

Public Document Pack

Head of Governance: Karen Shepherd: (01628) 796529

TO: EVERY MEMBER OF THE COUNCIL FOR THE ROYAL BOROUGH OF WINDSOR & MAIDENHEAD

YOU ARE HEREBY SUMMONED TO ATTEND the Extraordinary Meeting of the Council of the Royal Borough of Windsor & Maidenhead to be held in the **Desborough Suite - Town Hall on Wednesday 23 October 2019 at 7.30 pm** for the purpose of transacting the business specified in the Agenda set out hereunder.

Dated this Tuesday 15 October 2019



Duncan Sharkey
Managing Director

Rev. Miller will say prayers for the meeting.

A G E N D A

PART I

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence

2. DECLARATIONS OF INTEREST

To receive any declarations of interest
(Pages 5 - 6)

3. PUBLIC QUESTIONS

The deadline for receipt of public questions (which must relate directly to an item on the agenda) is 9am Monday 21 October 2019.

(A Member responding to a question shall be allowed up to five minutes to reply to the initial question and up to two minutes to reply to a supplementary question. The questioner shall be allowed up to one minute to put the supplementary question)

4. APPOINTMENT OF PANEL CHAIRMAN

To consider the following appointment:

RECOMMENDATION: To appoint Councillor Haseler as Chairman of the Maidenhead Area Development Panel for the remainder of the municipal year.

5. APPOINTMENT OF STATUTORY OFFICER

To consider the above report
(Pages 7 - 12)

6. MODERN WORKPLACE PROJECT

To consider the above report
(Pages 13 - 20)

7. RBWM BOROUGH LOCAL PLAN SUBMISSION VERSION – PROPOSED CHANGES

To consider the above report
(Pages 21 - 852)

COUNCIL MOTIONS – PROCEDURE

- Motion proposed (mover of Motion to speak on Motion)
- Motion seconded (Secunder has right to reserve their speech until **later** in the debate)
- Begin debate

Should An Amendment Be Proposed: (only one amendment may be moved and discussed at any one time)

NB – Any proposed amendment to a Motion to be passed to the Mayor for consideration before it is proposed and seconded.

- Amendment to Motion proposed
- Amendment must be seconded BEFORE any debate can take place on it

(At this point, the mover and seconder of original Motion can indicate their acceptance of the amendment if they are happy with it)
- Amendment debated (if required). Members who have spoken on the original motion are able to speak again in relation to the amendment only
- Vote taken on Amendment
- If Agreed, the amended Motion becomes the substantive Motion and is then debated (any further amendments follow same procedure as above).
- If Amendment not agreed, original Motion is debated (any other amendments follow same procedure as above).

- The mover of the Motion has a right to reply at the end of the debate on the Motion, immediately before it is put to the vote.
- At the conclusion of the debate on the Motion, the Mayor shall call for a vote. Unless a named vote is requested, the Mayor will take the vote by a show of hands or if there is no dissent, by the affirmation of the meeting.
- If requested by any **5** Members the mode of voting shall be via a named vote. The clerk will record the names and votes of those Members present and voting or abstaining and include them in the Minutes of the meeting.
- Where any Member requests it immediately after the vote is taken, their vote will be so recorded in the minutes to show whether they voted for or against the motion or abstained from voting

(All speeches maximum of 5 minutes, except for the Budget Meeting where the Member proposing the adoption of the budget and the Opposition Spokesperson shall each be allowed to speak for 10 minutes to respectively propose the budget and respond to it. The Member proposing the budget may speak for a further 5 minutes when exercising his/her right of reply.)

Closure Motions

a) A Member who has not previously spoken in the debate may move, without comment, any of the following Motions at the end of a speech of another Member:

- i) to proceed to the next business;
- ii) that the question be now put to the vote;
- iii) to adjourn a debate; or
- iv) to adjourn a meeting.

b) If a Motion to proceed to next business is seconded, the Mayor will give the mover of the original Motion a right of reply and then put the procedural Motion to the vote.

c) If a Motion that the question be now put to vote is seconded, the Mayor will put the procedural motion to the vote. If it is passed he/she will give the mover of the original motion a right of reply before putting his/her motion to the vote.

d) If a Motion to adjourn the debate or to adjourn the meeting is seconded, the Mayor will put the procedural Motion to the vote without giving the mover of the original Motion the right of reply

Point of order

A Member may raise a point of order at any time. The Mayor will hear them immediately. A point of order may only relate to an alleged breach of the Council Rules of Procedure or the law. The Member must indicate the procedure rule or law and the way in which he/she considers it has been broken. The ruling of the Mayor on the matter will be final.

Personal explanation

A Member may make a personal explanation at any time with the permission of the Mayor. A personal explanation may only relate to some material part of an earlier speech by the Member which may appear to have been misunderstood in the present debate. The ruling of the Mayor on the requirement of a personal explanation will be final.

MEMBERS' GUIDE TO DECLARING INTERESTS IN MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a DPI or Prejudicial Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in the discussion or vote at a meeting.** The speaking time allocated for Members to make representations is at the discretion of the Chairman of the meeting. In order to avoid any accusations of taking part in the discussion or vote, after speaking, Members should move away from the panel table to a public area or, if they wish, leave the room. If the interest declared has not been entered on to a Members' Register of Interests, they must notify the Monitoring Officer in writing within the next 28 days following the meeting.

Disclosable Pecuniary Interests (DPIs) (relating to the Member or their partner) include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any licence to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where:
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

A Member with a DPI should state in the meeting: ***'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations on the item: 'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Prejudicial Interests

Any interest which a reasonable, fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs the Member's ability to judge the public interest in the item, i.e. a Member's decision making is influenced by their interest so that they are not able to impartially consider relevant issues.

A Member with a Prejudicial interest should state in the meeting: ***'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations in the item: 'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Personal interests

Any other connection or association which a member of the public may reasonably think may influence a Member when making a decision on council matters.

Members with a Personal Interest should state at the meeting: ***'I wish to declare a Personal Interest in item x because xxx'. As this is a Personal Interest only, I will take part in the discussion and vote on the matter.***

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Report Title:	Appointment of Statutory Officer
Contains Confidential or Exempt Information?	No - Part I
Member reporting:	Councillor Hilton, Lead Member for Finance and Ascot.
Meeting and Date:	Extraordinary Council 23 October 2019
Responsible Officer(s):	Duncan Sharkey, Managing Director and Head of Paid Service
Wards affected:	All

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REPORT SUMMARY

The report requests approval for the statutory appointment of Section 151 Officer on an interim basis.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Council notes the report and appoints:

- i) **Terry Neaves as the Council's Section 151 Officer on an interim basis pending permanent recruitment.**

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

Options

Table 1: Options arising from this report

Option	Comments
To approve the statutory appointment of Section 151 Officer on an interim basis. This is the recommended option	Allows the Council to continue to meet its statutory requirements.
To not approve the statutory appointment of Section 151 Officer on an interim basis.	The Council would have to identify an alternative suitable person for this role.

- 2.1 The Council's former Head of Finance and Section 151 Officer left the Council on 30 September 2019. Council is required under Section 151 of the Local Government Act 1972 to appoint a suitability qualified officer responsible for the proper administration of its affairs to the statutory position of Section 151 Officer. Therefore interim arrangements are necessary whilst a recruitment process to identify a permanent replacement is carried out.

Role of Section 151 Officer

- 2.2 Section 151 of the Local Government Act 1972 requires that every local authority in England and Wales should 'make arrangements for the proper administration of their financial affairs and shall secure that one of their officers has responsibility for the administration of those affairs'.

- 2.3 The Section 151 Officer, which is also referred to in the Council's Constitution as the Chief Finance Officer works closely with the Council's Managing Director and Monitoring Officer to lead the promotion and delivery of good financial management so that public money is safeguarded at all times and used appropriately, economically, efficiently and effectively.
- 2.4 There are five functions of the Chief Finance Officer:
1. **Ensuring lawfulness and financial prudence of decision making:** After consulting with the Head of Paid Service and the Monitoring Officer, the Chief Finance Officer will report to the full Council, (s114 of the Local Government Finance Act 1988) or to the Cabinet in relation to an executive function, and the Council's external auditor if he/she considers that the authority:
 - a. has made or is about to make a decision which involves or would involve the authority incurring expenditure which is unlawful,
 - b. has taken or is about to take a course of action which, if pursued to its conclusion, would be unlawful and likely to cause a loss or deficiency on the part of the authority, or
 - c. is about to enter an item of account the entry of which is unlawful.Under the same act the Chief Finance Officer shall make a report under this section if it appears to him/her that the expenditure of the authority incurred (including expenditure it proposes to incur) in a financial year is likely to exceed the resources (including sums borrowed) available to it to meet that expenditure.
 2. **Administration of financial affairs:** The Chief Finance Officer will have responsibility for the administration of the financial affairs of the Council (section 151 of Local Government Act 1972) and will certify the robustness of the council's estimates of expenditure and the adequacy of the level of reserves in the proposed budget as required by Section 25 of the Local Government Act 2003.
 3. **Contributing to corporate management:** The Chief Finance Officer will contribute to the corporate management of the Council, in particular through the provision of professional financial advice.
 4. **Providing advice:** The Chief Finance Officer will provide advice on the scope of powers and authority to take decisions, maladministration, financial impropriety, probity and budget and policy framework issues to all Councillors and will support and advise Councillors and Officers in their respective roles.
 5. **Give financial information:** The Chief Finance Officer will provide financial information to the media, members of the public and the community.
- 2.5 Terry Neaves is a qualified accountant and member of CIPFA (Chartered Institute of Public Finance and Accountancy), a summary of his experience is contained in Appendix A. If approved he will formally take up the duties of Section 151 Officer for an interim period commencing 24 October 2019 for two days per week until permanent recruitment is finalised. Terry will be engaged through CIPFA to fulfil these duties.

3. KEY IMPLICATIONS

Table 2: Key Implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Statutory officer appointed and commences duties.	Appointment not approved.	24 October 2019	N/A	N/A	24 October 2019

4. FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 The Section 151 Officer will be employed two days per week on an interim basis. Costs to the end of 2019/20 are estimated to be £42,000 and will be absorbed within the current budget.

5. LEGAL IMPLICATIONS

- 5.1 Section 151 of the Local Government Act 1972 requires every local authority to appoint a suitably qualified officer responsible for the proper administration of its affairs. The Council must provide that officer with such staff and resources which, in that person's opinion, is necessary to allow them to carry out their duties.
- 5.2 Section 113 of the Local Government Finance Act 1998 requires the responsible officer under Section 151 of the 1972 Act to be a member of a specified accountancy body.

6. RISK MANAGEMENT

Table 3: Impact of risk and mitigation

Risks	Uncontrolled risk	Controls	Controlled risk
The council does not appoint a statutory Section 151 Officer	High - Council is not fulfilling its statutory responsibility.	An experienced individual is recommended for the position.	Low

7. POTENTIAL IMPACTS

- 7.1 Equalities.
None.
- 7.2 Climate change/sustainability.
None.

