education would be anticipated at this site. Sites 0080d and 0274a are proposed for employment-led development, and therefore a negligible impact would be expected for these two sites.

## D.6.13 SA Objective 13 - Waste

D.6.13.1 **Increase in Waste:** Sites that are proposed for the development of between 70 and 701 dwellings would be expected to increase household waste generation by more than 0.1% in comparison to current levels within the borough. Site 0303 is proposed for the development of 118 dwellings, and as a result, a minor negative impact would be expected. Sites 0080d and 0274a are proposed for employment-led development, and therefore, a negligible impact on waste production in RBWM would be expected.

## D.6.14 SA Objective 14 - Employment

D.6.14.1 **Primary Employment Location:** Site 0303 is proposed for mixed use development and is located within 5km of Maidenhead town centre. Therefore, this site is assessed as having good access to a range of employment opportunities. This site is expected to have good links to public transport options, including buses and railway stations, to enable site end users to reach employment opportunities in nearby towns and cities. As a result, a minor positive impact would be anticipated at this site.



D.6.14.2

**Employment Floorspace:** Site 0274a comprises previously undeveloped land and is proposed for the development of 60,000sqm of mixed employment floorspace. The proposed development at Site 0274a would be likely to result in a net increase in employment floorspace, and therefore, a major positive impact on the provision of employment floorspace would be expected. Sites 0080d and 0303 comprise retail or employment land and are proposed for employment or mixed-use development. Therefore, it is uncertain if there would be a net change in the provision of employment or retail floorspace. At this stage of assessment, a negligible impact on the provision of employment floorspace would be anticipated.

## D.7 Mitigation

### D.7.1 Mitigating impact of policies

- D.7.1.1 The SA Process has prepared an assessment of all sites before considering how mitigation might be provided to avoid or reduce identified effects. In preparing the assessments this way, the findings provide the plan-makers with an idea of those preferred sites that can be delivered without further intervention to offset identified adverse effects. Clearly, the more mitigation required of a site, the greater the potential complication or barrier to delivery.
- D.7.1.2 Effective mitigation should be evidenced accordingly such that it is possible to be sufficiently confident that the proposed mitigation will be successful. There is a wide range of mitigation that forms a diverse toolkit of options. Proposed planning policies are part of this toolkit. Some policies are more tangible than others; the extent to which a proposed policy may be considered effective, depends on the evidence that has been used to inform it.
- D.7.1.3 The Local Plan proposes a range of policies, some of which are anticipated to help ensure that adverse effects of development on sustainability are avoided.
- D.7.1.4 The site assessment scores in this report represent the sustainability performance of each site allocation prior to consideration of the mitigating impact of the Local Plan's policies. Presenting assessment findings 'pre-mitigation' facilitates transparency to the decision makers and third parties.
- D.7.1.5 This chapter ascertains the mitigating impact that the site-based and development management policies proposed in the Local Plan will be likely to have on the adverse effects identified during the site assessments.
- D.7.1.6 **Table D.7.1** presents BLP policies which are considered likely to result in a positive impact on certain SA Objectives and which are likely to help mitigate the adverse effects of some site allocations.

**Table D.7.1: Policies in the BLPSV and their likely mitigation effects.**

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
<b>SA Objective 1 – Climate change mitigation</b>		
Increase in carbon emissions	<b>SP 3 – Character and Design of New Development</b> <i>“A development proposal will be considered high quality design and acceptable where it ... minimises energy demand and maximises energy efficiency”.</i>	This would be likely to help reduce carbon emissions associated with inefficient building design.
	<b>NR 5 – Renewable Energy</b> <i>“Development proposals for the production of renewable energy and associated infrastructure will be supported.”</i>	The development of renewable energy infrastructure will help to decrease the volume of carbon emitted in the Plan area.
	<b>NR 2 – Trees, Woodlands and Hedgerows</b> <i>“Development proposals should ... protect and retain trees, woodlands and hedgerows [and] plant new trees, woodlands and hedgerows and extend existing coverage where possible”.</i>	The retention and enhancement of trees and woodland will retain and enhance the natural carbon-sink service provided by trees.
<b>SA Objective 2 – Water and flooding</b>		
Pollution of water sources	<b>EP 5 – Contaminated Land and Water</b> <i>“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”.</i>	The policy will help to ensure new developments do not result in an unacceptable deterioration in water quality.
	<b>NR 1 – Managing Flood Risk and Waterways</b>	The requirement for SuDS at new development will help to mitigate flood risk

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><i>“Development proposals should ... incorporate Sustainable Drainage Systems in order to restrict or reduce surface water run-off”.</i></p>	<p>whilst benefitting water quality and biodiversity.</p>
<p>Risk to human health</p>	<p><b>NR 1 – Managing Flood Risk and Waterways</b></p> <p><i>“In all cases, development should not itself, or cumulatively with other development, materially ... increase the number of people ... at risk of flooding”.</i></p> <p><i>“Only water compatible uses and essential infrastructure development will be supported in the area defined as functional floodplain. The exception test will still apply”.</i></p>	<p>The policy will help direct new residents away from land at risk of fluvial or pluvial flooding.</p>
<p>Exacerbate flood risk</p>	<p><b>NR 1 – Managing Flood Risk and Waterways</b></p> <p><i>“In all cases, development should not itself, or cumulatively with other development, materially ... cause new or exacerbate existing flooding problems, either on the proposal site or elsewhere”.</i></p> <p><i>“Development proposals should reduce flood risk both within and beyond sites wherever practical”.</i></p> <p><i>“Only water compatible uses and essential infrastructure development will be supported in the area defined as functional floodplain. The exception test will still apply”.</i></p>	<p>This policy will help to ensure new development does not exacerbate current flooding issues within the Plan area.</p>
<p>Damage to property</p>	<p><b>NR 1 – Managing Flood Risk and Waterways</b></p> <p><i>“In all cases, development should not itself, or cumulatively with other development, materially ... increase ... property or infrastructure at risk of flooding”.</i></p> <p><i>“Only water compatible uses and essential infrastructure development will be supported in the area defined as functional floodplain. The exception test will still apply”.</i></p>	<p>The policy will help direct new development away from land at risk of fluvial or pluvial flooding.</p>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
Water storage capacity	<p><b>NR 1 – Managing Flood Risk and Waterways</b></p> <p><i>“In all cases, development should not itself, or cumulatively with other development, materially ... reduce the capacity of the floodplain to store water”.</i></p> <p><i>“Development proposals should increase the storage capacity of the floodplain where possible”.</i></p>	<p>This will help ensure waste water treatment works in the District have capacity to deal with any increase in demand that arises from development proposed in the Local Plan.</p>
Water supply	<p><b>IF 8 – Water Supply and Sewerage Infrastructure</b></p> <p><i>“Development proposals should demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off site”.</i></p>	<p>This will help ensure water treatment works in the Plan area have capacity to deal with any increase in demand that arises from development proposed in the Plan.</p>
<b>SA Objective 3 – Air and noise pollution</b>		
Exposure of population to air and noise pollution	<p><b>EP 2 – Air Pollution</b></p> <p><i>“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”.</i></p>	<p>In accordance with this policy, no new residents will be exposed to unacceptable high levels of air pollution.</p>
	<p><b>EP 4 – Noise</b></p> <p><i>“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”.</i></p>	<p>This policy will help to reduce noise pollution created due to new developments.</p>
	<p><b>EP 4 – Neighbourhood Noise</b></p> <p><i>“Development proposals will be expected to demonstrate how exposure to neighbourhood noise will be minimised by the use of sound insulation, silencers,</i></p>	<p>Development proposals will be required to show how new residents will not be exposed to surrounding neighbourhood noise.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><i>noise limiters, screening from undue noise by natural barriers, man-made barriers or other buildings and by restricting certain activities on site”.</i></p>	
	<p><b>EP 4 - Environmental Noise</b></p> <p><i>“Development proposals will need to carry out a noise impact assessment in compliance with BS7445-1: 2003 ... 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”.</i></p>	<p>Developments proposals will need to show how new residents will not be exposed to surrounding environmental noise.</p> <p>Further recommendations of what measures can be used to protect residents should be included in this policy.</p>
	<p><b>IF 2 - Sustainable Transport</b></p> <p><i>“Development proposals should show how they have met the following criteria where appropriate ... optimise traffic flows and circulation to minimise negative environmental impacts of travel including ... noise”.</i></p>	<p>This policy aims to reduce the negative impacts of traffic noise by regulating traffic flow.</p>
	<p><b>SP 3 - Character and design of new development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... 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”.</i></p>	<p>This will help to ensure residents are not exposed to unacceptable levels of air or noise pollution.</p>
<p>Deterioration of baseline air and noise quality</p>	<p><b>EP 2 - Air Pollution</b></p> <p><i>“Development proposals which may result in significant increases in air pollution must contain appropriate mitigation measures”.</i></p>	<p>This policy aims to ensure all new developments do not result in a significant increase in air pollution.</p> <p>Further recommendations on how new developments may mitigate an increase in air pollution should be included in this policy. In addition, air quality assessments should be</p>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
		carried out for all sites where an adverse effect on air quality has been identified.
	<p><b>NR 2 – Trees, Woodlands and Hedgerows</b></p> <p><i>“Development proposals should ... protect and retain trees, woodlands and hedgerows [and] plant new trees, woodlands and hedgerows and extend existing coverage where possible”.</i></p>	The retention and enhancement of trees and woodland will retain and enhance the natural air filtering service provided by trees.
	<p><b>IF 2 – Sustainable Transport</b></p> <p><i>“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”.</i></p>	This will be likely to help increase the take up of sustainable transport options amongst residents. Included in this is the option for car sharing, particularly for residents with more limited access to public transport links.
	<p><b>IF 2 – Sustainable Transport</b></p> <p><i>“Development proposals should show how they have met the following criteria where appropriate ... provision of electric vehicle charging points where appropriate”.</i></p>	This will be likely to help facilitate the increasing use of electric vehicles in the UK and the subsequent benefits this has for air quality and climate.
	<p><b>SP 3 – Character and Design of New Development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... minimises energy demand and maximises energy efficiency”.</i></p>	This would be likely to help reduce air pollution associated with buildings.