7.3 Data Protection/GDPR.
None.

8. CONSULTATION

8.1 None.

9. TIMETABLE FOR IMPLEMENTATION

Table 4: Implementation timetable

Date	Details
24 October 2019	Appointment of Interim Section 151 Officer

10. APPENDICES

10.1 Appendix A – Summary of Experience.

11. BACKGROUND DOCUMENTS

11.1 N/A

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Date returned
Clr Hilton	Lead Member for Finance	15/10/19	
Duncan Sharkey	Managing Director	15/10/19	
Russell O'Keefe	Executive Director	15/10/19	
Andy Jeffs	Executive Director	15/10/19	15/10/19
Ruth Watkins	Deputy S151 officer	15/10/19	15/10/19
Elaine Browne	Head of Law	15/10/19	
Mary Severin	Monitoring Officer	15/10/19	
Louisa Dean	Communications	15/10/19	15/10/19
Kevin McDaniel	Director of Children's Services	15/10/19	
Hilary Hall	Director Adults, Commissioning and Health	15/10/19	
Karen Shepherd	Head of Governance	15/10/19	15/10/19

REPORT HISTORY

Decision type:	Urgency item?	To Follow item?
Non-key decision	No	No
Report Author: Nikki Craig, Head of HR, Corporate Projects and ICT		

Appendix A

Terry Neaves – Summary of Experience

Chartered Institute of Public Finance & Accountancy 1989

Director of Finance & Business Services, Derbyshire Police (10/06 to 06/19)

- Including S151 Officer – Derbyshire Constabulary (2012-19)

Director of Finance - Bedfordshire County Council (5/06 - 11/06)

Director of Finance & Administration, Derbyshire Police (10/04 to 5/06)

Chief Finance Officer, South Derbyshire District Council (7/00 to 10/04)

**Chief Finance Officer (8/98 to 78/00), Deputy Treasurer (11/95 to 8/98),
Eastbourne Borough Council**

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Report Title:	Modern Workplace Project
Contains Confidential or Exempt Information?	No - Part I
Member reporting:	Councillor Rayner, Deputy Leader of the Council, Lead Member Resident and Leisure Services, IT, HR, Legal, Performance Management and Windsor
Meeting and Date:	Extraordinary Council – 23 October 2019
Responsible Officer(s):	Andy Jeffs, Executive Director
Wards affected:	None

REPORT SUMMARY

1. The current thin client desktop environment has been in place for over seven years. It has come to the end of its useful life and system availability for staff has been severely impacted over recent months. In addition, a significant number of devices have started to fail, meaning that it is more difficult to ensure there are enough devices available for all staff. There are significant benefits to replacing the thin clients with new mobile devices. These are detailed in section 2 below.
2. Procurement of replacement mobile devices is being carried out through a government framework contract and this is underway. Award of a contract is subject to approval of the capital requested in this paper. Capital funding approvals are already in place for £530,000 (pilot 2018/19 - £69,000, year 1 2019/20 - £321,000, year 2 2020/21 - £140,000).
3. A detailed analysis of the council's specific requirements was completed as part of the pilot. This work identified that the original device specification was not sufficient, and more memory was required (16GB due to the size of the applications used by staff to deliver services), a larger screen with a higher definition, along with a docking station to ensure each desk has the same user experience, the latter being identified as a requirement while visiting a neighbouring council who had implemented the same solution.
4. In addition, the number of mobile devices that were thought to be able to be re-used reduced from the original 100 to 30, increasing the number required by 70, the scope of the project changed to include another 97 devices for Optalis, and the cost of mobile devices increased by 30% due to external market factors.
5. The result of this has increased the estimated cost of the project by £405,000 (£354,000 devices/peripherals and £51,000 project costs), taking the total estimated project costs for this phase of the project to £935,000. The new assets will be depreciated over four years, not 10 as stated in the earlier paper.
6. Council should note that the Microsoft Enterprise License is up for renewal on 31 March 2020, and the licensing costs will increase due to this. However, if the council remains on the current devices beyond this date, apart from the continuing system issues, the additional licensing cost will be around £900,000 more over the next three years than if we implement the new mobile devices.
7. A further request for capital will be made for devices for the staff not part of phase 1. This further phase is currently being developed. A rolling mobile device replacement programme will be built into future capital budgets to ensure that the technology used by the council remains fit for purpose.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Council notes the report and:

- i) Agrees to the bringing forward of £140,000 of capital funding from 2020/21 to 2019/20.**
- ii) Approves additional capital funding of £405,000 in 2019/20.**
- iii) Delegates to the Executive Director, in agreement with the Lead Member approval to award a contract for the supply of the new equipment.**

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

2.1 The current thin client desktop environment has been in place for over seven years. It has come to the end of its useful life and system availability for staff has been impacted over recent months due to this.

2.2 Several neighbouring councils have successfully changed their desktop IT equipment for mobile devices, running Microsoft products. These include Reading, Bracknell Forest, Wokingham and West Berks.

2.3 A pilot carried out in early 2019 identified that the council would benefit significantly from deploying similar devices. These benefits include:

- Enabling council officers to carry out their duties more flexibly
- Leveraging the investment already made by the council on Microsoft products including conference/video calling and instant messaging
- Reducing the need for some mobile phones, as Skype calls would be the preferred solution
- Improve productivity and quality of service delivery for those officers who are currently not office based
- Supporting the council's hot desk policy, as staff can work from various alternative locations with ease
- Quicker logon and response times would provide a better user experience
- Significantly reduced lost productivity and system downtime
- Supporting the council's business continuity plans, as allows connectivity on the go outside of the office
- Easier to increase memory for those users where they access multiple applications and 16GB is not enough
- Mobile devices allow for easy swap out, minimising downtime should a problem arise
- Ensures the council is on a supported version of Microsoft Windows after 2008 ceases support at the end of January 2020
- Efficiencies in terms of minimising the pressure on other IT hardware and support resources.

- 2.4 The original Modern Workplace project costs were estimated on a specification of device that was thought to be enough to future proof them. A small ‘proof of concept’ group has been assessing these laptop devices over the last six months to gain feedback. Feedback in connection with the original, lower specification devices, has confirmed that 8GB of memory was insufficient to access applications used by officers, including Academy (Revenues & Benefits), Agresso (Finance), PARIS (Children’s and Adults), iTrent (HR), Confirm (Asset Management), Uniform (Planning and Environmental Health), IDOX (Planning and Licensing). The size and quality of screen resolution was also not as anticipated and the battery life on the trialled devices was poor.
- 2.5 The original project costs were also based on approximately 100 existing devices being capable of being upgraded and re-used. Following a detailed analysis being completed in respect of the devices that are already in the organisation, it is recommended that only 30 of the 100 existing devices are re-built and re-used due to the unsuitability of the other devices. A further 70 mobile devices are therefore required.
- 2.6 In addition, the original project budget did not include Optalis staff. They are now in-scope and the associated cost for 97 devices/peripherals, and project resources have been included.
- 2.7 It should further be noted that, since the original request to Council for capital, the price of hardware has increased by approximately 30%, due to some issues with the supply of processors.
- 2.8 The Microsoft Enterprise Licence is due to be renewed on 1 April 2020 and the licensing costs will increase due to this. The cost of these licenses will be considerably more expensive for the thin clients than the mobile devices. It would be in the region of £900,000 additional revenue over three years if we were to stay on the current devices. Therefore, the roll-out needs to be completed by 31 March 2020, rather than later in the year as previously planned, to reduce this cost. A need to draw down £140,000 in capital in 2019/20, rather than in 2020/21, as approved, is also necessary.
- 2.9 Work is currently ongoing to develop phase 2 of the project, which will include Libraries, Culture and Arts, Call Centre, Registrars, AfC and the remaining Optalis employees. A further request for capital associated to this phase will be brought forward when this work is complete.
- 2.10 A plan is also being developed to ensure a rolling device replacement programme is in place and built into future capital budgets and that the technology used by the council remains fit for purpose.

Options

Table 1: Options arising from this report

Option	Comments
To approve £405,000 in additional capital funding and bring forward £140,000 in capital funding from 2020/21.	Enables a contract to be awarded followed by a roll out of the improved specification Modern Workplace devices (larger screen; HD resolution; 16Gb memory and touch down workstation) to
This is the recommended option	

Option	Comments
	<p>be issued to all in scope users: 495 laptops, 72 desktops and 468 monitors.</p> <p>The Council has also implemented many of the Office 365 suite of applications and, the new devices will allow council staff to benefit from using these.</p>
<p>To continue with original laptop specification</p> <p>This is not the recommended option.</p>	<p>Smaller screen; non-HD resolution; reduced memory (8Gb). Mobile device not future proofed.</p>
<p>Do nothing</p> <p>This is not the recommended option</p>	<p>This option is not feasible as the organisation needs to ready itself with Windows 10 enabled devices as the current operating system, Windows 2008 R2, will be out of support from January 2020 and no further updates will be available. Also, the cost of the Microsoft Licenses will be significantly more expensive.</p>

3. KEY IMPLICATIONS

3.1 Key implications are shown in Table 2.

Table 2: Key Implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
RBWM users moved onto new devices	<400	480	520	567	31/3/2020

4. FINANCIAL DETAILS / VALUE FOR MONEY

4.1 The total estimated project costs to fully replace the current hardware and software at the time of the original request was £530,000 (pilot 2018/19 £69,000, year 1 2019/20 £321,000, year 2 2020/21 £140,000).

4.2 CLT approved the pilot cost of £69,000 under its delegated authority on 16 January 2019, and full Council on 26 February 2019, approved the year 1 and year 2 £461,000 capital cost as part of the council's capital programme.

4.3 New capital budget approval is requested for £405,000 as outlined in Table 3.

Table 3: Additional capital requirement

Category of Spend	Original budget for	New Estimate	Additional capital required	Reasons
Pilot	£69,000	£69,000	£0	N/A

Devices and peripherals	£249,400	£603,400	£354,000	<ul style="list-style-type: none"> Improved future proofed device specification 30% increase in price Original budget based on 100 current devices being re-built, now 30 Optalis now in-scope increasing the number by 97
Project costs	£211,600	£262,600	£51,000	<ul style="list-style-type: none"> Optalis now in-scope
Total	£530,000	£935,000	£405,000	

4.4 The paper to Council in September depreciated the devices over 10 years, which was historically the period used for hardware. The accounting policy allows for depreciation between four and 10 years. These devices will therefore now be depreciated over four years.

4.5 The cost of borrowing for the additional £405,000 is £10,611 per annum, £42,444 in total, and the Minimum Revenue Provision (MRP) is £101,250 per annum. The cost of borrowing for the £140,000 brought forward from 2020/21 is £3,668 per annum, £14,672 in total, and the MRP is £35,000 per annum.

4.6 The cost of borrowing the full £935,000 is £24,497 per annum, £97,988 in total, and the MRP is £233,750 per annum.

Table 4: Additional revenue and capital requirement

REVENUE COSTS	2019/20	2020/21	2021/22
Additional total	£7,140	£14,279	£14,279
Reduction	£0	£0	£0
Net Impact	£7,140	£14,279	£14,279

CAPITAL COSTS	2019/20	2020/21	2021/22
Additional total	£545,000	£0	£0
Reduction	£0	-£140,000	£0
Net Impact	£545,000	-£140,000	£0

5. LEGAL IMPLICATIONS

None.