**SA Objective 4 – Biodiversity**

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
<p>Increased threats and pressures to sites of nature conservation importance. Threats may include increased recreational disturbance and deterioration of air quality.</p>	<p><b>NR 4 - Thames Basin Heaths Special Protection Area</b></p> <p><i>“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)”.</i></p> <p><b>NR 3 - Nature Conservation</b></p> <p><i>“Designated sites of international and national importance will be maintained, protected and enhanced”.</i></p> <p><i>“Development proposals 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”.</i></p> <p><i>“The biodiversity of application sites should be protected and enhanced by measures to: a. conserve and enhance the extent and quality of designated sites”.</i></p>	<p>This policy provides protection of the Thames Basin Heaths SPA by the delivery and planning of SANG and SAMM.</p> <p>This will help to ensure new development does not result in adverse impacts on sites of nature conservation importance.</p> <p>Further recommendations to this policy should suggest ways in which new developments can ensure the construction and occupation of new housing does not impact a designated site.</p>
<p>Damage to priority habitats and species</p>	<p><b>NR 3 - Nature Conservation</b></p> <p><i>“Protected species will be safeguarded from harm or loss”.</i></p> <p><i>“The biodiversity of application sites should be protected and enhanced by measures to ... 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</i></p>	<p>The current distribution of priority species will be likely to be maintained whilst active measures will potentially be taken to expand their distribution and abundance.</p> <p>Further recommendations to this policy would be to include detail on the retention of priority habitats across the Plan area, with the aim of</p>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><i>contribute to raising their status in line with the aims of the NPPF, the Water Framework Directive and Thames River Basin Management Plan (RBMP)</i>".</p>	<p>creating better connected priority habitats and resulting in a net gain for biodiversity.</p>
	<p><b>NR 1 - Managing Flood Risk and Waterways</b></p> <p><i>"In all cases, development should not itself, or cumulatively with other development, materially ... reduce the waterway's viability as an ecological network or habitat for notable species of flora or fauna".</i></p>	<p>New development should not impact the ecological quality of the surrounding waterways.</p> <p>Further recommendations to this policy should be the addition of specific suggestions, for example, not supporting the development of culverts.</p>
	<p><b>SP 4 - River Thames Corridor</b></p> <p><i>"Where appropriate, development proposals within the River Thames Corridor will be required to 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".</i></p>	<p>This policy will help to ensure the protection of river banks during development to help conserve priority habitats.</p>
	<p><b>NR 2 – Trees, Woodlands and Hedgerows</b></p> <p><i>"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".</i></p> <p><i>"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".</i></p>	<p>This will help prevent the permanent loss of ancient woodland across the Plan area.</p>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>EP 3 - Artificial Light Pollution</b></p> <p><i>“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 ... biodiversity, should provide effective mitigation measures”.</i></p>	<p>This policy will help to ensure light pollution associated with new development does not impact local habitats and species.</p>
Loss of vegetation	<p><b>SP 3 - Character and design of new development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... protects trees and vegetation worthy of retention and includes comprehensive green and blue infrastructure schemes that are integrated into proposals”.</i></p>	<p>This policy will help prevent a net loss in vegetation across the Plan area.</p>
	<p><b>NR 2 - Trees, Woodlands and Hedgerows</b></p> <p><i>“Development proposals shall maximise opportunities for creation, restoration, enhancement and connection of natural habitats”.</i></p> <p><i>“Development proposals should ... protect and retain trees, woodlands and hedgerows [and] plant new trees, woodlands and hedgerows and extend existing coverage where possible”.</i></p>	<p>This policy will help to ensure that the loss of trees, woodlands and hedgerows due to development would be minimal and the creation of new habitats will be encouraged.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>NR 3 – Nature Conservation</b></p> <p><i>“Development proposals ... 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”.</i></p> <p><i>“The biodiversity of application sites should be protected and enhanced by measures to restore and recreate habitats lost as a result of development [and] avoid the fragmentation of existing habitats”.</i></p>	<p>This policy will help prevent a net loss in vegetation and the fragmentation of important habitat across the Plan area.</p>
	<p><b>IF 3 – Green and Blue Infrastructure</b></p> <p><i>“The Council will encourage improvements to the quality and quantity of the green and blue infrastructure network in the Borough”.</i></p>	<p>This policy will help mitigate any vegetation loss during the construction of new development by encouraging the retention of, and installation of new, blue and green infrastructure in new developments.</p>
<p><b>SA Objective 5 – Landscape</b></p>		
<p>Loss or alteration of local landscape character</p>	<p><b>SP 3 Character and design of new development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... respects and retains high quality townscapes and landscapes and helps create attractive new townscapes and landscapes”.</i></p>	<p>This will help integrate new developments into the surrounding landscape and townscape.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>NR 2 - Trees, Woodlands and Hedgerows</b></p> <p><i>“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”.</i></p>	<p>Trees are used as a useful tool for screening new development that could potentially alter the local landscape character.</p>
	<p><b>EP 1 - Environmental Protection</b></p> <p><i>“Development proposals will only be supported where it can be shown that either individually or cumulatively in combination with other schemes, they do not have an unacceptable effect on environmental quality or landscape, both during the construction phase or when completed”.</i></p>	<p>This helps to ensure new development does not result in a significant adverse impact on the surrounding local landscape.</p>
	<p><b>EP 3 - Artificial Light Pollution</b></p> <p><i>“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 ... the rural character of an area”.</i></p>	<p>This policy will help to retain dark skies associated with some locations within the Plan area.</p>
	<p><b>EP 4 - Noise</b></p> <p><i>“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 ... the rural character of an area”.</i></p>	<p>This policy will help to reduce noise pollution created due to new developments which may detract from the local landscape character.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>HO 5 - Housing Density</b></p> <p><i>“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”.</i></p>	<p>This will help ensure that urban places are well- designed with sufficient densities to ensure it remains affordable for all residents and is in-keeping with the local character.</p>
<p>Alteration of important views.</p>	<p><b>SP 4 - River Thames Corridor</b></p> <p><i>“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”.</i></p> <p><i>“Where appropriate, development proposals within the River Thames Corridor will be required to ... protect, and where possible enhance, views to and from the river”.</i></p>	<p>This policy will help to ensure all new developments are in-keeping with the landscape character surrounding the River Thames. This will also aim to preserve important views of the River Thames.</p>
<p>Encroachment and urban sprawl</p>	<p><b>SP 5 -Development in the Green Belt</b></p> <p><i>“The Metropolitan Green Belt will continue to be protected as designated on the Policies Map, against inappropriate development”.</i></p>	<p>This policy will help to reduce the risk of encroachment of development into the surrounding open countryside.</p> <p>Further recommendations on how to reduce the risk of urban sprawl, irrespective of the Green Belt, should be included.</p>
<p><b>SA Objective 6 - Cultural heritage</b></p>		
<p>Potential loss of heritage assets</p>	<p><b>HE 1 - Historic Environment</b></p> <p><i>“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</i></p>	<p>Any proposed development that would cause direct harm to a heritage asset will not be supported and as such, all heritage assets across the Plan area will be protected.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><i>benefits of the proposal considerably outweigh any harm to the significance or special interest of the heritage asset in question”.</i></p>	
<p>Effects on setting of heritage assets</p>	<p><b>HE 1 - Historic Environment</b></p> <p><i>“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”.</i></p>	<p>These will help to ensure that the setting of heritage assets is protected.</p>
	<p><b>HE 2 - Windsor Castle and Great Park</b></p> <p><i>“Development proposals that affect Windsor Castle, as defined on the Policies Map, should be accompanied by a statement showing how the development proposal:</i></p> <ul style="list-style-type: none"> <li><i>a. seeks to enhance the architectural and historical significance, authenticity and integrity of Windsor Castle and its local setting within the Great Park, and</i></li> <li><i>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</i></li> <li><i>c. protects and enhances public views of the Castle including those from further afield”.</i> </li></ul>	<p>This policy will specifically help to protect and conserve Windsor Castle and Windsor Great Park.</p>
	<p><b>HE 3 - Local Heritage Assets</b></p> <p><i>“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”.</i></p>	<p>These will help to ensure that the setting of local heritage assets is protected.</p>



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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>SP 3 - Character and design of new development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... retains important local views of historic buildings or features and makes the most of opportunities to improve views wherever possible”.</i></p>	<p>High quality design will help ensure new development does not have an adverse impact on heritage assets.</p>
	<p><b>SP 4 - River Thames Corridor</b></p> <p><i>“Where appropriate, development proposals within the River Thames Corridor will be required to ... protect and conserve landscape features, buildings, structures, bridges, archaeological remains that are associated with the Thames and its history and heritage”.</i></p>	<p>This will help protect heritage assets, especially related to those surrounding the River Thames.</p>
	<p><b>VT 1 - Visitor Development</b></p> <p><i>“Development proposals for visitor development will be expected to ... contribute positively to ... the retention and enhancement of heritage assets”.</i></p>	<p>This policy will help to support development that can enhance surrounding heritage assets.</p>
<p><b>SA Objective 7 – Use of resources</b></p>		
Loss of soils	<p><b>NR 3 - Nature Conservation</b></p> <p><i>“The biodiversity of application sites should be protected and enhanced by measures to ... conserve soil resources to protect below ground biodiversity which in turn helps retain and enhance above ground biodiversity”.</i></p>	<p>This policy will help to reduce the quantity of soils lost to new developments and will help preserve ecologically important soils.</p>
	<p><b>NR 2 – Trees, Woodlands and Hedgerows</b></p> <p><i>“Development proposals shall maximise opportunities for creation, restoration, enhancement and connection of natural habitats”.</i></p>	<p>This will help preserve tree cover. Trees protect soils from rain erosion whilst also providing extra stability due to tree roots.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>NR 5 - Renewable Energy Generation Schemes</b></p> <p><i>“Priority will be given to development in less sensitive areas including on previously developed urban land”.</i></p>	<p>This policy will help to ensure renewable energy development is prioritised in areas of previously developed land.</p>
<p><b>SA Objective 9 - Human health</b></p>		
<p>Lack of suitable health facilities</p>	<p><b>IF 5 - Rights of Way and Access to the Countryside</b></p> <p><i>“Opportunities will be sought to add to and enhance the existing National Cycle Network and to improve connections to it from local communities”.</i></p>	<p>The improvement of the local cycle network will help to encourage a healthy lifestyle and travel by bicycle rather than personal car use.</p>
	<p><b>IF 6 - New Sports and Leisure Development at Braywick Park</b></p> <p><i>“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”.</i></p>	<p>The development of new sports facilities at Braywick Park would be likely to provide greater access for residents to leisure centres, which can be beneficial for physical health as well as mental wellbeing.</p>
	<p>There is no policy on improving access to NHS hospitals and GP surgeries.</p>	<p>It is recommended that a policy to help improve accessibility to essential health services should be included.</p>
<p>Isolation from suitable accessible green space</p>	<p><b>SP 3 - Character and design of new development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... provides layouts that are well connected, permeable and legible and which encourage walking and cycling”.</i></p>	<p>Well-connected layouts, which include pedestrian and cycling routes, encourage physical exercise and alternative modes of transport, as well as providing pleasant spaces which can benefit mental wellbeing.</p>
	<p><b>SP 6 - Local Green Space</b></p>	<p>By preserving Local Green Spaces, this policy is likely to help ensure new residents have</p>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><i>"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:</i></p> <ul style="list-style-type: none"> <li><i>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</i></li> <li><i>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</i></li> <li><i>c. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces".</i></li> </ul>	<p>good access to natural and open spaces, which are known to have physical and mental health benefits.</p>
	<p><b>IF 4 - Open Space</b></p> <p><i>"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".</i></p>	<p>Access to open space is an important feature which can result in benefits to the mental health of residents, as well as providing space for physical exercise.</p>
	<p><b>IF 5 - Rights of Way and Access to the Countryside</b></p> <p><i>"Development proposals will need to demonstrate how they ... promote the integration of the development with any adjoining public open space or countryside".</i></p>	<p>By promoting better access to open space, residents would be expected to have greater opportunities to improve their physical and mental health.</p>
	<p><b>EP 4 - Noise</b></p> <p><i>"Development proposals that generate unacceptable levels of noise and affect quality of life will not be permitted".</i></p>	<p>High levels of noise can have a negative impact on mental health, and as such, this policy should help to ensure that construction of new development does not result in unacceptable levels of noise.</p>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>SP 4 - River Thames Corridor</b></p> <p><i>“Where appropriate, development proposals within the River Thames Corridor will be required to ... maintain, and where possible enhance, public access for riverside walking”.</i></p>	<p>This policy would help to improve access to natural habitats to benefit physical and mental wellbeing.</p>
<p><b>SA Objective 10 – Community and wellbeing</b></p>		
<p>Lack of access to local services</p>	<p><b>IF 2 – Sustainable Transport</b></p> <p><i>“New development should be located close to offices and employment, shops and local services and facilities”.</i></p>	<p>This policy will help to ensure residents are located in close proximity to a range of essential services, including a post office and a convenience store, and therefore, reduces the need to travel.</p>
	<p><b>TR 5 - Local Centres</b></p> <p><i>“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”.</i></p>	<p>Greater access to essential services will benefit the local community, encouraging people to shop in and promote local businesses.</p>
	<p><b>TR 7 - Shops and Parades Outside Defined Centres</b></p> <p><i>“Development proposals that enhance the community function of shops and parades located outside centres defined on the Policies Map will be supported”.</i></p>	<p>This policy is expected to result in an increase in employment located in more rural locations across the Plan and provide greater access to employment opportunities for local residents.</p>
	<p><b>IF 4 - Open Space</b></p> <p><i>“Allotments within the Borough will be protected. There will be in principle support for new allotments, community gardens and orchards”.</i></p>	<p>This policy will help support activities and business in more rural locations across the Plan area.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>IF 7 - Community Facilities</b></p> <p><i>“Proposals for new or improved community facilities which meet the needs or aspirations of local residents and visitors will be supported”.</i></p>	<p>This will help to improve local residents’ access to essential services.</p>
	<p><b>IF 8 - Telecommunications</b></p> <p><i>“Expansion of electronic communications networks and the provision of suitable infrastructure to achieve this are supported”.</i></p>	<p>With improvements to telecommunications in the area, residents would have a greater opportunity to access essential services from home.</p>
<p><b>SA Objective 11 - Transport</b></p>		
<p>Lack of access to sustainable public transport options or local network of pedestrian and cycle infrastructure</p>	<p><b>IF 2 - Sustainable Transport</b></p> <p><i>“Development proposals should show how they have met the following criteria where appropriate:</i></p> <ul style="list-style-type: none"> <li><i>a. be located to minimise the distance people travel and the number of vehicle trips generated</i></li> <li><i>b. secure measures that minimise and manage demand for travel and parking</i></li> <li><i>c. be designed to improve accessibility by public transport</i></li> <li><i>d. be designed to improve pedestrian and cyclist access to and through the Borough’s centres, suburbs and rural hinterland”.</i> </li></ul>	<p>This policy will help improve access to transport options by improving access and ensuring services are located in close proximity to residents. New development will provide residents with good access.</p>
	<p><b>IF 5 - Rights of Way and Access to the Countryside</b></p> <p><i>“Development proposals will need to demonstrate how they promote accessibility, linkages and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and bridleways”.</i></p> <p><i>“Opportunities will be sought to add to and enhance the existing National Cycle Network and to improve connections to it from local communities”.</i></p>	<p>The improvement of the local pedestrian and cycle network will help to encourage a healthy lifestyle and travel by foot or bicycle rather than personal car use.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>SP 1 - Spatial Strategy</b></p> <p><i>“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”.</i></p>	<p>This policy will focus development located close to current railway stations to encourage use of sustainable transport.</p>
	<p><b>SP 2 - Sustainability and Placemaking</b></p> <p><i>“Larger developments in particular will be expected to ... be designed to facilitate and promote community interaction through the provision of:</i></p> <ul style="list-style-type: none"> <li><i>i. walkable neighbourhoods and</i></li> <li><i>ii. attractive public spaces and facilities and routes which encourage walking and cycling”.</i> </li></ul>	<p>This policy will help to ensure all new development is considerate of local walking and cycling networks to improve access in local centres.</p>
	<p><b>SP 3 - Character and design of new development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... delivers easy and safe access and movement for pedestrians, cyclists, cars and service vehicles, maximising the use of sustainable modes of transport where possible”.</i></p>	<p>This will help ensure developments are designed around access routes for walking and cycling networks.</p>
	<p><b>SP 4 - River Thames Corridor</b></p> <p><i>“Where appropriate, development proposals within the River Thames Corridor will be required to ... maintain, and where possible enhance, public access for riverside walking, river corridor cycling, and fishing and boating”.</i></p>	<p>This will help conserve and enhance access to the River Thames corridor.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>VT 1 - Visitor Development</b></p> <p><i>“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”.</i></p>	<p>This will help to ensure local services are accessible via walking and cycling routes.</p>
<p><b>SA Objective 12 - Education</b></p>		
<p>Access to schools</p>	<p><b>IF 7 Community Facilities</b></p> <p><i>“Any development proposals for new or additional school provision should be accompanied by a Travel Plan”.</i></p> <p><i>“Any loss of school facilities will only be acceptable where the loss would not result in any constraints on school place provision”.</i></p>	<p>The policy ensures there will not be a loss of educational establishments.</p> <p>Further recommendations should include ways to combat issues with school capacity and limited access to education for residents located in more rural areas of RBWM.</p>
<p><b>SA Objective 13 - Waste</b></p>		
<p>Increase in waste</p>	<p><b>SP 3 - Character and design of new development</b></p> <p><i>“A development proposal will be considered high quality design and acceptable where it ... provides adequate measures for the storage of waste, including recycling waste bins”.</i></p>	<p>This policy will help to reduce the volume of waste produced per household and encourage recycling.</p>
<p><b>SA Objective 14 - Employment</b></p>		
	<p><b>TR 7 - Shops and Parades Outside Defined Centres</b></p>	<p>This policy is expected to result in an increase of employment in more rural locations across</p>



Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
Lack of suitable local employment opportunities.	<p><i>“Development proposals that enhance the community function of shops and parades located outside centres defined on the Policies Map will be supported”.</i></p>	<p>the Plan and provide greater access to employment opportunities for local residents.</p>
	<p><b>IF 8 - Telecommunications</b></p> <p><i>“Expansion of electronic communications networks and the provision of suitable infrastructure to achieve this are supported”.</i></p>	<p>With improvements to telecommunications in the area, residents would have a greater opportunity to work from home and have access to a larger range of employment opportunities.</p>
Loss of employment floorspace.	<p><b>ED 1 - Economic Development</b></p> <p><i>“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”.</i></p> <p><i>“The Royal Borough will seek to make provision for at least 11,200 net new jobs across a range of floorspaces”.</i></p>	<p>This policy will help to enhance employment growth across the Plan area.</p>
	<p><b>ED 2 - Employment Sites</b></p> <p><i>“The BLP will retain sites for economic use and employment”.</i></p> <p><i>“Within business areas and mixed-use areas, intensification of employment activity will be encouraged”.</i></p>	<p>This will help reduce the net loss of employment floorspace across the Plan area.</p>

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Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p><b>ED 3 - Other Sites and Loss of Employment Floorspace</b></p> <p><i>“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”.</i></p>	<p>This policy will help prevent the unacceptable loss of employment floorspace.</p>
	<p><b>ED 4 - Farm Diversification</b></p> <p><i>“Proposals for farm diversification will be permitted providing they meet the following criteria ... 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”.</i></p>	<p>This will help enhance rural economies and employment opportunities.</p>
	<p><b>SP 4 - River Thames Corridor</b></p> <p><i>“The principle of supporting sites associated with river-related activities and employment will be supported”.</i></p>	<p>This policy would result in an increase in employment in the local area.</p>

## D.7.2 Post-mitigation appraisal findings

D.7.2.1 The mitigation hierarchy<sup>11</sup> is an established practice which seeks to avoid, reduce or compensate for identified adverse impacts associated with planned changes in land use:

- In the first instance, harm should be avoided, for instance by locating development at a different site.
- Where harm cannot be avoided, it should be reduced, for instance by reducing the total quantum of development.
- Where this is not possible, the impacts should be mitigated, for instance through the detailed design of the development.
- Lastly, any residual impacts should be compensated for, for instance by restoring or recreating habitat elsewhere.

D.7.2.2 Paragraph 32 of the NPPF<sup>12</sup> states that:

*“Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered)”.*

D.7.2.3 The BLPSV contained policies which aim to avoid, mitigate or compensate for potential adverse impacts that may occur following development. Mitigation, in the form of the Local Plan policies, has been used to inform a post-mitigation assessment.

D.7.2.4 The chapters above provide detailed pre-mitigation assessment of the 54 reasonable alternatives. Likely mitigation measures stated in the BLPSV policies are listed in **Table D.7.1** and have been used to assess the 54 reasonable alternative sites on a post-mitigation basis (see **Table D.7.2**).

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<sup>11</sup> DEFRA (2013) Biodiversity offsetting in England; Green paper. Available at: [https://consult.defra.gov.uk/biodiversity/biodiversity\\_offsetting/supporting\\_documents/20130903Biodiversity%20offsetting%20green%20paper.pdf](https://consult.defra.gov.uk/biodiversity/biodiversity_offsetting/supporting_documents/20130903Biodiversity%20offsetting%20green%20paper.pdf) [Date Accessed: 17/01/19]

<sup>12</sup> MHCLG (2018) National Planning Policy Framework. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/740441/National\\_Planning\\_Policy\\_Framework\\_web\\_accessible\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf) [Date Accessed: 17/01/19]

D.7.2.5 It should be noted that not all mitigation measures apply to every site, and that some sites may require the implementation of a greater number of mitigation measures than other sites. In addition, some policies may not sufficiently address all identified impacts.

D.7.2.6 For the purpose of these assessments, it is anticipated that policies in the BLPSV could potentially help to fully or partially mitigate:

- An increase in carbon emissions (SP 3, NR 2);
- The contamination of groundwater sources (EP 5, NR 1);
- Impacts of surface water flood risk (NR 1);
- The risk of flooding in Flood Zones 2 and 3a, however, not Flood Zone 3b (NR 1);
- Impacts of noise and air pollution experienced by site users from main roads and railways, as well as AQMAs (EP 2, NR 2, IF 2, EP 4);
- Impacts of noise and air pollution created by new development (EP 2, EP 4, NR 2, SP 3, IF2);
- Potential negative impacts on Natura 2000 sites (for example, air quality and recreational disturbance impacts), although not for sites coincident with or adjacent to these biodiversity designations (NR 3, NR 4);
- Potential negative impacts on SSSIs, although not sites coincident with development proposals (NR 3);
- Potential negative impacts on other biodiversity designations, except sites coincident with ancient woodland (NR 3, NR 2, NR 1, SP 4);
- Potential negative impacts on important landscape and landscape of local importance (EP 1, EP 3, EP 4, SP 3, HO 5, NR 2);
- Potential negative impacts on the alteration of views experienced by PRoW users or local residents (EP 1, SP 3, SP 4, NR 2, HO 5);
- Impacts of local encroachment or urban sprawl (EP 1, SP 5, HO 5);
- Potential negative impacts on all heritage assets, except sites that coincide with Scheduled Monuments or Registered Parks and Gardens (HE 1, HE 2, HE 3, SP 3, SP 4);
- Limited access to public greenspaces (IF 4, IF 5, SP 3, SP 6);
- Limited access to local services (IF 7, TR 5, TR 7);
- Limited access to public transport options (IF 2, SP 1, SP 3, VT 1);
- Limited access via the PRoW network and cycle network (IF 2, IF 5, SP 2, SP 3, SP 4, VT 1);
- An increase in waste production (SP 3);
- A net loss of employment floorspace (ED 1, ED 2, ED 3, SP 4); and
- Limited access to employment opportunities (TR 7).

**Table D.7.2: Post-mitigation impact matrices for the 54 reasonable alternative sites**

Site Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Maidenhead														
0080	0	-	-	-	0	0	+	++	+	+	++	++	0	+
0082a	0	-	-	-	0	0	+	++	+	+	++	++	0	+
0087	0	+	+	-	0	0	+	+	+	+	++	++	0	+
0088a	0	-	-	-	0	0	+	++	+	+	++	-	0	+
0297	0	-	+	-	0	0	+	+	+	+	++	++	0	+
0298	0	-	+	-	0	0	+	+	+	+	++	++	0	+
0337	0	+	-	-	0	0	+	++	+	+	++	++	0	+
0376	0	+	-	-	0	0	+	++	+	+	++	-	0	+
0377	0	-	-	-	0	0	+	++	+	+	++	++	0	+
0378	0	+	-	-	0	0	+	++	+	+	++	++	0	+
0379	0	+	0	-	0	0	+	+	+	+	++	-	0	+
0380	-	-	-	-	-	0	--	++	-	+	++	-	-	+
0412	0	+	-	-	0	0	+	++	+	+	++	++	0	+
Windsor														
0030a	0	-	+	-	0	0	-	+	-	+	-	-	0	+
0224	0	+	+	-	0	0	-	+	-	+	-	-	0	+
0231b	0	-	-	-	-	0	--	++	-	+	-	-	0	+
Ascot														
0040	0	+	-	-	0	0	+	++	-	+	++	-	0	+
0127	0	-	+	-	0	0	-	+	-	+	++	--	0	+
0128	0	+	+	-	0	0	+	+	-	+	++	-	0	+
0132a	0	+	+	-	0	0	+	+	-	+	++	-	0	+
0385	0	+	-	-	0	0	+	++	-	+	++	--	0	+
Other Locations														
0031a	0	+	+	-	0	0	-	+	-	+	++	-	0	+
0031d	0	+	-	-	-	0	-	++	-	+	++	-	0	+
0045	0	+	+	-	0	0	-	+	-	+	++	++	0	+
0077	0	-	+	-	0	0	-	+	-	+	++	-	0	+
0095	0	-	+	-	0	0	-	+	-	+	++	--	0	+
0109	0	-	-	-	-	0	-	++	-	+	++	++	0	+
0112	0	+	+	-	0	0	+	+	++	+	++	++	0	+

0115	0	+	0	-	0	0	-	+	+	+	++	-	0	+
0123b	0	-	-	0	-	0	-	++	++	+	-	++	0	+
01299b	0	+	+	-	0	0	+	+	+	+	++	++	0	+
0130	0	+	+	-	0	0	+	+	-	+	++	--	0	+
0146a	0	+	+	-	0	0	+	+	-	+	++	++	0	+
0156	0	+	+	-	0	0	+	+	-	+	++	-	0	+
0162a	0	+	+	-	0	0	+	+	-	+	++	-	0	+
0199	0	-	-	-	0	0	-	++	-	+	-	--	0	+
0204a	0	+	+	-	0	0	+	+	++	+	++	++	0	+
0222	0	-	-	-	0	0	+	++	-	+	-	+	0	+
0250a	0	-	-	-	0	0	-	++	-	+	-	--	0	+
0260	0	-	+	-	0	0	-	+	-	+	-	--	0	+
0261	0	+	-	-	-	0	-	++	-	+	-	--	0	+
0320	0	+	+	-	-	0	-	+	-	+	++	-	0	+
0356	0	+	+	-	0	0	+	+	+	+	++	-	0	+
0381	0	+	+	-	0	0	+	+	-	+	++	--	0	+
0382/0383	0	+	+	-	0	0	-	+	-	+	++	++	0	+
0384	0	+	+	-	0	0	+	+	+	+	++	++	0	+
0388	0	+	-	-	0	--	+	++	-	+	++	++	0	+
0406	0	-	+	-	0	0	+	+	++	+	++	-	0	+
0413	0	+	+	-	0	0	-	+	-	+	++	-	0	+
0416	0	-	-	-	-	--	-	++	-	+	++	--	0	+
0417	0	+	-	-	0	0	+	++	++	+	-	++	0	+
Employment														
0080d	0	+	+	-	0	0	+	+	+	+	++	0	0	+
0274a	0	--	-	-	-	0	--	+	-	+	-	0	0	++
0303	0	+	-	-	0	0	+	++	+	+	++	++	0	+

### D.7.3 Recommendations for Enhancement

D.7.3.1 This section provides recommendations for maximising the sustainability opportunities presented in the BLPSV. Recommendations are identified for the purpose of either informing local planning policy or to inform conditions when considering planning applications.

D.7.3.2 The recommendations for enhancement are summarised in Table D.7.3 below.

**Table D.7.3: Recommendations for the BLPSV**

SA Objective	Recommendations
Climate Change Mitigation	<ul style="list-style-type: none"> <li>All residential development should have good access to frequent, affordable and sustainable modes of transport, to reduce the need for car usage.</li> <li>The use of recycled and renewable materials should be encouraged during the construction phase.</li> <li>Where possible, the green infrastructure network should be enhanced and expanded.</li> </ul>
Water and Flooding	<ul style="list-style-type: none"> <li>Improvements to the blue and green infrastructure network provides the opportunity to create water smart development that would address flooding and water supply challenges, as well as protecting and enhancing the quality of water within the borough.</li> <li>Where possible, riparian habitats and spaces along watercourses should be naturalised with the introduction of native vegetation to improve natural flood risk attenuation.</li> <li>Policy NR 1 could be improved through inclusion of specific wording relating to development within a Flood Zone and the management of surface water quantity and quality.</li> </ul>
Air and Noise Pollution	<ul style="list-style-type: none"> <li>All residential development should have good access to frequent, affordable and sustainable modes of transport, to help reduce the volume of carbon emissions and air pollution generated from vehicles.</li> <li>Draft policies could provide a greater focus on the mitigation of adverse impacts from air, noise and vibrational pollution to both human and ecological receptors. This could include protection of air quality within the AQMAs and along major transport routes such as the M4.</li> <li>Incorporation of green infrastructure into draft policies would provide the opportunity to naturally filter pollutants from the air as well as help mitigate noise pollution from major transport links.</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>Where it is unavoidable that habitats would be detrimentally affected by development, compensatory habitat of at least equal quality and scale must be provided.</li> <li>Improvements to the green infrastructure network provides the opportunity to strengthen the connectivity between designated and non-designated sites across RBWM. This will help to improve the resilience of ecological networks from current and future pressures, forming wildlife corridors and assisting in the mitigation of climate change.</li> <li>In line with the NPPF, developments should achieve biodiversity net gain to enhance ecological networks.</li> <li>Future sites designated and protected for their biodiversity importance should be located more than 200m from a main road.</li> <li>Where sites are currently within 200m of a main road, efforts should be made to monitor and manage impacts of air pollution on the site.</li> <li>Measures should be made to restrict public access to specially designated biodiversity sites, including Wraysbury Reservoir.</li> <li>It is recommended that the findings and recommendations of the HRA be incorporated into final policies.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>Particular regard should be given to the character, scale and density of development proposals located on the edges of existing settlements, providing appropriate transition to open countryside.</li> <li>Where developments of different use are proposed within close proximity to one another, particularly residential development and non-residential development, appropriate landscape buffers should be provided.</li> <li>Landscape and green infrastructure enhancement should be sought throughout policy development by providing more detail regarding the protection of existing green infrastructure assets and the quality and types of green infrastructure expected to be provided by new development.</li> <li>Where vegetative screening is appropriate, native tree species should be considered.</li> </ul>

SA Objective	Recommendations
	<ul style="list-style-type: none"> <li>Where possible, developers should be encouraged to employ techniques to help integrate new developments into the surrounding landscape.</li> <li>All new development should be in accordance with the guidance and qualities identified in the 'Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead'<sup>13</sup>.</li> </ul>
Natural Resources	<ul style="list-style-type: none"> <li>It is recommended that a policy be incorporated into the Local Plan that states high quality agricultural land will be protected including wording which sets out the protection afforded to BMV land and mitigation where such land is likely to be lost.</li> <li>Where possible, the reuse of existing buildings and previously developed land should be encouraged at all developments.</li> <li>The retention of trees and other vegetation should be encouraged to help retain the stability of the soil and prevent erosion.</li> <li>Where sites contain bare soil following construction of development, it is recommended that vegetation, in particular native plant species, be used to cover the ground.</li> <li>Effective management should be in place to help prevent pollution and unnecessary compaction of soils during construction.</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>Where the location of a development site coincides with a heritage asset, a Heritage Management Plan should be prepared in order to assess the approaches and actions that should be taken to maintain its importance.</li> <li>Where possible, development should propose to enhance and regenerate areas with important local character.</li> <li>Development should be encouraged to pay close attention to the existing character of the local area.</li> <li>If vegetative screening is required, native plant species should be considered.</li> <li>Where possible, development should aim to maintain and enhance local historic assets.</li> <li>Draft policy HE 2 protects Windsor Castle and Great Park RPG. It is recommended policies within the Local Plan implement strategies for the protection of other RPGs within the borough, particularly Sunningdale Park for which proposed development coincides.</li> </ul>
Human Health	<ul style="list-style-type: none"> <li>The final policies should reference masterplan information regarding the provision of sufficient new health and leisure facilities, including potential expansions of NHS hospital services and GP surgeries.</li> <li>Where residential sites are more than 800m from a GP surgery or more than 5km from an NHS hospital, frequent, accessible and affordable sustainable public transport links to these health services should be provided.</li> <li>It is recommended that where strategic residential sites are more than 800m from a GP surgery, new health facilities are provided as part of the development.</li> <li>It is recommended that all residents sites have excellent walkable access to a diverse range of surrounding natural habitats. The incorporation of green infrastructure provides the opportunity to create places for active and healthy lifestyles.</li> <li>All public greenspaces should be accessible, safe and functional.</li> <li>Where possible, links to the surrounding countryside should be enhanced.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>In line with the NPPF development proposals should pursue appropriate opportunities to promote sustainable transport modes and provide high quality walking and cycling networks so that new developments are well equipped to facilitate safe walking and cycling, as well as travel by bus or rail.</li> <li>Where new residents have limited access to sustainable transport options, new, frequent and affordable bus links should be installed.</li> <li>Increases in parking provision should be limited, with a focus away from car use.</li> </ul>
Education	<ul style="list-style-type: none"> <li>Development should ensure that there is sufficient provision of schools for new residents.</li> </ul>

<sup>13</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 1: Landscape Character Assessment. Available at: <http://consult.rbwm.gov.uk/file/4861318> [Date Accessed: 28/08/19]




SA Objective	Recommendations
	<ul style="list-style-type: none"> <li>Where residential sites are more than 800m from a primary school or more than 1.5km from a secondary school, frequent, accessible and affordable sustainable public transport links to these facilities should be provided.</li> <li>It is recommended that where strategic residential sites are more than 800m from a primary school or more than 1.5km from a secondary school, new educational facilities are provided as part of the development.</li> </ul>
Waste	<ul style="list-style-type: none"> <li>Policy SP 3 promotes sustainable storage of waste including the provision of recycling bins. This would be likely to contribute towards the reduction of household waste generation attributed to new development. However, this policy would not be expected to fully mitigate this impact as it is unlikely to facilitate reductions in household waste production in line with objective set under the 2018 DEFRA Clean Growth Strategy (50% of household waste being recycled by 2020)<sup>14</sup></li> <li>The provision of recycling facilities should be increased where possible.</li> <li>Developers should be encouraged to maximise the use of recycled and locally resources materials during construction.</li> </ul>

<sup>14</sup> HM Government (2018). The Clean Growth Strategy - Leading the Way to a Low Carbon Future (Annex B). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/700496/clean-growth-strategy- correction-april-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/700496/clean-growth-strategy- correction-april-2018.pdf) [Accessed 28/08/2019].