6. RISK MANAGEMENT

6.1 The following risks have been identified.

Table 5: Impact of risk and mitigation

Risks	Uncontrolled risk	Controls	Controlled risk
Decision made not to implement	<ul style="list-style-type: none"> Increased pressure on 	Implement same device	Reduced pressure on

Risks	Uncontrolled risk	Controls	Controlled risk
a consistent, single device	existing IT support resources <ul style="list-style-type: none"> Existing hardware failing and the organisation unable to work Increased costs associated with Microsoft licences 	(laptop/desktop) across the council	IT support resources
Increased budget not approved and reduced specification laptops implemented	<ul style="list-style-type: none"> Pressure on existing resources (support). Does not 'future proof' organisation – may lead to earlier replacement of devices and increased costs Additional Microsoft Licensing costs 	Procure higher specification devices	Reduced pressure on support resources. Better longevity of devices

7. POTENTIAL IMPACTS

7.1 The Modern Workplace initiative will affect the entire council workforce including Optalis and Achieving for Children. An Equalities Impact Assessment has been completed.

7.2 All redundant equipment will be disposed of appropriately, giving due consideration to environmental impact and re-use of components where possible.

8. CONSULTATION

None.

9. TIMETABLE FOR IMPLEMENTATION

9.1 The full implementation stages are set out in table 6.

Table 6: Implementation timetable

Date	Details
23 October, 2019	Full Council
5 November 2019	Confirmation of Award
6 November 2019	Orders raised
30 March 2020	Phase 1 rollout complete

10. APPENDICES

There are no supporting Appendices.

11. BACKGROUND DOCUMENTS

None

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Date returned
Cllr Rayner	Deputy Leader of the Council, Lead Member Resident and Leisure Services, IT, HR, Legal, Performance Management and Windsor	15/10/19	15/10/19
Duncan Sharkey	Managing Director	15/10/19	15/10/19
Russell O'Keefe	Executive Director	15/10/19	15/10/19
Ruth Watkins	Deputy Section 151 Officer	15/10/19	15/10/19
Elaine Browne	Interim Head of Law and Governance	15/10/19	15/10/19
Nikki Craig	Head of HR and Corporate Projects	15/10/19	15/10/19
Louisa Dean	Communications	15/10/19	15/10/19
Kevin McDaniel	Director of Children's Services	15/10/19	15/10/19
Hilary Hall	Interim DASS and Deputy Director of Strategy and Commissioning	15/10/19	15/10/19

REPORT HISTORY

Decision type: Non-key decision	Urgency item? No	To Follow item? No
Report Author: Andy Jeffs, Executive Director, 01628 796527		

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Report Title:	RBWM Borough Local Plan Submission Version – Proposed Changes
Contains Confidential or Exempt Information?	No – Part 1
Member reporting:	Councillor Coppinger, Lead Member for Planning and Maidenhead
Meeting and Date:	Extraordinary Full Council – 23 October 2019
Responsible Officer(s):	Russell O’Keefe, Executive Director, Place & Jenifer Jackson, Head of Planning
Wards affected:	All

www.rbwm.gov.uk



REPORT SUMMARY

1. This report requests that Full Council approves Proposed Changes to the Borough Local Plan Submission Version ([BLPSV](#)), alongside the Habitats Regulations Assessment (HRA) and Sustainability Appraisal (SA) updates, for public consultation. This follows the Council's decision on 19 June 2017 to approve the BLPSV for submission to the Secretary of State for independent examination. Currently, the Examination process has been paused to allow the Council to undertake additional work requested by the Local Plan Inspector. These Proposed Changes are the outcome of the additional work requested by the Inspector.
2. If approved, the Proposed Changes, alongside the SA and HRA Update, will be subject to a six-week consultation period between 1 November and 15 December 2019. The purpose of this consultation is to allow interested persons an opportunity to participate in the Examination process and make representations on the Proposed Changes. All responses received will then be reviewed by the Council and consideration will be given as to whether further revisions are necessary before submitting the revised BLPSV to the Local Plan Inspector to enable further Examination hearings to be held in early 2020. The Inspector will consider all representations received before deciding whether the Proposed Changes will make the BLPSV sound and legally compliant.
3. The Proposed Changes are supported by a comprehensive suite of evidence. This includes additional evidence to underpin the approach to place-making set out as part of the Proposed Changes. Added to this is further evidence to justify the selection of new and amended site allocations alongside the rationale for the retention of any sites unchanged from the BLPSV. The Proposed Changes take account of the advice from the Inspector following Stage 1 hearings held in June 2018.
4. This decision will be taken within the legislative framework for plan-making within Part of the Planning and Compulsory Purchase Act 2004 (as amended) ("the 2004 Act"). The BLPSV is currently at the second of three distinct and sequential stages in the plan-making process, known as the 'examination' stage. As a matter of law, the Inspector appointed to examine the BLPSV has control of the plan-making

process and will continue to do so until she delivers her final report on the Examination of the BLPSV, in which she will recommend the changes (known as Main Modifications (MMs)) required to make the BLPSV sound and legally compliant. At that stage, it will be for the Council to decide whether to adopt the BLPSV with the MMs recommended by the Inspector.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Council notes the report and:

- i) Approves the Proposed Changes to the Borough Local Plan Submission Version (Appendix 1), together with the Sustainability Appraisal and Habitats Regulations Assessment updates, for public consultation.
- ii) Delegates to the Executive Director, Place in consultation with the Lead Member for Planning, to make such revisions to the Proposed Changes to the Borough Local Plan Submission Version as are necessary and/or appropriate to address responses received to the Proposed Changes public consultation, before it is submitted to the Inspector to progress the Examination of the BLPSV with Proposed Changes.

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

Options

Table 1: Options arising from this report

Option	Comments
<p>Approve the Proposed Changes and consult for a period of six weeks, give careful consideration to responses received and make any necessary changes, before submitting to the Inspector.</p> <p>This is the recommended option.</p>	<p>The Council's letter to the Inspector dated 26 July 2019 (RWBM_025) set out the next steps based on the advice from the Inspector following the Stage 1 hearings and specifically those contained in ID/07 and ID/09v2. The work requested during the pause period has been undertaken and has led to the Proposed Changes being identified. This option is in line with the position set out in ongoing correspondence from the Inspector.</p>
<p>Only agree to consult on the Proposed Changes and to consider whether to approve them following consultation through a further report to Full Council in Spring 2020.</p>	<p>The Council does not control this stage of the plan making process, the Inspector does until she delivers her final report. The Council has sought and received, in principle, the agreement of the Inspector to the procedural steps now set out including</p>

Option	Comments
	<p>asking Full Council to approve the proposed changes and to consult. If Full Council were not to follow the recommended option and wished an alternative then permission from the Inspector would be required.</p> <p>This option is likely to confuse stakeholders through consulting on Proposed Changes whilst not indicating whether there would be further changes, or even a further round of consultation; mindful of the fact that firstly the plan has to be based on evidence and secondly the Inspector may not decide to take any of the Council's Proposed Changes forward through Main Modifications.</p> <p>This option is likely to result in additional cost and further delay to the process, this makes the Council vulnerable to planning applications and appeals being determined in the absence of a five year housing land supply position for the purposes of Development Management decisions.</p> <p>The Council is committed to having a post-2004 Act and up to date plan in place which meets 100% of the housing and employment needs arising to 2033 and provides a framework for the management of development through decision making on planning applications. This will ensure that development comes forward in a planned way with a focus on place making –using stakeholder masterplans which local people can engage with - and is supported by infrastructure delivery.</p>
<p>Do not agree to the Proposed Changes or to consult on those changes.</p>	<p>The Inspector's advice to the Council following the Stage 1 hearings and subsequently on the work to be undertaken during the pause in the Examination has been clear. If the Proposed Changes are not agreed or if no consultation on those changes is agreed to be undertaken the Council will not be heeding that advice which relates to overcoming soundness issues identified with the Plan. The only other way to rectify those issues is for the</p>

Option	Comments
	<p>Inspector to seek to do so through Main Modifications (MMs). The LPA has made a request under section 20(7C) of the Planning and Compulsory Purchase Act to ask the Inspector to recommend MMs. This is therefore the Council's opportunity to produce changes with which the Council is content to proceed and to ask the Inspector to give those changes firm consideration when the examination resumes.</p>

Plan-making process

- 2.1 As Members will recall, on 19 June 2017 Council approved the Borough Local Plan Submission Version (BLPSV) for publication and submission to the Secretary of State for independent examination. The BLPSV was submitted on 31 January 2018 and, thereafter, has been subject to Examination by an planning inspector appointed by the Secretary of State, Mrs Louise Phillips MA (Cantab) MSc MRTPI ("the Inspector").
- 2.2 Members are now being asked to approved a series of Proposed Changes to address issues concerning soundness of the BLPSV. As before, this decision must be taken in accordance with the relevant legislative framework for plan-making within Part 2 of the Planning and Compulsory Purchase Act 2004 (as amended) ("the 2004 Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) ("the 2012 Regulations").
- 2.3 There are three distinct and sequential stages in the statutory plan-making process under Part 2 of the 2004 Act.
- 2.4 The first is the 'preparation' stage, which as the names suggests, involves the gathering of evidence, the identification of issues and options, and the formulation of strategies, policies and allocations. The LPA controls the 'preparation' stage process, which must include consultation and publication under regulations 18 and 19 of the 2012 Regulations, respectively.
- 2.5 The 'preparation' stage ends when the LPA submits the Local Plan to the Secretary of State for independent examination, which is the second stage of the plan-making process.
- 2.6 Upon submission, the Secretary of State must appoint an independent person (usually a planning inspector) to carry out the examination of the local plan in accordance with section 20 of the 2004 Act. The purpose of the examination stage is to ascertain whether the submitted plan is sound and legally compliant, and whether the LPA, at the 'preparation' stage has complied with its duty to co-operate under section 33A of the 2004 Act.
- 2.7 During the 'examination' stage the inspector appointed to examine the submitted local plan controls the plan-making process and decides how the examination should be carried out, subject to the requirement that it must be conducted

lawfully and fairly. In accordance with good practice, the inspector will consult the LPA before making any decisions regarding the examination procedure but is in no sense bound to accede to the LPA's requests or preferences.

- 2.8 The examination stage ends when the Inspector delivers her final report on the examination of the submitted plan to the LPA. The Final Report must include the Inspector's formal recommendation regarding the adoption of the local plan. Without exception, since the 2004 Act came into force, every local plan submitted for examination would have been found to be unsound with the result that the appointed inspector should then have recommended that the submitted plan not be adopted.
- 2.9 However, pursuant to section 20(7C) of the 2004 Act, where the LPA has asked the Inspector to do so, if having carried out the examination the inspector concludes that the LPA has complied with its duty to co-operate but cannot conclude that the submitted plan is sound and/or legally compliant, the Inspector must recommend modifications of the submitted plan to make it sound and legally compliant so as to enable its adoption. Making that request has now become usual practice and, as a result, every plan submitted to the Secretary of State is capable of adoption with or without modifications.
- 2.10 The third stage of the plan-making process is the 'adoption' stage, when the LPA decides whether to accept the recommendation made by the Inspector in her final report. The term 'recommendation' is slightly misleading as the LPA has a binary choice: either adopt the plan in accordance with the Inspector's recommendation, or decide not to adopt the Local Plan at all. That decision must be taken by Full Council at the end of the process described above.