# Appendix E: Plans and Programme review update

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Title of plan or programme	Main objectives and environmental / socio-economic requirements of plans and programmes relevant to the sustainability appraisal. This is not an exhaustive list.
 <b>Biodiversity, flora and fauna</b>	
<b>A Green Future: Our 25 Year Plan to Improve the Environment (2018)</b>	The document sets out government action to help achieve natural world regain and retain good health. The main goals of the Plan are to achieve: <ul style="list-style-type: none"> <li>• Clean air;</li> <li>• Clean and plentiful water;</li> <li>• Thriving plants and wildlife;</li> <li>• A reduced risk of harm from environmental hazards such as flooding and drought;</li> <li>• Using resources from nature more sustainably and efficiently; and</li> <li>• Enhanced beauty, heritage and engagement with the natural environment.</li> </ul> The 2019 Environment Bill (October 16 <sup>th</sup> , 2019) embeds several of these aspects into the proposed new legislation.
<b>State of Nature Report (2019)</b>	Not a plan or programme but an important document using best available data on the UK's biodiversity, with a focus on the trends in species as the key evidence of how nature is faring. The report includes a review of the pressures acting upon nature, and the conservation response being made to counter these pressures, in order to give a rounded view of the UK's nature in 2019.
<b>EC Seventh Environmental Action Programme 2013-2020 (2013)</b>	The main concern of the EEB was the need to describe in an un-ambivalent manner the environmental challenges the EU is faced with, including accelerating climate change, deterioration of our eco-systems and increasing overuse of natural resources.
<b>Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (2011)</b>	The EU biodiversity strategy follows on from the EU Biodiversity Action Plan (2006). It aims to halt the loss of biodiversity and ecosystem services across the EU by 2020. The strategy contains six targets and 20 actions. The six targets cover: <ul style="list-style-type: none"> <li>• Full implementation of EU nature legislation to protect biodiversity;</li> <li>• Better protection for ecosystems, and more use of green infrastructure;</li> <li>• More sustainable agriculture and forestry;</li> <li>• Better management of fish stocks;</li> <li>• Tighter controls on invasive alien species; and</li> <li>• A bigger EU contribution to averting global biodiversity loss.</li> </ul>

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<b>UN Convention on Biological Diversity (1992)</b>	The aims of the Convention include the conservation of biological diversity (including a commitment to significantly reduce the current rate of biodiversity loss), the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources.
<b>Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)</b>	The Convention seeks to conserve wild flora and fauna and their natural habitats, and to monitor and control endangered and vulnerable species.
<b>Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992 (the Habitats Directive)</b>	The main aim of the Habitats Directive is to promote the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species listed on the Annexes to the Directive at a favourable conservation status, introducing robust protection for those habitats and species of European importance. In applying these measures Member States are required to take account of economic, social and cultural requirements, as well as regional and local characteristics.
<b>Directive on the Conservation of Wild Birds 2009 (the Birds Directive)</b>	<p>The Birds Directive requires Member States to take measures to preserve a sufficient diversity of habitats for all species of wild birds and that special measures are taken to conserve the habitat of certain particularly rare species and of migratory birds.</p> <p>The provisions of the Directive require Member States to introduce a range of measures, including:</p> <ul style="list-style-type: none"> <li>• Contribute to a coherent European ecological network of protected sites by designating Special Protection Areas (SPAs) classified under Article 4 of the Birds Directive. These measures are also to be applied to Special Areas of Conservation (SACs) for habitats listed on Annex I and for species listed on Annex II. Together SACs and SPAs make up the Natura 2000 network.</li> </ul>
<b>The Convention on Wetlands (Ramsar Convention)</b>	The Ramsar Convention is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. This includes the designated of wetlands of international importance as Ramsar sites, which also contribute to the Natura 2000 network.
<b>The Conservation of Habitats and Species Regulations 2010 (Habitats regulations)</b>	This transposes into national law the Habitats Directive and also consolidates all amendments that have been made to the previous 1994 Regulations. This means that competent authorities have a general duty in the exercise of any of their functions to have regard to the Directive.
<b>DEFRA. Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011)</b>	<p>The England biodiversity strategy 2020 ties in with the EU biodiversity strategy in addition to drawing links to the concept of ecosystem services. The strategy's vision for England is;</p> <p>"By 2050 our land and seas will be rich in wildlife, our biodiversity will be valued, conserved, restored, managed sustainably and be more resilient and able to adapt to change, providing essential services and delivering benefits for everyone".</p> <p>The Strategies overall mission is to "to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people".</p>

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<p><b>National Planning Policy Framework (MHCLG, 2019)</b></p>	<p>The recently released NPPF seeks to streamline the planning system and sets out the Governments planning policies and how these should be applied. At the heart of the NPPF is presumption in favour of sustainable development.</p> <p>The NPPF includes guidance on promoting the conservation and enhancement of the natural environment. It requires the planning system to contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> <li>• protecting and enhancing valued landscapes, geological conservation interests and soils;</li> <li>• recognising the wider benefits of ecosystem services;</li> <li>• minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</li> <li>• preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and</li> <li>• remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</li> </ul>
<p><b>Natural England: Securing Biodiversity: A New Framework for Delivering Priority Species and Habitats in England</b></p>	<p>The guide sets out a framework which has been developed to enhance the recovery of priority habitats and species in England (published under section 41 of the Natural Environment and Rural Communities (NERC) Act 2006).</p> <p>The Strategy seeks to:</p> <ul style="list-style-type: none"> <li>• encourage the adoption of an ecosystem approach and better embed climate change adaptation principles in conservation action;</li> <li>• achieve biodiversity enhancements across whole landscapes and seascapes;</li> <li>• achieve our priority habitat targets through greater collective emphasis on habitat restoration and expansion;</li> <li>• enhance the recovery of priority species by better integrating their needs into habitat-based work where possible, and through targeted species recovery work where necessary;</li> <li>• support the restoration of designated sites, including by enhancing the wider countryside in which they sit;</li> <li>• support the conservation of marine biodiversity, inside and outside of designated sites;</li> <li>• establish and implement a delivery programme, with agreed accountabilities, for priority species and habitats in England;</li> <li>• improve the integration of national, regional and local levels of delivery; and</li> <li>• improve the links between relevant policy-makers and biodiversity practitioners; strengthen biodiversity partnerships by clarifying roles at England, regional and local levels.</li> </ul>
<p><b>Making Space for Nature: a review of England’s wildlife sites and ecological network (2010)</b></p>	<p>The Making Space for Nature report, which investigated the resilience of England’s ecological network to multiple pressures, concluded that England’s wildlife sites do not comprise of a coherent and resilient ecological network. The report advocates the need for a step change in conservation of England’s wildlife sites to ensure they are able to adapt and become part of a strong and resilient network. The report summarises what needs to be done to improve England’s wildlife sites to enhance</p>

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	<p>the resilience and coherence of England’s ecological network in four words; more, bigger, better, and joined. There are five key approaches which encompass these, which also consider of the land around the ecological network:</p> <ul style="list-style-type: none"> <li>• Improve the quality of current sites by better habitat management;</li> <li>• Increase the size of current wildlife sites;</li> <li>• Enhance connections between, or join up, sites, either through physical corridors, or through ‘stepping stones’;</li> <li>• Create new sites; and</li> <li>• Reduce the pressures on wildlife by improving the wider environment, including through buffering wildlife sites.</li> </ul> <p>To establish a coherent ecological network 24 wide ranging recommendations have been made which are united under five key themes:</p> <ul style="list-style-type: none"> <li>• There is a need to continue the recent progress in improving the management and condition of wildlife sites, particularly our SSSIs. We also make recommendations for how these should be designated and managed in ways that enhance their resilience to climate change.</li> <li>• There is a need to properly plan ecological networks, including restoration areas. Restoration needs to take place throughout England. However, in some areas, both the scale of what can be delivered to enhance the network, and the ensuing benefits for wildlife and people, will be very high. These large areas should be formally recognised as Ecological Restoration Zones.</li> <li>• There are a large number of surviving patches of important wildlife habitat scattered across England outside of SSSIs, for example in Local Wildlife Sites. We need to take steps to improve the protection and management of these remaining wildlife habitats. ‘Protection’ will usually be best achieved through incentive-based mechanisms, but at times may require designation.</li> <li>• There is a need to become better at deriving multiple benefits from the ways we use and interact with our environment. There are many things that society has to do that may seem to have rather little to do with nature conservation, but could have, or even should have if we embrace more radical thinking; flood management by creating wetlands is an obvious example. We need to exploit these ‘win-win’ opportunities to the full. Being better at valuing a wider range of ecosystem services would help this process.</li> </ul> <p>It will not be possible to achieve a step-change in nature conservation in England without society accepting it to be necessary, desirable, and achievable. This will require strong leadership from government and significant improvements in collaboration between local authorities, local communities, statutory agencies, the voluntary and private sectors, farmers, landowners and other land-managers and individual citizens</p>
<p><b>DEFRA England’s Trees, Woods and Forests Strategy (2007)</b></p>	<p>The England’s Trees, Woods, and Forest Strategy (2007) aims to:</p> <ul style="list-style-type: none"> <li>(i) provide, in England, a resource of trees, woods and forests in places where they can contribute most in terms of environmental, economic and social benefits now and for future generations;</li> </ul>




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	<ul style="list-style-type: none"> <li>(ii) ensure that existing and newly planted trees, woods and forests are resilient to the impacts of climate change and also contribute to the way in which biodiversity and natural resources adjust to a changing climate;</li> <li>(iii) protect and enhance the environmental resources of water, soil, air, biodiversity and landscapes (both woodland and non-woodland), and the cultural and amenity values of trees and woodland;</li> <li>(iv) increase the contribution that trees, woods and forests make to the quality of life for those living in, working in or visiting England; and</li> <li>(v) improve the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products and ecosystem services where this will deliver identify able public benefits, nationally or locally, including the reduction of carbon emissions.</li> </ul>
<p><b>The Natural Choice: Securing the Value of Nature. The Natural Environment White Paper. (HM Government 2011)</b></p>	<p>Published in June 2011, the Natural Environment White paper sets out the Government’s plans to ensure the natural environment is protected and fully integrated into society and economic growth. The White Paper sets out four key aims:</p> <ul style="list-style-type: none"> <li>• <u>Protecting and improving our natural environment</u></li> <li>• <u>Growing a green economy</u></li> <li>• <u>Reconnecting people and nature</u></li> <li>• <u>International and EU leadership</u></li> </ul> <p>The global ambitions are:</p> <ul style="list-style-type: none"> <li>• internationally, to achieve environmentally and socially sustainable economic growth, together with food, water, climate and energy security; and</li> <li>• to put the EU on a path towards environmentally sustainable, low-carbon and resource-efficient growth, which is resilient to climate change, provides jobs and supports the wellbeing of citizens.</li> </ul>
<p><b>UK National Ecosystem Assessment (2011)</b></p>	<p>The UK National Ecosystem Assessment is the first analysis of the UK’s natural environment and the benefits it provides to society and economic prosperity. The assessment leads on from the Millennium Ecosystem Assessment (2005) and analyses services provided by ecosystem set against eight broad habitat types. The ecosystem services provided by these habitat types have been assessed to find their overall condition. The assessment sought to answer ten key questions:</p> <ul style="list-style-type: none"> <li>• What are the status and trends of the UK’s ecosystems and the services they provide to society?</li> <li>• What are the drivers causing changes in the UK’s ecosystems and their services?</li> <li>• How do ecosystem services affect human well-being, who and where are the beneficiaries, and how does this affect how they are valued and managed?</li> <li>• Which vital UK provisioning services are not provided by UK ecosystems?</li> <li>• What is the current public understanding of ecosystem services and the benefits they provide?</li> <li>• Why should we incorporate the economic values of ecosystem services into decision-making?</li> <li>• How might ecosystems and their services change in the UK under plausible future scenarios?</li> </ul>