Examination of the BLPSV

- 2.11 As stated above, the BLPSV is currently at the second or 'examination' stage of the statutory plan-making process. The Inspector appointed to examine the BLPSV has control of the plan-making process and will continue to do so until she delivers her final report on the Examination of the BLPSV, in which she will recommend the changes, known as Main Modifications (MMs), which are required to make the BLPSV sound and legally compliant. At that stage, it will be for Council to decide whether to adopt the BLPSV with the MMs recommended by the Inspector.
- 2.12 Following Stage 1 hearings held in June 2018, the Inspector provided an Advice Note ([ID/07](#)) dated 20 July 2018. The Inspector's advice concerns matters discussed in the course of the Stage 1 Hearings and noted that a number of other matters remain to be considered as part of the Examination in the future. On 26 October 2018, the Council provided a comprehensive response to the Inspector's Advice Note ([RBWM/018v2](#)) and a further response was provided as a legal submission relating to the point of availability of evidence/fairness. The Inspector considered from the nature of the work that the Council intended to undertake to address her advice, including public consultation, that the Council was in effect asking for a pause to the examination; the work to be done by the Council during the pause period was clearly identified [in ID/09v2](#) published on 7 November 2018.
- 2.13 The Council provided the Inspector with a comprehensive update on 26 July 2019 ([RBWM/025](#)) which included proposals for progressing the examination.

These proposals included convening an Extraordinary Council Meeting in late October for the purposes of securing Members' endorsement to the Proposed Changes prior to consultation. The Inspector's response was received late afternoon on 15 October 2019 and is attached as Appendix I: the Council will continue to provide the Inspector with updates.

Additional post-Stage 1 Hearings work

2.14 The work to be undertaken was clearly specified by the Inspector in correspondence following the Stage 1 Hearings and has been subject to correspondence which is on the Examination pages of the Council website. The Inspector indicated an understanding that the work would have potential implications for the plan and these are considered in detail below as they relate to Proposed Changes to the BLPSV. To summarise, the relevant matters are:

- Review of BLP site allocations, sequential testing, site selection and SA
- Preparation of Housing Land Supply position statement and consideration of the standard approach to calculating housing need
- Review of employment evidence and policy approach
- Review of HRA work, including Appropriate Assessment in relation to Chiltern Beechwoods Special Area of Conservation
- Collaborative working with White Waltham Parish Council
- Exploring additional options for Suitable Alternative Natural Green space (SANG)
- Preparation of Water Quality Assessment
- Review of representations received at Regulation 20 stage

2.15 It is now appropriate to seek the Council's authority to approve Proposed Changes to the BLPSV. The Proposed Changes comprise the revisions to the BLPSV that, subject to approval, the Council will invite the Inspector to consider as proposed Main Modifications ("MMs") which the Council consider to be necessary to make the BLPSV sound and capable of adoption.

2.16 The Proposed Changes will be subject to a Regulation 19-style 'consultation' for a period of six weeks. In practice, that means that interested persons may make representations about the Proposed Changes to the BLPSV, which will be considered by the Inspector as part of the Examination. As such, representations should be focused upon whether the BLPSV with the Proposed Changes, would be sound and legally compliant. That does not mean that representations cannot address other considerations; however, as the Inspector's remit is limited to examining the soundness and legal compliance of the BLPSV, representations should focus upon those issues.

2.17 Following the end of the six-week public 'consultation', in accordance with the Inspector's direction, the Council will review the representations received and consider whether further revisions of Proposed Changes are necessary to address issues of soundness raised in consultation responses. Any such

changes will not be subject to further public consultation as the persons making representations requesting changes to the revised BLPSV will be entitled to address the Inspector at the Examination hearings in 2020..The Inspector has made clear that the submitted revised version of the BLPSV (incorporating the Council's Proposed Changes) should enable the Examination, when resumed, to have regard to the most up-to-date and well-informed position possible.

- 2.18 The recommendation would allow Officers to make such revisions to the Proposed Changes to the BLPSV as are necessary and/or appropriate to address responses received to the Proposed Changes public consultation before it is submitted to the Inspector to progress the Examination. Officers may consider that those further amendments – if they are significant changes to the policy direction for example or result in changes to the site allocations - may necessitate reverting to Council for a decision.

Proposed Changes

- 2.19 The Proposed Changes are set out in a table accompanying this report at Appendix B. Also, within Appendix C is a table of the proposed minor changes to the BLPSV, which do not affect the soundness or legal compliance of the Plan. In general, they involve small-scale revisions to the explanatory text and the spatial portrait which will not be included in the Proposed Changes consultation. In due course, these minor changes will be published as Additional Modifications ("AMs") but, as they do not affect the soundness and legal compliance, they form no part of the Inspector's consideration. It is usual practice for a local planning authority to keep a record of minor changes during the Examination process.
- 2.20 Set out below are the Proposed Changes, addressed by theme, with an explanation of what has informed the Proposed Change and the reason for the change.

Theme 1 – Place Making

- 2.21 Policy SP1 of the BLPSV sets out the Spatial Strategy for the Borough being 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. Within Maidenhead new development will largely be focused on the Town Centre and in South West Maidenhead, this will support the role of the town in the wider Thames Valley and take advantage of the Elizabeth Line connections. This Spatial Strategy remains unchanged, Policy SP1 has been rebadged as Policy QP1 in the Proposed Changes (see Appendix B).
- 2.22 Full Council has previously accepted and agreed that all of the housing and employment needs in the Borough will be met in full. Rather than see that as a 'numbers' driven approach, it is considered more appropriate within the Vision established by the BLPSV to see it as being about the future places that will be 'created' within the borough through the delivery of the plan largely through the development management (planning application) process. While this means places supported by infrastructure alongside new development as required, more importantly it seeks to recognise the local characteristics of places across the Borough and how that local distinctiveness is valued by residents. This

provides for more local level plan making through the Neighbourhood Planning process: the Borough now has a number of 'made' Neighbourhood Plans and others progressing through the process. The place-making policies are supported by new evidence which is referenced below.

- 2.23 Design quality of new development will be critical and the Council welcomes the publication of a [National Design Guide](#). Following success in achieving funding from the Planning Delivery Fund for a focus on Design Quality the local planning authority has been working to bring forward a [Borough Wide Design Guide SPD](#) (consulted on from 14 March to 25 April 2019) and to work with stakeholders on the place-making for Maidenhead Town Centre, South West Maidenhead (Desborough) and Ascot Centre. This has included [stakeholder workshops](#) during June and July 2019 and the preparation of Topic Papers to support that approach that explain how it will be carried through minor revisions to Policy SP2 (now Policy QP1) and the Proposed Change to the BLPSV inserting new policies QP1a South West Maidenhead Place-Making, Policy QP1b Maidenhead Town Centre Place-Making and Policy QP1c Ascot Centre Place-Making. (The QP policies relate to Quality of Place rather than the previous prefix of SP for Spatial.)
- 2.24 To inform this work, in addition to the Topic Papers for each of the three areas and the Blue/Green Infrastructure Study, a Tall Buildings Study and Strategy has been commissioned and the Technical and baseline study will be published with the Proposed Changes to the BLPSV. The Study seeks to understand the context heights across the Borough and thus to identify areas where tall buildings may be acceptable: this is key in Maidenhead Town Centre where higher intensity development is envisaged and where viability is challenging in relation to brownfield sites. This work is also important to understand whether the use of brownfield land is being maximised appropriately with reference to capacity of the highway network and to the importance of heritage assets and other relevant constraints. Tall Buildings were considered in the BLPSV under Policy SP3 in relation to design, as a consequence of the place-making work done and evidenced through the study a Proposed Change is a new Policy QP3a on Building Heights and Tall Buildings. The new policy seeks to clarify the approach to height and tall buildings in the Borough in a single policy which rationalises the position from BLPSV where tall buildings policy requirements were spread across a number of BLPSV policies and contained in the Maidenhead Area Action Plan (AAP). The Proposed Changes would superseded the AAP in its entirety, this would be subject to the Inspector's progression of the Examination and her Main Modifications.
- 2.25 The focus on placemaking is a theme identified from the review of the Regulation 20 representations. In addition to the Proposed Changes explained above and set out in Appendix 2 it has also led to minor changes to policies including BLPSV Policy SP3 (now Policy QP3). These Proposed Changes collectively and with the support of Supplementary Planning Documents and Stakeholder Masterplans will provide a robust framework for the consideration of future planning applications and will ensure that development achieves the ambition for place which the Council envisages.

Theme 2 – Site Allocations for Housing, Employment and Infrastructure

Housing

- 2.26 The BLPSV is based on the housing need of 712 dwellings per annum (dpa) evidenced in the 2016 Berkshire (with South Bucks) [Strategic Housing Market Assessment](#). The continued reliance on the SHMA approach has been considered during the pause period and officers are of the view that the available evidence indicates that this is appropriate and sound. In coming to this view the 2014-based and 2016-based population projections have been considered which inform the standard method for calculating Local Housing Need; based on 2014 sub-national population as per the current approach published by Government this derives a LHN figure of 761 dpa. As set out in [RBWM/025](#) the housing target in the BLPSV of 712 dpa with the backlog added is an almost equivalent quantum of homes to the LHN applied over the Plan period. Due regard has been given to the interaction with employment data and economic growth.
- 2.27 The Council intends to continue to use the SHMA objectively assessed housing need of 712 dpa. The aim is to meet the backlog as early as possible as identified in the housing trajectory which has been updated from the BLPSV based on the site allocations work which is explained below, the overall spatial strategy is unchanged.
- 2.28 Following discussion on this matter at the Stage 1 hearings, the [Inspector's post hearing advice note](#) included requests in relation to climate change and flood risk and raised questions to which the Council responded through a Flooding Statement published alongside [RBWM/018v2](#) on 26 October 2018 ([RBWM/019](#)) and also the Statement of Common Ground with the Environment Agency published in October 2019 (PS/041). To summarise, having reviewed the sequential testing done it was concluded it was not as robust as it could have been and the proposed remedy was to review the site selection work which could lead to adjustments to the allocations proposed in the BLPSV. This was accepted by the Inspector who indicated in [ID/09v2](#) that "*any changes ultimately proposed should be subjected to public consultation before they are finalised, along with the revised evidence to support them*".
- 2.29 This has been the most intensive workstream during the pause to the Examination. The Council has been working with the Environment Agency (EA) to clarify and agree the approaches taken to flood risk in the Borough and continues to engage with the EA in relation to the availability of the latest flood model for the Lower River Thames. The EA suggested the model would be available in June 2018, it is now indicating it will be published in November 2019. The Council has declined to use any draft data because it is not in the public domain and there is a lack of confidence regarding the date of publication. The risks associated with that position are understood, the Council continues to rely on its published SFRA and the 2009 flood data, as per the Statement of Common Ground (PS/041).
- 2.30 The BLPSV Policy HO1 site allocations have been reviewed using an updated Housing and Employment Land Availability Assessment (HELAA), updated sequential test, a review of the site selection methodology and through re-running the site selection process.
- 2.31 The site selection methodology, contained in the updated Housing Topic Paper, looked comprehensively at the factors that influence the suitability of land for

development. This includes a combination of economic, environmental and social factors. The methodology is applied to all sites in the BLPSV and those new or amended sites now that are contained within the HELAA 2019. This is because revised evidence and updated evidence has been gathered through the pause period of the Examination which could clearly impact on the relative merits of any given site; consequently it is important that every site is reviewed and assessed in a consistent manner based on the latest available evidence.