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	<ul style="list-style-type: none"> <li>• What are the economic implications of different plausible futures?</li> <li>• How can we secure and improve the continued delivery of ecosystem services?</li> <li>• How have we advanced our understanding of the influence of ecosystem services on human well-being and what are the knowledge constraints on more informed decision making?</li> </ul>
<b>DEFRA Guidance for Local Authorities on Implementing Biodiversity Duty (2007)</b>	The Duty is set out in Section 40 of the Natural Environment and Rural Communities Act (NERC) 2006, and states that: "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity". Particular areas of focus include: Policy, Strategy and Procurement; Management of Public Land and Buildings; Planning, Infrastructure and Development; and Education, Advice and Awareness.
<b>Forestry and Woodlands Framework Steering Group (2004) Seeing the Wood for the Trees: A forestry and woodlands framework for South East England</b>	This document outlines what woods can do for the region and what the region must do for its woods in order to protect and enhance them. The framework aims to realise the vision of "woods making an increasing contribution to the sustainable development of the South East region, in both rural and urban areas" by inspiring and informing those involved in planning and development as well as those involved in forest management.
<b>South East England Biodiversity Forum (2009) South East Biodiversity Strategy</b>	Provides a basis for creation of policies and actions to protect and enhance biodiversity in the region by setting out the best way forward and setting out a framework for sustainable development and environmental protection.
<b>Chilterns Area of Outstanding Natural Beauty Management Plan 2014 - 2019</b>	The Management Plan sets out the following broad aims for biodiversity: <ul style="list-style-type: none"> <li>• Conserve and enhance the wildlife value of all habitats;</li> <li>• Enhance ecological networks so that they are bigger, better, more resilient, joined up and dynamic;</li> <li>• Ensure that the wider benefits of the natural environment are understood and recognised; and</li> <li>• Encourage more people to develop a greater understanding of and involvement in wildlife conservation.</li> </ul>
<div style="display: flex; align-items: center;">  <h2 style="margin: 0;">Population and human health</h2> </div>	
<b>EC Together for Health: A Strategic Approach for the EU 2008-2013 (2007)</b>	Building on current work, this Strategy aims to provide an overarching strategic framework spanning core issues in health as well as health in all policies and global health issues.

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<p><b>National Planning Policy Framework (MHCLG, 2018)</b></p>	<p>The recently released NPPF seeks to streamline the planning system and sets out the Governments planning policies and how these should be applied. At the heart of the NPPF is presumption in favour of sustainable development.</p> <p>The NPPF includes guidance on promoting healthy communities.</p> <p>The NPPF requires Local Planning authorities to aim to achieve places which:</p> <ul style="list-style-type: none"> <li>• promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;</li> <li>• are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas; and</li> <li>• enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.</li> </ul> <p>In order to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <ul style="list-style-type: none"> <li>• plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</li> <li>• guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;</li> <li>• ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and</li> <li>• ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</li> </ul>
<p><b>DCMS: Playing to win: a new era for sport. (2008)</b></p>	<p>The Government’s vision for sport and physical activity for 2012 and beyond is to increase significantly levels of sport and physical activity for people of all ages and to achieve sustained levels of success in international competition.</p> <p>The ambition is for England to become a truly world leading sporting nation.</p> <p>The vision is to give more people of all ages the opportunity to participate in high quality competitive sport.</p>




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<p><b>DoH: Healthy Lives, Healthy People: Our strategy for public health in England White Paper (2010)</b></p>	<p>Sets out the Governments approach to tackling threats to public health and dealing with health inequalities. It sets out an approach that will:</p> <ol style="list-style-type: none"> <li>1) protect the population from health threats – led by central government, with a strong system to the frontline;</li> <li>2) empower local leadership and encourage wide responsibility across society to improve everyone’s health and wellbeing, and tackle the wider factors that influence it;</li> <li>3) focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework;</li> <li>4) reflect the Government’s core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier; and</li> <li>5) balance the freedoms of individuals and organisations with the need to avoid harm to others, use a ‘ladder’ of interventions to determine the least intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation.</li> </ol>
<p><b>DoH &amp; Department for Work and Pensions. Improving health and work: changing lives: The Government’s Response to Dame Carol Black’s Review of the health of Britain’s working-age population (2008)</b></p>	<p>This sets out the Governments response to a review into the health of Britain’s working age population conducted by Dame Carol Black.</p> <p>The vision is to: “create a society where the positive links between work and health are recognised by all, where everyone aspires to a healthy and fulfilling working life and where health conditions and disabilities are not a bar to enjoying the benefits of work”.</p> <p>To achieve the vision three key aspirations have been identified:</p> <ol style="list-style-type: none"> <li>1. creating new perspectives on health and work;</li> <li>2. improving work and workplaces; and</li> <li>3. supporting people to work.</li> </ol> <p>Through these three aspirations Britain’s working population will fulfil their full potential, create stronger communities and help relive the financial burden of health problems on the economy.</p>
<p><b>Forestry Commission: Trees and Woodlands - Nature’s Health Service (2005)</b></p>	<p>Provides detailed examples of how the Woodland Sector (trees, woodlands and green spaces) can significantly contribute to people’s health, well-being (physical, psychological and social) and quality of life. Increasing levels of physical activity is a particular priority.</p>
<p><b>Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation (2003)</b></p>	<p>Aims to help Local Authorities develop policies which acknowledge, protect and enhance the contribution natural spaces make to local sustainability. Three aspects of natural space in cities and towns are discussed: their biodiversity; their ability to cope with urban pollution; ensuring natural spaces are accessible to everyone. The report aims to show how size and distance criteria can be used to identify the natural spaces which contribute most to local sustainability.</p>

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<b>UN The Aarhus Convention (1998)</b>	Links environmental rights and human rights. It establishes that sustainable development can be achieved only through the involvement of all stakeholders and links government accountability and environmental protection.
<b>Social Exclusion Unit: Preventing Social Exclusion (2001)</b>	The primary aims are to prevent social exclusion and reintegrate people who have become excluded. Improvement is required in the areas of truancy, rough sleeping, teenage pregnancy, youth at risk and deprived neighbourhoods.
<b>MHCLG Homes for the future: more affordable, more sustainable (2007)</b>	The Housing Green Paper outlines plans for delivering homes; new ways of identifying and using land for development; more social housing- ensuring that a decent home at an affordable price is for the many; building homes more quickly; more affordable homes; and greener homes - with high environmental standards and flagship developments leading the way.
<b>ODPM &amp; Home Office: Safer Places: The Planning System and Crime Prevention (2004)</b>	Practical guide to designs and layouts that may help with crime prevention and community safety, including well-defined routes, places structured so that different uses do not cause conflict, places designed to include natural surveillance and places designed with management and maintenance in mind.
<b>RBWM Rights of Way Improvement Plan 2016-2026 (2016)</b>	The RoWIP is the Council's strategic access to the countryside document, setting out its aspirations and priorities for the public rights of way and countryside access network. The Plan sets out the Council's strategy for managing and improving the public rights of way network and other accessible routes in the Royal Borough.
<b>Strategy for open space and recreation provision in the Royal Borough of Windsor and Maidenhead (2008)</b>	A strategy that recognises how the provision of open spaces, sport and recreation facilities contributes to the achievement of wider governmental objectives such as social and community cohesion, urban renaissance and promoting a healthy and enjoyable life. Any development of open spaces (ie provision of either new or enhancement of existing spaces) should take into account bio-diversity and nature conservation opportunities and develop an increasing environmental awareness, as well as facilitating increased opportunities to participate in sport and active recreation.
<div style="display: flex; align-items: center; justify-content: space-between;"> <div style="display: flex; gap: 10px;">    </div> <div style="text-align: center;"> <h3 style="color: #4F81BD;">Soil, water and air</h3> </div> </div>	
<b>EC Air Quality Directive (1996)</b>	Aims to improve air quality throughout Europe by controlling the level of certain pollutants and monitoring their concentrations. In particular the Directive aims to establish levels for different air pollutants; draw up common methods for assessing air quality; methods to improve air quality; and make sure that information on air quality is easily accessible to Member States and the public.
<b>DEFRA et al: Clean Air Strategy 2019</b>	This Clean Air Strategy shows how the government will tackle all sources of air pollution, making air healthier to breathe, protecting nature and boosting the economy. The strategy includes targets such as a commitment to reduce PM2.5 concentrations across the UK, so that the number of people living in locations above the WHO guideline level of 10 µg/m <sup>3</sup> is reduced by 50% by 2025.


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<p><b>DEFRA: Safeguarding our Soils: A Strategy for England (2009)</b></p>	<p>The Soil Strategy for England outlines the Government’s approach to safeguarding our soils for the long term. It provides a vision to guide future policy development across a range of areas and sets out the practical steps that are needed to take to prevent further degradation of our soils, enhance, restore and ensure their resilience, and improve understanding of the threats to soil and best practice in responding to them.</p> <p>Key objectives of the strategy include:</p> <ul style="list-style-type: none"> <li>• Better protection for agricultural soils;</li> <li>• Protecting and enhancing stores of soil carbon;</li> <li>• Building the resilience of soils to a changing climate;</li> <li>• Preventing soil pollution;</li> <li>• Effective soil protection during construction and development; and</li> <li>• Dealing with our legacy of contaminated land.</li> </ul>
<p><b>DEFRA (2012) Environmental Protection Act 1990: Part 2A. Contaminated Land Statutory Guidance</b></p>	<p>This document establishes a legal framework for dealing with contaminated land in England. This document provides guidelines for how local authorities should implement the regime, including how they should go about deciding whether land is contaminated land in the legal sense of the term. Key aims are as follows:</p> <ul style="list-style-type: none"> <li>• To identify and remove unacceptable risks to human health and the environment.</li> <li>• To seek to ensure that contaminated land is made suitable for its current use.</li> <li>• To ensure that the burdens faced by individuals, companies and society as a whole are proportionate, manageable and compatible with the principles of sustainable development.</li> </ul>
<p><b>Soils Lead Coordination Network: Soils and the Natural Heritage: a Vision by the Soils LCN for the Protection of the UK Soil Resource and Sustainable Use of Soils (2007)</b></p>	<p>This document sets out the Soils Lead Coordination Network’s vision for soil conservation.</p> <p>The ‘desired outcomes’ of the vision are as follows:</p> <ol style="list-style-type: none"> <li>(i) Maintaining the diversity and biodiversity of UK soils;</li> <li>(ii) Controlling and when appropriate reversing loss of soil carbon and water-holding capacity;</li> <li>(iii) Reducing accelerated soil erosion and sediment transport into watercourses; and</li> <li>(iv) Ensuring appropriate status of soils in mitigation and remediation scenarios to control the impact of climate change.</li> </ol>
<p><b>Water Framework Directive 2000/60/EC</b></p>	<p>This provides an overarching strategy, including a requirement for EU Member States to ensure that they achieve ‘good ecological status’ by 2015. River Basin Management Plans were defined as the key means of achieving this. They contain the main issues for the water environment and the actions we all need to take to deal with them.</p>