- 2.32 The [HELAA 2019](#) is published on the Council website. Inevitably this work has identified changed circumstances for some of the allocated site, some have now received planning permission and move from an allocation to a commitment, one site is stated by the landowner to be no longer available (Windsor Police Station formerly site HA29). In some instances the review has led to a view that sites should not be allocated in the BLPSV and potential new allocations that comply with the spatial strategy of the BLPSV have been identified. A list of the sites now proposed to be allocated in Policy HO1 is attached as Appendix D, this is a Proposed Change. Key requirements and considerations for each of the allocated housing sites – now identified as AL sites – are set out in individual site pro-forma which constitute a Proposed Change and are located in Appendix D of the BLPSV, now Appendix C in the “amended plan” (see Appendix A to this report); these will be policy.
- 2.33 It will be noted that there are sites which are currently in employment use and were proposed as housing allocations in the BLPSV. A number of those sites are located in Flood Zone 3 as identified in the [Strategic Flood Risk Assessment](#). As a result of the review of the site selection methodology, the updated sequential test and the re-run of the site selection process together with the use of the most recent HELAA 2019 some of those sites are no longer proposed to be allocated for housing.

Employment

- 2.34 Alongside the work on housing supply, site selection and supporting work to inform that site selection the Council has also considered further the approach to allocating sites to meet economic needs. In effect a mini employment land review has been conducted during the pause period to ensure that the plan identifies sites to deliver its economic needs in full and there are consequent Proposed Changes to the allocations contained in BLPSV Policy ED1. This includes Class B1a use for offices and Class B2/B8 industrial and warehouse space.
- 2.35 The BLPSV sought to safeguard the site known as the Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4, Maidenhead) for future employment use, the site is within the designated Metropolitan Green Belt. A Proposed Change is to allocate the Triangle site for industrial and warehousing space (Classes B1c, B2, B8 and associated sui generis employment uses) to secure the delivery of a mix of units as part of a comprehensive scheme to be delivered to a high standard reflecting the ‘gateway’ nature of the site to Maidenhead. A masterplan would be required and this is covered in the related site pro-forma in Appendix C to the amended BLPSV which forms policy requirements for this site. This site forms part of the South West Maidenhead area and should be considered in the context of the place-making ambition referenced in Policy QP1a. This allocation is cross-referenced in Policy QP1a

as are all of the other allocations within that area and the other place making policies.

Infrastructure

- 2.36 The BLPSV is supported by an [Infrastructure Delivery Plan](#) (IDP) to identify the key infrastructure required to support growth, resulting from housing and employment allocations during the Plan period to 2033. National planning policy provides the framework for this and the IDP has been updated to support the Proposed Changes. The IDP is a 'living' document, and as such there will be ongoing monitoring of infrastructure requirements and dialogue with infrastructure providers throughout the Plan period. Infrastructure delivery will be an ongoing process with local partners to ensure that priorities are properly reflected and provide a mechanism for cooperation between internal and external providers of infrastructure. It will also be important to continue working closely with neighbouring authorities in order to ensure that infrastructure provision supports development both in the Borough and within the wider area. Where required, the Plan will be updated in order to include new priority schemes. The ambition is also to produce future infrastructure delivery schedules aligned to geographic areas of the borough to make it easier to understand the proposals for infrastructure delivery to support new development.

Green and Blue Infrastructure

- 2.37 Since the BLPSV was submitted for Examination the Council has produced an [Open Space Study](#) which updates the previous evidence base document. The Council has therefore reviewed the BLPSV open space policy, Policy IF4 which contains Green Infrastructure allocations as a Proposed Change to the BLPSV in response to Regulation 20 representations and to improve the usability and flow of the policy. Site specific policy requirements for each of the allocated green infrastructure sites are set out in individual site pro-forma which constitute a Proposed Change and are located in Appendix C of the BLPSV; these site pro-forma will be policy.

Infrastructure: Sustainable Transport

- 2.38 Tackling reductions in vehicle emissions and ensuring development is located to minimise the use of the private car and to offer more enticing alternatives is a key strand of the BLPSV for Maidenhead Town Centre and the South West Maidenhead area and also for Ascot Centre. Transport modelling has been done to support the site selections process which has demonstrated that there would be further impacts on specific junctions which would need to be mitigated if there was to be no change in behaviours around car use. Work is ongoing to identify the degree of modal shift which would be required to ensure the network contain to operate without further mitigation within a cordon appropriate to those strategic growth areas.
- 2.39 Having regard to the place making work for strategic growth locations work has been commissioned – funded by the Business Rates Retention Pilot - specific to the A329 from Virginia Water to Bracknell in relation to public realm, place

making, pinch points, capacity and potential future highway improvements. The A329 (London Road/High Street) runs through the centre of Ascot and this is relevant to the proposed Policy QP1c which introduces development on either side of the High Street. This is a heavily trafficked route which also provides significant on-street parking for users of the centre and commuters. Bracknell Forest Council has already identified a number of roads and junctions that would require improvement against the predicted traffic growth in 2026. This included the London Road (A329) as one of these roads and, in particular, the Martins Heron roundabout as one of these junctions; the work will understand how this relates to junctions in RBWM on this same route as well as considering opportunities for walking, cycling and public transport improvements on this corridor and how the place making work in Ascot will link to access to the railway station.

- 2.40 This is in addition to the Planning Delivery Fund money for an A308 corridor study working in partnership with Bucks and Surrey County Council's. The A308 is also a heavily trafficked route and carries traffic through the borough from the Runnymede roundabout (M25) through to the M4 at Windsor junction 6 and also at Maidenhead junction 8/9 together with the A404(M) and the M40. It is a key link to the Strategic Road Network. It is also a key link between settlements and could be better utilised for other modes of transport – walking, cycling and public transport. As a route which runs east-west across the Borough it intersects with routes running north-south and should not be seen as a barrier for those on cycles or on foot. The BLPSV identified a number of sites to be allocated accessed from this local route and these allocations are unchanged in the BLPSV for the section running between Windsor and Maidenhead.
- 2.41 Whilst the ongoing transport modelling work shows further impacts on junctions which also give access to the Strategic Road Network there are impacts on local junctions, this is in effect a worst case scenario. Officers consider that this should be informed by a wider approach to sustainable transport which allows for a shift in behaviours over the plan period to higher use of alternative modes of transport to the private car. In the larger scale development this will be encouraged through Policy IF2 Sustainable Transport; rather than implement urbanising mitigation schemes at junctions which are operating near to or over capacity in future years the preference would be a reduction in car usage. This will link into the Climate Change work which the Council is conducting and any future Environmental Strategy or updated Local Transport Plan. Notwithstanding this, mitigation of the impacts on identified junctions is work currently progressing and there will be another iteration of the transport modelling to analyse the impacts of applying that mitigation.

Infrastructure: Education

- 2.42 The Infrastructure Delivery Plan has been updated from the Publication version dated December 2017 to have appropriate regard for the proposed changes to site allocations. The Education Authority has considered the potential for school expansion across the Borough to 2033 to support the growth in school age population and consider nursery provision also. This work has considered the related transport impacts arising from pupils being brought to school by car and whether this would result in local network impacts. The LEA is

satisfied that there is capacity in future years to meet the statutory requirement to provide school places (see [Cabinet Report 2018](#)).

Theme 3 — Exploring additional options for Suitable Alternative Natural Greenspace (SANG)

- 2.43 In RBWM/025, the Council updated the position on the provision of additional SANG. The Council is confident that the SANG secured at Heatherwood Hospital and at Sunningdale Park together with its ongoing work on other options to secure SANG will ensure that an adequate SANG supply will be available to support the planned development over the Plan period.
- 2.44 In line with the response to the Advice Note following Stage 1 hearings the Council is proposing to re-order Policy NR4 and to enhance it to better clarify the Council's approach to mitigation and future SANG provision (see [Appendix 2 of RBWM/18v2](#)) as a Proposed Change to the BLPSV.

Theme 4 — Collaborative working with White Waltham Parish Council and Inland Homes concerning site allocation HA22

- 2.45 As detailed in the most recent update to the Inspector contained in RBWM/025, the Council has facilitated meetings with the relevant parties and has sought to understand the position of each; the Council considers it has exhausted its facilitative role. A Proposed Change to the BLPSV removes the allocation of land at Breadcroft Lane (BLPSV HA22) as a housing site allocation from the Plan, which would resolve the inconsistency with the made Hurley and Walthams Neighbourhood Plan (2018) and respond positively to the Regulation 20 representation from the owners and operators of the nearby Airfield.

Theme 5 – Environmental Issues

Climate Change

- 2.46 Full Council declared a [Climate Change Emergency](#) on 25 June 2019. One part of that resolution was that the Government should support local authorities in contributing to the UK's net zero target. For local authorities, this could include access to low-cost, long-term finance as well as a statutory duty to develop emission reduction plans in line with the national targets set by the Climate Change Act 2008.
- 2.47 As the BLPSV was submitted for Examination before 24 January 2019, the transitional arrangements in paragraph 214 of the National Planning Policy Framework 2019 are engaged and the policies of the 2012 Framework will apply to the purpose of examining the BLPSV. First and foremost, it is important to remember that the Inspector's remit is prescribed by statute. Pursuant to section 20(7C) of the 2004 Act, the Inspector must recommend modifications of the submitted Plan that are necessary to make it sound and legally compliant. In practice, that means that the Inspector is not permitted to recommend Main Modifications (MMs) unless they are necessary to enable the adoption of the BLP.
- 2.48 This policy area is very important and it is a good example of the way in which policy continues to evolve after a local plan has been submitted. Through decision making under the [current NPPF 2019](#) and with regard to a future

Environmental Strategy which the Council will produce, it will be possible to develop this policy area in relation to new development but it is not possible in this Plan. Furthermore, any Government strategy on decarbonising heat is likely to be embedded in legislation, or in national policy through an updated NPPF and would become a material planning consideration for the purpose of planning decisions.

- 2.49 A further Proposed Change, therefore, inserts a new Policy QP2 on Climate Change, which ties in the current and adopted Sustainable Design and Construction SPD. Full Council will be aware that Government is consulting on a [Future Homes Standard](#) to be secured through Building Regulations, as has been the position since the Code for Sustainable Homes was replaced by revisions to the Building Regulations.

Air Quality

- 2.50 One piece of work that the Inspector requested the Council to do was to complete a review of the Habitat Regulation Assessment underpinning the BLPSV including the Appropriate Assessment in relation to Chiltern Beechwoods Special Area of Conservation (SAC). This SAC is located in close proximity to the A404M and is vulnerable to adverse impacts arising from air pollution, the work supporting the BLPSV indicated that mitigation would be required and a scheme was identified and agreed with Natural England. The review was completed and indicated no implications to the integrity of this SAC arising from the BLPSV when operating alone. The Council undertook to keep an assessment on in-combination effects under review as neighbouring authorities produce plans and these proceed through the plan making process.
- 2.51 Having re-run the site selection process based on the HELAA 2019 as explained above it is necessary to also review the likely impacts alone and in-combination in terms of Air Quality both for AQMAs in the Borough and also related to the integrity of European sites (Special Areas of Conservation and Special Protection Areas). This work interacts with the Sustainability Appraisal and the transport assessment and mitigation and is ongoing. The proposed changes to the BLPSV are supported by a Sustainability Appraisal Update and a Draft HRA Update with the work on air quality to be finalised which may include consequent changes to the SA Update and the HRA update. This work should be completed by 23 October 2019.