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<b>HM Government Strategy for Sustainable Construction (2008)</b>	Encourages the construction industry to adopt a more sustainable approach towards development; identifies eleven Themes for targeting Action, which includes conserving water resources.
<b>DEFRA The Water Environment (Water Framework Directive) (England and Wales) Regulations (2003)</b>	Requires all inland and coastal waters to reach “good status” by 2015. It mandates that: <ul style="list-style-type: none"> <li>• development must not cause a deterioration in status of a waterbody; and</li> <li>• development must not prevent future attainment of ‘good status’, hence it is not acceptable to allow an impact to occur just because other impacts are causing the status of a water body to already be less than good</li> </ul> This is being done by establishing a river basin district structure within which demanding environmental objectives are being set, including ecological targets for surface waters.
<b>Environment Agency: Building a Better Environment: A Guide for Developers (2013)</b>	Guidance on addressing key environmental issues through the development process (focusing mainly on the issues dealt with by the Agency), including managing flood risk, surface water management, use of water resources, preventing pollution.
<b>National Planning Policy Framework (MHCLG, 2018)</b>	The NPPF states that plans should prevent development from contributing to, or being put at risk of, air or water pollution. Plans should consider the presence of Air Quality Management Areas and cumulative impacts on air quality from individual sites in local areas. The NPPF states that planning should protect and enhance soils, particularly those recognized as best and most versatile agricultural land (Grades 1, 2 and 3a).
<b>DEFRA (2015) Water for Life and Livelihoods: River Basin Management Plan, Thames River Basin District</b>	River Basin Management Plans are prepared under the Water Framework Directive in order to identify the pressures facing the water environment and identify actions to address these pressures. Within The Thames River Basin District, South Bucks and Chiltern lie within both the Thames (Maidenhead to Sunbury) catchment and the Colne catchment. Key actions for the Colne catchment include: <ul style="list-style-type: none"> <li>• Improving flows in the River Misbourne;</li> <li>• Promoting soil and nutrient management plans to local farmers; and</li> <li>• Assess improvements to fish passage on the River Colne at Denham Country Park.</li> </ul> Key actions for the Thames (Maidenhead to Sunbury) catchment include: <ul style="list-style-type: none"> <li>• Investigate improvements to sewage treatment works;</li> <li>• Assess the impact of abstraction on the ecology, recreation and navigation of the Lower Thames; and</li> <li>• Carry out further monitoring and investigation to allow targeting of additional measures to improve the status of this catchment.</li> </ul>
<b>Environment Agency (2014) Thames Catchment Abstraction Licensing Strategy</b>	Catchment Abstraction Management Strategies (CAMS) set out how water resources are to be managed, particularly in terms of water abstraction and guide decisions regarding granting abstraction licenses. Initial resource assessment indicates that there is no water available for licensing in the Thames catchment. Due to the heavily managed nature of the Thames and its

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	importance to the area, a bespoke licensing strategy has been adopted. This includes a multi-tier Hands Off Flow (HOF), depending on the quantity of new consumptive abstractions.
<b>Thames Water: Draft Water Resources Management Plan 2019</b>	Thames Water provides water supply across part of the Plan area and sewerage services across the entire Plan area. The Water Resources Management Plan (WRMP) sets out how Thames Water plans to maintain the balance between supply and demand for water. This includes forecasting future supply and demand and proposing measures to align these two. The baseline demand is expected to increase by more than 250Ml/d and supply is expected to decrease by approximately 90 Ml/d between 2015 and 2040. Thames Water aims to meet demand through the following measures: <ul style="list-style-type: none"> <li>• Demand management;</li> <li>• Leakage reduction;</li> <li>• New raw water trading agreement with RWE N-Power; and</li> <li>• Groundwater schemes.</li> </ul>
<b>Affinity Water (2019) Revised Draft Water resources management Plan 2020 - 2080</b>	Affinity Water provides water to part of the plan area. This WRMP states that household water demand is expected to increase over the plan period, but this will be managed through reducing leaks, increasing water use efficiency and buying water from neighbouring water companies.
<b>Southern Water (2019) Revised Draft Water resources management Plan 2015 - 2040</b>	This is 25 year plan to make sure SW can supply reliable, healthy, drinking water for everyone in the future. This plan includes an innovative way of planning to help SW prepare for droughts in the future which may be more severe than those experienced in the past. A draft new Water Resource Management Plan was published in March 2018.
 <b>Climatic factors</b>	
<b>UN Framework Convention on Climate Change (1992)</b>	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change.
<b>IPCC Kyoto Protocol to the United Nations Framework Convention on Climate Change (1997)</b>	Commits member nations to reduce their emissions of carbon dioxide and other greenhouse gases or engage in emissions trading if they maintain or increase emissions of these gases.
<b>EC Sixth Environmental Action Programme 2002-2012 (2002)</b>	Climate change has been identified as one of four priority areas for Europe. The EAP's main objective is a reduction in emissions of greenhouse gases without a reduction in levels of growth and prosperity, as well as adaptation and preparation for the effects of climate change.

Title of plan or programme	Main objectives and environmental / socio-economic requirements of plans and programmes relevant to the sustainability appraisal. This is not an exhaustive list.
<b>EU Sustainable Development Strategy (2006)</b>	This Strategy identifies key priorities for an enlarged Europe. This includes health, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability. The sustainable Development Strategy was review in 2009 and “underlined that in recent years the EU has mainstreamed sustainable development into a broad range of its policies. In particular, the EU has taken the lead in the fight against climate change and the promotion of a low-carbon economy. At the same time, unsustainable trends persist in many areas and the efforts need to be intensified”. Sustainable development is a key focus of the EU and the strategy continues to be monitored and reviewed.
<b>EU Floods Directive (2007)</b>	Requires Local Authorities to feed in to the Preliminary Flood Risk Assessment (already completed), as well as the Local Flood Risk Strategy (already completed) and ensure that objectives within Local Plans compliment the objectives of the Directive.
<b>UK Renewable Energy Strategy (2009)</b>	The UK has committed to sourcing 15% of its energy from renewable sources by 2020 – an increase in the share of renewables from about 2.25% in 2008. The Renewable Energy Strategy sets out how the Government will achieve this target through utilising a variety of mechanisms to encourage Renewable Energy provision in the UK. This includes streamlining the planning system, increasing investment in technologies as well as improving funding for advice and awareness raising.
<b>Royal Borough of Windsor &amp; Maidenhead Energy and Water Strategy 2019-2023</b>	A strategy to include buildings within the operational control of the council as well as street lighting. Council maintained schools are not included in the targets but their energy consumption will be reported on annually to track their energy usage and we will support them in making their own energy reductions. Leisure Centres, academies and investment properties will all be excluded.
<b>UK Renewable Energy Roadmap Update (2013)</b>	This is the second Update to the 2011 Renewable Energy Roadmap. It sets out the progress that has been made and the changes that have occurred in the sector over the past year. It also describes the continuing high ambitions and actions along with the challenges going forward.
<b>The UK Low Carbon Transition Plan (2009)</b>	<p>The UK Low Carbon Transition Plan sets out how the UK will meet the Climate Change Act’s legally binding target of 34 per cent cut in emissions on 1990 levels by 2020. It also seeks to deliver emissions cuts of 18% on 2008 levels.</p> <p>The main aims of the Transition Plan include the following:</p> <ul style="list-style-type: none"> <li>• Producing 30% of energy from renewables by 2020;</li> <li>• Improving the energy efficiency of existing housing;</li> <li>• Increasing the number of people in ‘green jobs’; and</li> <li>• Supporting the use and development of clean technologies.</li> </ul>

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<p><b>National Planning Policy Framework (MHCLG, 2018)</b></p>	<p>The NPPF seeks to streamline the planning system and sets out the Governments planning policies and how these should be applied. At the heart of the NPPF is presumption in favour of sustainable development.</p> <p>The NPPF includes guidance on climate change, flooding, and coastal change. Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.</p> <p>To increase the use and supply of renewable and low carbon energy and heat, plans should:</p> <ul style="list-style-type: none"> <li>• provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);</li> <li>• consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and</li> <li>• identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co- locating potential heat customers and suppliers.</li> </ul> <p>Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:</p> <ul style="list-style-type: none"> <li>• applying the sequential test and then, if necessary, applying the exception test;</li> <li>• safeguarding land from development that is required for current and future flood management;</li> <li>• using opportunities offered by new development to reduce the causes and impacts of flooding; and</li> <li>• where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations. <p>Local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast, and:</p> <ul style="list-style-type: none"> <li>• be clear as to what development will be appropriate in such areas and in what circumstances; and</li> <li>• make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.</li> </ul> <p>In accordance with ‘Table 2 – Flood Risk Vulnerability Classification’ of the Planning Practice Guidance (PPG), caravans and mobile homes are ‘highly vulnerable’ in terms of flood risk. It should be added that highly vulnerable development is not</p> </li></ul>


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	appropriate development in Flood Zone 3a and Flood Zone 3b and is subject to passing the Sequential and Exceptions Test if located within Flood Zone 2, according to Table 3 of the PPG – Flood risk vulnerability and flood zone ‘compatibility’.
<b>DfT An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)</b>	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.
<b>Carbon Trust: The Climate Change Challenge: Scientific Evidence and Implications (2005)</b>	This report summarises the nature of the climate change issue. It explains the fundamental science and the accumulating evidence that climate change is real and needs to be addressed. It also explains the future potential impacts, including the outstanding uncertainties.
<b>Energy Saving Trust: Renewable Energy Sources for Homes in Urban Environments (2005)</b>	Provides information about the integration of renewable energy sources into new and existing dwellings in urban environments. It covers the basic principles, benefits, limitations, costs and suitability of various technologies.
<b>Environment Agency, Adapting to Climate Change: A Checklist for Development (2005)</b>	The document contains a checklist and guidance for new developments to adapt to climate change. The main actions are summarised in a checklist.
 <b>Material Assets</b>	
<b>EC Sixth Environmental Action Programme 2002-2012 (2002)</b>	Natural resources and waste (in particular recycling) has been identified as one of four priority areas for Europe. The EAP requires member states to achieve 22% of electricity production from renewable energies by 2010; to significantly reduce the volumes of waste generated and the quantity going to disposal; and to give preference to waste recovery and to recycling.
<b>EC Waste Framework Directive (1975, updated 2006)</b>	Objective is the protection of human health and the environment against harmful effects caused by the collection, transport, treatment, storage and tipping of waste. Particular focus is placed on the re-use of recovered materials as raw materials; restricting the production of waste; promoting clean technologies; and the drawing up of waste management plans.



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<b>EC Landfill Directive (1999)</b>	Aims to prevent or reduce as far as possible negative effects on the environment, in particular the pollution of surface water, groundwater, soil and air, and on the global environment, including the greenhouse effect, as well as any resulting risk to human health, from the landfilling of waste, during the whole lifecycle of the landfill.
<b>DEFRA. Our Waste, Our Resources: A strategy for England (2018)</b>	This strategy sets out how the government will preserve stocks of material resources by minimising waste, promoting resource efficiency and moving towards a circular economy. The strategy will minimise the damage caused to the natural environment by reducing and managing waste safely and carefully, and by tackling waste crime. It combines actions the government will take now with firm commitments for the coming years and gives a clear longer-term policy direction in line with the 25 Year Environment Plan. This strategy is the blueprint for eliminating avoidable plastic waste over the lifetime of the 25 Year Plan, doubling resource productivity, and eliminating avoidable waste of all kinds by 2050.
<b>DECC Energy White Paper: Meeting the Energy Challenge (2007)</b>	Sets out Government's long term energy policy, including requirements for cleaner, smarter energy; improved energy efficiency; reduced carbon emissions; and reliable, competitive and affordable supplies. The White Paper sets out the UK's international and domestic energy strategy, in the shape of four policy goals: <ol style="list-style-type: none"> <li>1) aiming to cut CO<sub>2</sub> emissions by some 60% by about 2050, with real progress by 2020;</li> <li>2) maintaining the reliability of energy supplies;</li> <li>3) promoting competitive markets in the UK and beyond; and</li> <li>4) ensuring every home is heated adequately and affordably.</li> </ol>
<b>DTI Micro Generation Strategy (2006)</b>	Acknowledges that local authorities can be pro-active in promoting small-scale, local renewable energy generation schemes through 'sensible use of planning policies'.
<b>EU Sustainable Development Strategy (2006)</b>	This Strategy identifies key priorities for an enlarged Europe. This includes health, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability. The sustainable Development Strategy was review in 2009 and "underlined that in recent years the EU has mainstreamed sustainable development into a broad range of its policies. In particular, the EU has taken the lead in the fight against climate change and the promotion of a low-carbon economy. At the same time, unsustainable trends persist in many areas and the efforts need to be intensified". Sustainable development is a key focus of the EU and the strategy continues to be monitored and reviewed.
<b>The Replacement Minerals Local Plan (Incorporating the Alterations Adopted in December 1997 and May 2001).</b>	Statutory plan for the strategic management of minerals in the borough.