Sustainability Appraisal and Habitat Regulations Assessment

- 2.52 The Proposed Main Changes to the submitted BLPSV have been supported by SA and HRA Updates at appropriate stages in supporting the site assessment methodology and its implementation with regard to the matter of flood risk and sequential and exception testing raised by the Inspector. This includes an assessment of the suggested revisions to the site allocations for housing, employment and green infrastructure. The outcomes of all of the SA and HRA update work will be subject to full public consultation for a period of six weeks, alongside the Proposed Main Changes to the BLPSV.
- 2.53 Following the consultation the Council will log, analyse and assess all of the comments made. Accordingly, it may be appropriate to make further changes to the BLPSV as a consequence of these representations, alongside changes

to the SA and HRA and completion of ongoing work on assessing the air quality impacts of the Changes and the mitigation of any impacts identified. Thereafter the next step will be to send all of these responses and the Council's response to the Inspector who will then hold further hearings. The Inspector will continue to examine the submitted plan with firm regard for the Council's Proposed Main Changes which may then be reflected in her report on Main Modifications.

- 2.54 The Secretary of State has signalled a clear expectation that local planning authority's make every effort to get a Local Plan in place which is up to date. The Council's Adopted Local Plan pre-dates the 2004 Act and is not considered to be up to date for the purposes of development management decisions save for those development management policies which are broadly compliant with the National Planning Policy Framework. It is clearly in the public interest to deal diligently yet expeditiously with the analysis of representations and any further proposed changes that might arise. Accordingly, it is recommended that Council delegates the ability to handle any necessary changes to the Executive Director, Place, in consultation with the Lead Member for Planning.

3. KEY IMPLICATIONS

- 3.1 The planning system is plan-led and making a development plan for a local authority area is a statutory duty. The RBWM adopted Local Plan dates back to 1999 and pre-dates the more recent legislation in the Planning and Compulsory Purchase Act 2004. Government has been clear that every authority should have a post-2004 plan in place and this authority is one of a diminishing number of Council's without a post-2004 plan. In his letter of 18 June 2019 to the Chief Executive of the Planning Inspectorate (the independent body which examines plans) the Secretary of State for Housing stated: *"The Government wants to see every community covered by an up to date plan for sustainable development – meaning that communities are in control of development and are not exposed to speculative development"*. Officers are required to update the Ministry of Housing, Communities and Local Government on progress in plan making.
- 3.2 The Secretary of State has the power to intervene in plan making; this includes power to notify or direct the Inspectorate to take certain steps in relation to the examination of a plan (section 20(6A) of the 2004 Act), or to intervene to direct modification of the plan, or that the plan be submitted to the Secretary of State for approval (sections 21 to 21A of the 2004 Act).
- 3.3 On 9 October 2019, the Secretary of State issued a holding direction under section 21A to prevent South Oxfordshire District Council from withdrawing the emerging South Oxfordshire Local Plan whilst the Secretary of State considers whether to intervene and require the plan to be submitted to him for approval (see Appendix G). The South Oxfordshire Local Plan has been submitted and is at examination: the Council, from a review of the reports in the public domain, wishes to consider whether the plan takes on board the current and evolving ambitions that Council has in relation to Climate Change whilst preserving an agreed Growth Deal for the delivery of significant sub regional growth supported by infrastructure funded through the Housing and Infrastructure Fund (HIF). One of the key milestones in the HIF contract being submission of the South Oxfordshire Local Plan.
- 3.4 The Submission Version of the South Oxfordshire Local Plan contains targets to meet all of the growth the district requires through the plan period: in this

respect, as a Green Belt authority, with flood risk constraints and protected landscapes there are parallels to be drawn with the RBWM BLPSV.

- 3.5 RBWM is currently 83% Green Belt. The BLPSV would, through release of Green Belt argued by the exceptional circumstances of housing requirements and lack of land availability to provide sequentially preferable alternatives and the limited impact in terms of openness and purposes, result in a reduction in Green Belt down to 81.3% of the Borough in 2033. The proposed changes now before Council would alter this position to 81.9% of the Borough being Green Belt in 2033, a loss of around 1% of Green Belt over the plan period through Green Belt release.
- 3.6 On 2 October 2019, the Minister of State for Housing wrote to Broxtowe Borough Council following the issuing, under the revised Local Plan Procedural Rules 2019, Local Plan Inspector’s fact check report: the plan relies on Green Belt release. The letter (see Appendix H) stated that the Minister *“would like to take this opportunity to remind you of the importance this Government attaches to maximising the potential of previously developed land for new development, ensuring the efficient and appropriate use of land when planning to meet housing need. My key priority is to ensure that this vital resource is put to productive use, to support the regeneration of our cities, towns and villages, and to limit the pressure on undeveloped Green Belt land”*. The letter continues *“in the context of the Green Belt releases proposed in your Local Plan, I am seeking further reassurance that the Council will be making every possible effort to prioritise delivering redevelopment on previously developed land going forward.”*
- 3.7 The proposed changes would reduce the amount of land to be released from the Green Belt. It would also reduce the amount of housing to be provided on green field sites and has sought to maximise the efficient use of previously developed land in Maidenhead and Ascot. There is an uplift in housing within the Ascot Centre allocation through the demonstration that the Shorts Site (formerly part of HA10 and now AL17) could accommodate 131 units on previously developed land (a waste site the subject of a current planning application). In Maidenhead the Nicholson’s site is now available for development and is proposed to be allocated for a mix of uses. The evidence provided by the emerging Tall Building Study has enabled a more detailed consideration of site capacities in these urban areas to further inform the proposed allocations in the BLPSV proposed changes.

Table 2: Key Implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Updated Local Development Scheme published	2 November 2019	1 November 2019	Before 31 October 2019	n/a	1 November 2019
Consultation on the	Consultation takes place	Six week consultation	n/a	n/a	1 November

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
proposed changes to the BLPSV	in early 2020	from 1 November to 15 December 2019			– 15 December 2019
Summary and Consideration of the responses received – any further changes proposed to be considered by Officers before submission to the Inspector with a request to consider these as Main Modifications	After 1 February 2020	By 31 January 2020	n/a	n/a	
Significant Changes required post-consultation to the agreed Proposed Changes. Report to Council to approve further changes and Submission of Proposed Changes to the Inspector and formal request to consider		By 29 February 2020	n/a	n/a	

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
these as Main Modifications.					

4. FINANCIAL DETAILS / VALUE FOR MONEY

4.1 The work within this report is funded from existing budgets.

5. LEGAL IMPLICATIONS

5.1 The Planning and Compulsory Purchase Act 2004, as amended ("the 2004 Act") requires local planning authorities to prepare Local Plans. The Town and Country Planning (Local Planning) (England) Regulations 2012, as amended, ("the 2012 Regulations") set out the procedures to be followed in the preparation of such Plans. The relevant legislative framework is addressed in detail with Section 2 of this Report (above).

5.2 The 2012 Regulations do not specifically deal with consultation at the 'Examination' stage and, as such, the conduct of the consultation is a matter for the Inspector to decide. In order to ensure that the Proposed Changes are subject to public consultation in accordance with the expectations of the Local Plan Inspector, it will be conducted in a manner which is consistent with that required under Regulation 19, albeit that the Regulations do not strictly apply.

5.3 As the Regulations do not strictly apply, any responses received will not have the status of Regulation 20 representations and it, therefore, will be a matter for the Inspector to determine who should appear at the forthcoming Examination hearings. The Council will, however, consider all consultation responses received prior to submitting the Proposed Changes and consultation responses to the Local Plan Inspector in due course

6. RISK MANAGEMENT

6.1 As a key corporate project the BLP is noted on the Corporate Risk Register and also has a risk register for the project. This register is kept up to date and the risk profile has changed as the project has progressed. Generally the work that has been done to meet the Inspector's requests has made the plan more robust given the updated evidence base and updated SA and HRA work. This has increased the overall likelihood of the Inspector finding the plan sound. The headline risks are set out in Table 4 below.

Table 3: Impact of risk and mitigation

Risks	Uncontrolled risk	Controls	Controlled risk
A decision to submit the proposed changes to the	Very high	Actions set out in recommendation	Low

Risks	Uncontrolled risk	Controls	Controlled risk
Inspector without further consultation			
Inspector appointed to carry out the Independent Examination of the BLP concluding that the Council has failed to comply with the Duty to Cooperate necessitating withdrawal of submitted BLP	Very high	Actions set out in recommendation	Low
Inspector appointed to carry out the Independent Examination of the BLP concluding that the submitted BLP is not sound and/or not legally compliant	Very high	Actions set out in recommendation	Low
The Government intervenes in the plan-making process	High	Actions set out in recommendation	Low

7. POTENTIAL IMPACTS

- 7.1 Equalities. The Equality Act 2010 places a statutory duty on the council to ensure that when considering any new or reviewed strategy, policy, plan, project, service or procedure the impacts on particular groups, including those within the workforce and customer/public groups, have been considered. A screening has been completed which shows that a full EQIA is not required.
- 7.2 Climate change/sustainability: A Sustainability Appraisal (SA) must be undertaken at each key stage of plan preparation. The SA Update incorporates a Strategic Environmental Assessment (SEA) informing the preparation of the

Proposed Changes to the BLPSV. A Habitats Regulations Assessment (HRA) has also been prepared, the draft is yet to be completed to include the output from the transport modelling to enable the air quality work to be completed.

Data Protection/GDPR. If *personal data* is being processed the decision maker must have due regard to the requirements of the Data Protection Act 2018 and the General Data Protection Regulation before making a decision. A Data Protection Impact Assessment (DPIA) will be completed as required.