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<b>The Waste Local Plan for Berkshire (adopted December 1998).</b>	Statutory plan for the strategic management of waste in the borough.
<b>EU Transport White Paper. Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011)</b>	The white paper sets out a European vision for a competitive and sustainable transport system for the EU. The white paper sets out an aim to achieve a 60% reduction in greenhouse gas emissions from the European transport system whilst growing transport systems and supporting mobility. The White paper sets out ten strategic goals.
<b>National Planning Policy Framework (MHCLG, 2018)</b>	<p>The NPPF seeks to streamline the planning system and sets out the Governments planning policies and how these should be applied. At the heart of the NPPF is presumption in favour of sustainable development.</p> <p>The NPPF includes guidance on promoting sustainable transport. The NPPF requires development plans to seek to reduce greenhouse gas emissions and congestion, reduce the need to travel, and exploit opportunities for the sustainable movement of people and goods. Transport should be considered from the earliest stages of plan-making and development proposals so that:</p> <ul style="list-style-type: none"> <li>• the potential impacts of development on transport networks can be addressed;</li> <li>• opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</li> <li>• opportunities to promote walking, cycling and public transport use are identified and pursued;</li> <li>• the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</li> </ul> <p>patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.</p>
<b>Department for Transport: National Cycling Strategy and Review (1996, reviewed 2005)</b>	The National Cycling Strategy aims to increase cycle use for all types of journey. The Review focuses on the mechanisms established for the delivery of cycling and the effect these have had on increasing cycling rates.
<b>Secretary of State for Transport (2013) Aviation Policy Framework</b>	This document will fully replace the 2003 Air Transport White Paper as Government’s policy on aviation, alongside any decisions Government makes following the recommendations of the independent Airports Commission. Key aims of this document includes:

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	<ul style="list-style-type: none"> <li>• To ensure that the UK's air links continue to make it one of the best connected countries in the world. This includes increasing our links to emerging markets so that the UK can compete successfully for economic growth opportunities.</li> <li>• To ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions.</li> <li>• To limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.</li> </ul> <p>To encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together.</p>
<b>RBWM Local Transport Plan 3 (LTP3; July 2012)</b>	<p>The LTP3 sets out policies which aim to improve transport in RBWM and create a better place to live. The Local Transport Plan has five overarching aims, which reflect both local priorities and Central Government's over-arching principles. These are:</p> <ul style="list-style-type: none"> <li>• To improve access to everyday services and facilities for everyone</li> <li>• To improve road safety and personal security for all transport users</li> <li>• To support sustainable economic growth</li> <li>• To improve quality of life and minimise the social, health and environmental impacts of transport</li> <li>• To mitigate and adapt to the effects of climate change.</li> </ul>
<b>DEFRA (2010) Noise Policy Statement for England (NPSE)</b>	<p>This document seeks to clarify the underlying principles and aims in existing policy documents, legislation and guidance that relate to noise. The key aims of this document are as follows:</p> <ul style="list-style-type: none"> <li>• Avoid significant adverse impacts on health and quality of life;</li> <li>• Mitigate and minimise adverse impacts on health and quality of life; and</li> <li>• Where possible, contribute to the improvement of health and quality of life.</li> </ul>
<b>Environment Agency: Water for people and the environment: A Strategy for England and Wales (2009)</b>	<p>Looks at the steps needed, in the face of climate change, to manage water resources to the 2040s and beyond, with the overall aim of improving the environment while allowing enough water for human uses.</p>
<b>EU Sustainable Development Strategy (2006)</b>	<p>This Strategy identifies key priorities for an enlarged Europe. This includes health, social inclusion and fighting global poverty. It aims to achieve better policy integration in addressing these challenges, and to ensure that Europe looks beyond its boundaries in making informed decisions about sustainability. The sustainable Development Strategy was review in 2009 and "underlined that in recent years the EU has mainstreamed sustainable development into a broad range of its policies. In particular, the EU has taken the lead in the fight against climate change and the promotion of a low-carbon economy. At the same time, unsustainable trends persist in many areas and the efforts need to be intensified". Sustainable development is a key focus of the EU and the strategy continues to be monitored and reviewed.</p>
<b>DTI Draft Strategy for Sustainable Construction (2006)</b>	<p>'Themes for Action' include: re-use existing built assets; design for minimum waste; aim for lean construction; minimise energy in construction; minimise energy in building use; avoid polluting the environment; preserve and enhance bio-diversity;</p>

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	conserve water resources; respect people and their local environment; and set targets (benchmarks & performance indicators).
<b>HM Treasury: Barker Review of Housing Supply, Delivering Stability: Securing our Future Housing Needs (2004)</b>	Government objectives include: to achieve improvements in housing affordability in the market sector; a more stable housing market; location of housing supply which supports patterns of economic development; and an adequate supply of publicly-funded housing for those who need it.
<b>Planning for Town Centres: Practice guidance on need, impact and the sequential approach (December 2009)</b>	This practice guidance was intended to support the implementation of town centre policies set out in Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4) (now replaced by PPG). It is aimed at helping those involved in preparing or reviewing need, impact and sequential site assessments.
 <h2 style="margin: 0;">Historic Environment</h2>	
<b>Council of Europe: Convention on the Protection of the Architectural Heritage of Europe (1985)</b>	Aims for signatories to protect their architectural heritage by means of identifying monuments, buildings and sites to be protected; preventing the disfigurement, dilapidation or demolition of protected properties; providing financial support by the public authorities for maintaining and restoring the architectural heritage on its territory; and supporting scientific research for identifying and analysing the harmful effects of pollution and for defining ways and means to reduce or eradicate these effects.
<b>Council of Europe: The Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) (1992)</b>	The convention defines archaeological heritage and identifies measures for its protection. Aims include integrated conservation of the archaeological heritage and financing of archaeological research and conservation.
<b>National Planning Policy Framework (MHCLG, 2019)</b>	<p>The recently released NPPF seeks to streamline the planning system and sets out the Governments planning policies and how these should be applied. At the heart of the NPPF is presumption in favour of sustainable development.</p> <p>The NPPF includes guidance on conserving and enhancing the historic environment. It seeks to ensure local authorities plan recognise heritage assets as an irreplaceable resource and conserve them in a manner that reflects their significance.</p> <p>Local planning authorities should take into account:</p> <ul style="list-style-type: none"> <li>• the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;</li> <li>• the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; and</li> </ul>

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	<ul style="list-style-type: none"> <li>the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of a place.</li> </ul>
<b>Circular on the Protection of World Heritage Sites, CLG 07/2009 2</b>	<p>The purpose of this circular, which applies only to England, is to provide updated policy guidance on the level of protection and management required for World Heritage Sites.</p> <p>The circular explains the national context and the Government's objectives for the protection of World Heritage Sites, the principles which underpin those objectives, and the actions necessary to achieve them.</p>
<b>Historic England: Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment (2008)</b>	<p>This Historic England document sets out the framework for the sustainable management of the historic environment. This is presented under the following six headline 'principles':</p> <p>Principle 1: The historic environment is a shared resource.</p> <p>Principle 2: Everyone should be able to participate in sustaining the historic environment.</p> <p>Principle 3: Understanding the significance of places is vital.</p> <p>Principle 4: Significant places should be managed to sustain their values.</p> <p>Principle 5: Decisions about change must be reasonable, transparent and consistent.</p> <p>Principle 6: Documenting and learning from decisions is essential.</p>
<b>Historic England (2015) The Historic Environment in Local Plans, Historic Environment Good Practice Advice in Planning: 1</b>	<p>Practice Advice note is to provide information to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the National Planning Practice Guide (PPG).</p>
<b>Historic England (2015) Managing Significance in Decision-Taking in the Historic Environment, Historic Environment Good Practice Advice in Planning: 2</b>	<p>The purpose of this Historic England Good Practice Advice note is to provide information in relation to assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness.</p>
<b>Historic England (2015) The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning: 3</b>	<p>This document sets out guidance, against the background of the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guide (PPG), on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes.</p>
<b>The Historic Environment and Site Allocations in Local Plans Historic England Advice Note 3 (2015)</b>	<p>The purpose of this Historic England advice note is to support all those involved in the Local Plan site allocation process in implementing historic environment legislation, the relevant policy in the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guide (PPG). In addition to these documents, this advice should be read in conjunction with the relevant Good Practice Advice and Historic England advice notes. Alternative approaches may be equally acceptable, provided they are demonstrably compliant with legislation and national policy objectives.</p>

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<b>Historic England (2016) Sustainability Appraisal and Strategic Environmental Assessment Historic England Advice Note 8</b>	The purpose of this Historic England advice note is to support all those involved in assessing the effects of certain plans on the historic environment. It offers advice on heritage considerations during the Sustainability Appraisal and Strategic Environmental Assessment process, and on implementing historic environment legislation, the relevant policy in the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guidance (PPG) as well as the Marine Policy Statement.
 <h2 style="color: #4F81BD;">Landscape</h2>	
<b>Council of Europe: European Landscape Convention (2006)</b>	Aims to promote the protection, management and planning (including active design and creation of Europe's landscapes, both rural and urban, and to foster European co-operation on landscape issues.
<b>MHCLG: National Design Guide: Planning practice guidance for beautiful, enduring and successful places (2019)</b>	This design guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.
<b>English Heritage and CABI: Guidance on Tall Buildings (2007)</b>	Provides advice and guidance on good practice in relation to tall buildings in the planning process and to highlight other related issues, which need to be taken into account, i.e. where tall buildings would and would not be appropriate.
<b>National Planning Policy Framework (MHCLG, 2019)</b>	The NPPF states that development could seek to promote or reinforce local distinctiveness; both aesthetic considerations and connections between people and places should be considered. The NPPF also promotes the protection and enhancements of valued landscapes, giving greatest weight to National Parks and Areas of Outstanding Natural Beauty.
<b>The Chilterns Area of Outstanding Natural Beauty (AONB) Management Plan 2014-2019</b>	The Management Plan sets out a Vision for the Chilterns AONB. The Plan includes an engagement plan and details of how the plan will be implemented and monitored. The Management Plan consists of descriptions and aims for the following: <ul style="list-style-type: none"> <li>• Conserving and enhancing natural beauty;</li> <li>• Landscape;</li> <li>• Farming, forestry and other land management;</li> <li>• Biodiversity;</li> <li>• Water environment;</li> <li>• Historic environment;</li> <li>• Development;</li> <li>• Understanding and enjoyment; and</li> <li>• Social and economic well-being.</li> </ul> The plan also considers integration of cross-cutting themes with Management Plan policies.

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<b>Landscape Character Assessment for RBWM (2004)</b>	The LCA has been carried out in two stages: the 'characterisation' stage involved a systematic and objective process of identifying the key characteristics and components which contribute to the 'local distinctiveness' of the Royal Borough's landscape, it is this work which is detailed in this document (Part 1 of the RBWM's LCA); and the 'evaluation' stage, which was the judgment stage aimed at identifying the forces for change in the landscape and the formulation of strategies and guidelines to counter this change. This is included in Part 2 of the RBWM's LCA.

Habitat Regulations Assessments

Sustainability Appraisals

Strategic Environmental Assessments

Landscape Character Assessments

Landscape and Visual Impact Assessments

Green Belt Reviews

Expert Witness

Ecological Impact Assessments

Habitat and Ecology Surveys



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