8. APPENDICES

8.1 This report is supported by 9 appendices, these are available electronically:

- Appendix A – BLPSV – Proposed Changes (“amended” plan)
- Appendix B – Table of Proposed Changes to the BLP SV
- Appendix C – Table of Minor Changes (Additional Modifications) (*to follow*)
- Appendix D – Table of Proposed Changes to Site Allocations
- Appendix E – Draft Sustainability Appraisal update including appendices and Non-Technical Summary (*to follow*)
- Appendix F – Draft HRA screening update
- Appendix G – Letter to South Oxfordshire DC from Secretary of State
- Appendix H – Letter to Broxtowe DC from Minister of State for Housing
- Appendix I – Response from Inspector ID11v2

8.2 This report is supported by 21 background documents:

- [2018 Authority Monitoring Report](#)
- [Appropriate Assessment for Bisham Woods SAC](#)
- [Strategic Housing Market Assessment](#)
- [Open Space Study 2019](#)
- [Habitats Regulation Screening \(Stage 1\) and AA following Sweetman Judgement \(Stage 2\)](#)
- [Water Quality Assessment – post stage 1 hearings review version](#)
- [Housing and Employment Land Availability Assessment 2019](#)
- [Employment Topic Paper](#)
- Housing Topic Paper Update (*to follow*)
- [Draft Borough Design Guide SPD](#) (consultation version)
- [Infrastructure Delivery Plan Update 2019](#)
- Tall Buildings Technical and Baseline Study 2019 (*to follow*)
- Ascot Centre Topic Paper (*to follow*)
- [Maidenhead Town Centre Topic Paper](#)

- [South West Maidenhead Topic Paper](#)
- [Sequential and Exceptions Test of Sites in BLPSV PC, Level 2](#)
- [Viability Report](#)
- Transport Assessment + junction mitigation scheme (*to follow*)
- [Blue / Green Infrastructure Study 2019](#)
- [Local Development Scheme \(updated under delegated authority 15 October 2019\)](#)
- [EQIA Screening](#)

9. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Date returned
Cllr Coppinger	Lead Member for Planning & Maidenhead	14.10.19	15.10.19
Duncan Sharkey	Managing Director	13.10.19	14.10.19
Russell O'Keefe	Executive Director	13.10.19	14.10.19
Ruth Watkins	Deputy S151 officer	13.10.19	15.10.19
Mary Severin	Monitoring Officer	Consulted on 10 Oct 2019 and provided advice as MO	
Nikki Craig	Head of HR, Corporate Projects and ICT	n/a	n/a
Louisa Dean	Communications	13.10.19	15.10.19
Kevin McDaniel	Director of Children's Services	13.10.19	15.10.19
Hilary Hall	Director Adults, Commissioning and Health	13.10.19	14.10.19
Karen Shepherd	Head of Governance	13.10.19	14.10.19

REPORT HISTORY

Decision type: Full Council decision	Urgency item? No	To Follow item? No
Report Author: Jenifer Jackson, Head of Planning, 01628 796042		

Royal Borough of Windsor & Maidenhead

Schedule of Main Proposed Changes to the Borough Local Plan Submission version (2017) CD_001

October 2019

This document sets out the Main Proposed Changes to the Borough Local Plan Submission version (2017) CD_001

Text proposed to be removed shown as ~~Deletions~~

Text proposed to be inserted shown as Additions

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
1.	27	Spatial Strategy/ Spatial Strategy for the Royal Borough of Windsor and Maidenhead	SP1 / 5.2	<p>Amend the wording in Policy SP1 as follows:</p> <p>5.2 Policy SP1 Spatial Strategy <u>for the Royal Borough of Windsor and Maidenhead</u></p> <p>Policy SP-1</p> <p>Spatial Strategy for the Royal Borough of Windsor and Maidenhead</p> <p>1. The Council's overarching spatial strategy for the Borough is to focus the majority of development in three <u>strategic</u> growth areas (Maidenhead, Windsor and Ascot) to make best use of infrastructure and services, in addition to providing a sustainable approach to growth.</p> <p><u>Maidenhead</u></p> <p>4.2. Within Maidenhead new development will largely be focussed 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. New development will largely be focused on the strategic growth location of Maidenhead. Maidenhead town centre will be a major focus of sustainable growth to support its important role within the wider Thames Valley. Higher intensity development will be encouraged within</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's questions/requests set out in ID09v2

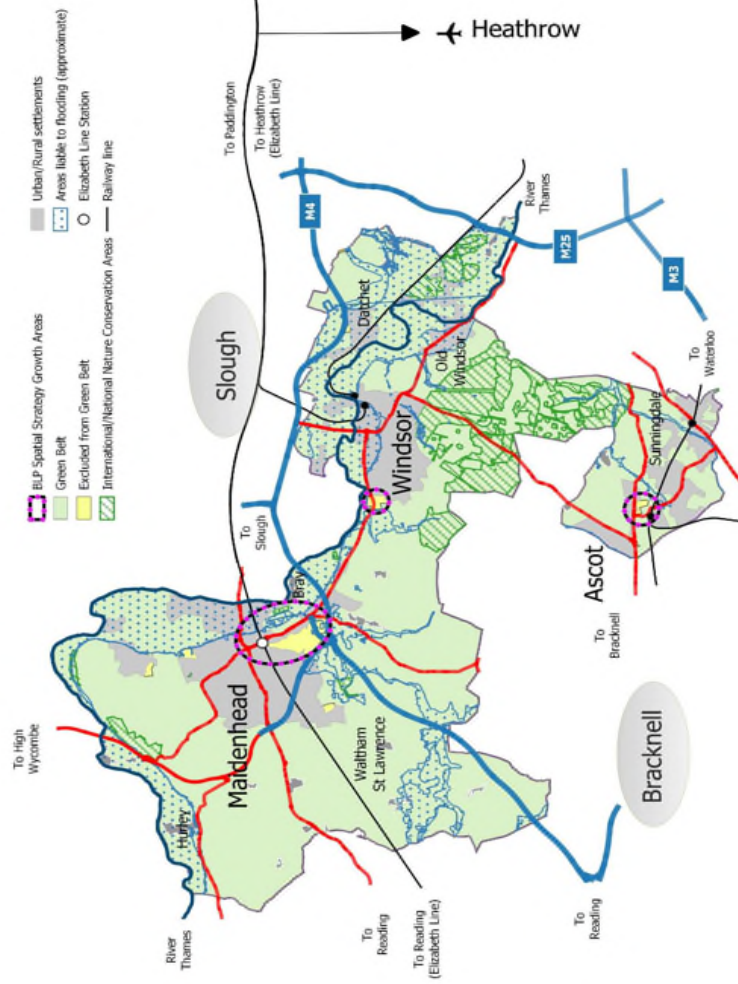
Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>and near to Maidenhead town centre to make the most of the town's transport links, and to take advantage of the Elizabeth Line connections.</p> <p><u>3. Maidenhead town centre will be a major focus 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.</u>A large proportion of the Borough's new housing development is to be built as an extension of the town with approximately 2,500 homes focused on a cluster of sites near to Maidenhead railway station (Maidenhead Golf Course, Land south of Harvest Hill Road and Land south of Manor Lane). Growth in Maidenhead will be focused on existing urban sites wherever possible, with some limited release of Green Belt.</p> <p><u>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.</u></p> <p><u>5. Development in Maidenhead outside of the strategic growth location will be focussed on existing urban sites wherever possible, with some limited release of Green Belt.</u></p> <p><u><i>Windsor</i></u></p> <p><u>6. Windsor is identified as a growth area</u>accommodating limited growth in the town centre and on its western edge. Windsor town centre has national and international significance as a</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>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. <u>A growth area has been identified the western edge of the Windsor urban area where limited Green Belt release will accommodate additional housing growth</u>Limited Green Belt release will accommodate additional housing growth on the western edge of the urban area.</p> <p><u>Ascot</u></p> <p>2.7. 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.</p> <p><u>Villages and Greenbelt</u></p> <p>3.8. 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.</p> <p>4. Employment needs will largely be met in existing settlements.</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>5.9. The Green Belt will be protected from inappropriate development in line with Government policy</p>	
2.	28	Spatial Strategy/ Spatial Strategy for the Royal Borough of Windsor and Maidenhead	SP1 / 5.2	Delete figure "5.3 Key Diagram" and Insert new Key Diagram as follows:	Clearer diagram

Spatial Strategy

5.3 Key Diagram



Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
3.	28	Spatial Strategy	SP2	<p>Policy SP2 inserted in Spatial Strategy section and re named Climate Change with new policy as follows:</p> <p><u>Policy SP2</u></p> <p><u>Climate Change</u></p> <p>1) <u>All developments will demonstrate how they have been designed to incorporate measures to adapt to and mitigate climate change. The following measures shall be incorporated into development:</u></p> <p>a) <u>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;</u></p> <p>b) <u>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;</u></p> <p>c) <u>Use of trees and other planting, where appropriate as part of green and blue infrastructure schemes, to provide shading of amenity areas, buildings and streets and to help to connect habitat, designed with native plants that are carefully selected,</u></p>	<ul style="list-style-type: none"> • To incorporate 2019 placemaking work • To respond to Member commitments and changing policies • To respond to changing national priorities

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>managed and adaptable to meet the predicted changed climatic conditions; and</u></p> <p><u>d) 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</u></p> <p><u>2) 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.</u></p> <p><u>3) Applicants should refer to the adopted Sustainable Design and Construction SPD, forthcoming Borough Wide Design Guide SPD or successor documents for further guidance</u></p>	
4.	31	Quality of Place/ Sustainability and Placemaking	SP2/ 6.3	<p>Policy SP2 renumbered with new Policy QP1 shown as follows:</p> <p>Policy SP2QP1 Sustainability and Placemaking</p> <p>1) All new developments should positively contribute to the places in which they are located.</p> <p>2) Larger developments⁽¹⁾ in particular will be expected to:</p>	<ul style="list-style-type: none"> • To incorporate 2019 placemaking work • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>a. Provide a harmonious, integrated mix of uses, where appropriate, that foster a sense of community, vibrancy and activity,</p> <p>b. Contribute to the provision of social, natural, transport and utility infrastructure to support communities,</p> <p>c. Be designed to facilitate and promote community interaction through the provision of:</p> <p>i) walkable neighbourhoods; and</p> <p>ii) attractive public spaces and facilities and routes which encourage walking and cycling;</p> <p>d. Create places that foster active healthy lifestyles</p> <p>e. Be of high quality design that fosters a sense of place and contributes to a positive place identity.</p> <p>f. <u>Foster biodiversity and enhancement of green infrastructure;</u></p> <p>g. <u>Conserve and enhance the importance of the existing blue character of the Borough (including the River Thames and other watercourses)</u></p> <p>h. <u>Conserve and enhance the borough's rich historic environment</u></p> <p>3) <u>Proposals for sites bringing forward developments of 100+ net new dwellings, or 5,000 sq m of employment or mixed use floorspace, will be expected to be in conformity with the adopted stakeholder masterplan for the site.</u></p>	
5.	31		SP2 /	Insert new Policy QP1a and new paragraph number 6.5 as follows:	<ul style="list-style-type: none"> To incorporate 2019 placemaking work

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
		Quality of Place/ Sustainability and Placemaking		<p><u>6.5 QP1a Maidenhead Town Centre strategic placemaking area</u></p> <p><u>Policy QP1a</u></p> <p><u>Maidenhead Town Centre strategic placemaking area</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>4. Within each of the se 3 distinct areas all new development will need to:</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>a) <u>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.</u></p> <p>b) <u>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;</u></p> <p>c) <u>Deliver high quality architecture and urban design, improving legibility and creating distinct quarters which demonstrate their own individual character and distinctiveness.</u></p> <p>d) <u>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.</u></p> <p>e) <u>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.</u></p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>f) <u>Contribute towards the improvement and better integration of the waterways.</u></p> <p>g) <u>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.</u></p> <p>h) <u>Deliver proposals that are resilient and respond to the challenges of climate change</u></p> <p><u>Town Centre Core</u></p> <p>4.5. <u>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.</u></p> <p><u>6. The following allocated sites contribute to the function of the Town Centre Core:</u></p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change			Reason for the change
				<u>Ref</u>	<u>Site</u>	<u>Use</u>	
				<u>AL1</u>	<u>Nicholsons Centre, Maidenhead</u>	<u>Retail, employment, leisure, community and residential</u>	
				<u>AL2</u>	<u>Land between High Street and West Street, Maidenhead</u>	<u>Retail, employment and residential</u>	
				<u>AL3</u>	<u>St Mary's Walk, Maidenhead</u>	<u>Retail, employment and residential</u>	
				<u>AL4</u>	<u>York Road, Maidenhead</u>	<u>Residential, community and retail</u>	
				<u>AL5</u>	<u>West Street, Maidenhead</u>	<u>Residential and community</u>	
				<u>AL6</u>	<u>Methodist Church, High Street, Maidenhead</u>	<u>Residential and community</u>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change						
				<p>2.7. <u>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 reprioritization 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.</u></p> <p><u>Town Centre Ring</u></p> <p>8. <u>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.</u></p> <p>9. <u>The following allocated sites contribute to the functions of the Ring area:</u></p> <table border="1" data-bbox="936 1150 1697 1374"> <thead> <tr> <th data-bbox="936 1150 1061 1225"><u>Ref</u></th> <th data-bbox="1061 1150 1444 1225"><u>Site</u></th> <th data-bbox="1444 1150 1697 1225"><u>Use</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="936 1225 1061 1374"><u>AL7</u></td> <td data-bbox="1061 1225 1444 1374"><u>Maidenhead Railway Station</u></td> <td data-bbox="1444 1225 1697 1374"><u>Employment, retail and residential</u></td> </tr> </tbody> </table>	<u>Ref</u>	<u>Site</u>	<u>Use</u>	<u>AL7</u>	<u>Maidenhead Railway Station</u>	<u>Employment, retail and residential</u>	
<u>Ref</u>	<u>Site</u>	<u>Use</u>									
<u>AL7</u>	<u>Maidenhead Railway Station</u>	<u>Employment, retail and residential</u>									

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change															
				<table border="1"> <tr> <td data-bbox="936 370 1061 443">AL8</td> <td data-bbox="1061 370 1442 443">St Cloud Gate, Maidenhead</td> <td data-bbox="1442 370 1697 443">Employment</td> </tr> <tr> <td data-bbox="936 443 1061 596">AL9</td> <td data-bbox="1061 443 1442 596">Saint-Cloud Way, Maidenhead</td> <td data-bbox="1442 443 1697 596">Residential, community & retail</td> </tr> </table> <p data-bbox="837 651 1093 683"><u>Town Centre Fringe</u></p> <p data-bbox="855 708 1675 868">10. <u>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.</u></p> <p data-bbox="855 893 1675 957">11. <u>The following allocated sites contribute to the functions of the Fringe area</u></p> <table border="1"> <thead> <tr> <th data-bbox="936 983 1079 1056">Ref</th> <th data-bbox="1079 983 1415 1056">Site</th> <th data-bbox="1415 983 1697 1056">Use</th> </tr> </thead> <tbody> <tr> <td data-bbox="936 1056 1079 1225">AL10</td> <td data-bbox="1079 1056 1415 1225">Stafferton Way Retail Park, Maidenhead</td> <td data-bbox="1415 1056 1697 1225">Retail, employment and residential</td> </tr> <tr> <td data-bbox="936 1225 1079 1359">AL11</td> <td data-bbox="1079 1225 1415 1359">Crossrail West Outer Depot, Maidenhead</td> <td data-bbox="1415 1225 1697 1359">Employment</td> </tr> </tbody> </table>	AL8	St Cloud Gate, Maidenhead	Employment	AL9	Saint-Cloud Way, Maidenhead	Residential, community & retail	Ref	Site	Use	AL10	Stafferton Way Retail Park, Maidenhead	Retail, employment and residential	AL11	Crossrail West Outer Depot, Maidenhead	Employment	
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				<div data-bbox="936 368 1697 536" style="border: 1px solid black; padding: 5px;"> <div style="display: flex; justify-content: space-between;"> <div style="background-color: #4b005d; color: white; padding: 2px 5px;">AL12</div> <div style="text-align: center;">Land to east of Braywick Gate, Braywick Road, Maidenhead</div> <div style="background-color: #d8bfd8; padding: 2px 5px;">Residential</div> </div> </div> <p data-bbox="857 595 1671 687">12. The above site allocations are identified on the Policies Map. Site-specific requirements for each site are contained in Appendix C and form part of this policy.</p>	
6.	31	Quality of Place/ Sustainability and Placemaking	SP2	<p data-bbox="837 810 1608 871">Insertion of new policy QP1b and paragraph number 6.7 as follows:</p> <p data-bbox="837 911 1496 981">6.7 QP1b South West Maidenhead strategic placemaking area</p> <p data-bbox="837 1021 1012 1053">Policy QP1b</p> <p data-bbox="857 1121 1653 1326">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</p>	<ul style="list-style-type: none"> <li data-bbox="1727 818 2029 922">• To incorporate 2019 placemaking work <li data-bbox="1727 935 2007 1002">• Response to Reg 20 reps <li data-bbox="1727 1015 2029 1161">• Address Inspector’s requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change									
				<p><u>below and in accordance with other relevant policies in the Development Plan.</u></p> <p>2. <u>The SWMSA comprises the following allocated sites:</u></p> <table border="1" data-bbox="837 536 1653 1181"> <thead> <tr> <th data-bbox="837 536 983 651"><u>Ref</u></th> <th data-bbox="983 536 1281 651"><u>Site</u></th> <th data-bbox="1281 536 1653 651"><u>Use</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="837 651 983 884"><u>AL13</u></td> <td data-bbox="983 651 1281 884"><u>Desborough, Harvest Hill Road, South West Maidenhead</u></td> <td data-bbox="1281 651 1653 884"><u>Approximately 2600 homes plus new local centre</u></td> </tr> <tr> <td data-bbox="837 884 983 1181"><u>AL14</u></td> <td data-bbox="983 884 1281 1181"><u>The Triangle site (land south of the A308(M), west of Ascot Road and north of the M4)</u></td> <td data-bbox="1281 884 1653 1181"><u>Strategic employment site for new general industrial and warehousing floorspace</u></td> </tr> </tbody> </table>	<u>Ref</u>	<u>Site</u>	<u>Use</u>	<u>AL13</u>	<u>Desborough, Harvest Hill Road, South West Maidenhead</u>	<u>Approximately 2600 homes plus new local centre</u>	<u>AL14</u>	<u>The Triangle site (land south of the A308(M), west of Ascot Road and north of the M4)</u>	<u>Strategic employment site for new general industrial and warehousing floorspace</u>	
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				<p><u>AL15</u></p>	<p><u>Braywick Park, Maidenhead</u></p>	<p><u>Mixed use strategic green infrastructure space accommodating indoor and outdoor sports facilities, public park, special needs school and wildlife zone</u></p>	
				<p><u>The above allocations are identified on the Policies Map. Detailed site specific requirements for each site are set out in Appendix C and form part of this policy.</u></p> <p><u>2.3. 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.</u></p> <p><u>3.4. 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.</u></p>			

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>5. The design and delivery of development within the SWMSA should adhere to the following key principles and requirements:</u></p> <p><u>a. A coordinated and comprehensive approach to development of the Area to avoid piecemeal or ad-hoc development proposals;</u></p> <p><u>b. Creation of a distinctive, sustainable, high quality new development which provides a strong and identifiable gateway into Maidenhead from the south;</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>f. Enhancement of existing and provision of new vehicular and non-vehicular connections to and across the SWMSA,</u></p> <p><u>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.</u></p> <p>a-h. <u>Delivery of a net gain in biodiversity across the area that reflects its existing nature conservation interest.</u></p> <p>b-i. <u>Measures to reduce climate change and environmental impacts including suitable approaches to sustainable energy, recycling and construction.</u></p>	
7.	31	Quality of Place/ Sustainability and Placemaking	SP2	<p>Insertion of new policy QP1c and paragraph number 6.6 as follows:</p> <p><u>6.7 QP1c Ascot Centre strategic placemaking area</u></p> <p><u>Policy QP1c</u> <u>Ascot Centre strategic placemaking area</u></p> <p><u>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</u></p>	<ul style="list-style-type: none"> • To incorporate 2019 placemaking work • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change															
				<p>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.</p> <p>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.</p> <p>3. The centre of Ascot encompasses the following allocated sites (identified on the Policies Map):</p> <table border="1" data-bbox="936 799 1697 1343"> <thead> <tr> <th data-bbox="936 799 1077 855">Ref</th> <th data-bbox="1077 799 1375 855">Site</th> <th data-bbox="1375 799 1697 855">Use</th> </tr> </thead> <tbody> <tr> <td data-bbox="936 855 1077 1002">AL16</td> <td data-bbox="1077 855 1375 1002">Ascot Centre, Ascot</td> <td data-bbox="1375 855 1697 1002">Residential, retail, employment, community uses, and public open space</td> </tr> <tr> <td data-bbox="936 1002 1077 1177">AL17</td> <td data-bbox="1077 1002 1375 1177">Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot</td> <td data-bbox="1375 1002 1697 1177">Residential</td> </tr> <tr> <td data-bbox="936 1177 1077 1262">AL18</td> <td data-bbox="1077 1177 1375 1262">Ascot Station Car Park</td> <td data-bbox="1375 1177 1697 1262">Residential and public car parking</td> </tr> <tr> <td data-bbox="936 1262 1077 1343">AL19</td> <td data-bbox="1077 1262 1375 1343">Englemere Lodge, Ascot</td> <td data-bbox="1375 1262 1697 1343">Residential</td> </tr> </tbody> </table>	Ref	Site	Use	AL16	Ascot Centre, Ascot	Residential, retail, employment, community uses, and public open space	AL17	Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot	Residential	AL18	Ascot Station Car Park	Residential and public car parking	AL19	Englemere Lodge, Ascot	Residential	
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				<table border="1" data-bbox="936 368 1697 451"> <tr> <td data-bbox="936 368 1077 451">AL20</td> <td data-bbox="1077 368 1375 451">Heatherwood Hospital, Ascot</td> <td data-bbox="1375 368 1697 451">Residential and health uses</td> </tr> </table> <p data-bbox="891 528 1671 592"><u>Site specific requirements for each of the site allocations are contained in Appendix C and form part of this policy.</u></p> <p data-bbox="855 619 1671 683">4. <u>All new development in Ascot Centre will need to adhere to the following place making principles:</u></p> <p data-bbox="887 711 1671 807">a. <u>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.</u></p> <p data-bbox="887 847 1671 1054">b. <u>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.</u></p> <p data-bbox="887 1094 1671 1334">c. <u>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</u></p>	AL20	Heatherwood Hospital, Ascot	Residential and health uses	
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				<p><u>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.</u></p> <p><u>e. Encouraging racecourse visitors to use sustainable means of transport to reach the venue and local communities to use their cars for fewer trips.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>h. New development that is built to high environmental standards and responds to the challenges of climate change.</u></p> <p><u>i. Provision of new employment opportunities on the Ascot Business Park and on the High Street to establish the centre</u></p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>of Ascot as a more significant business location, diversifying the economy and providing jobs.</u></p> <p><u>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.</u></p>	
8.	116	Infrastructure/ Green and Blue Infrastructure	IF3/ 14.9	<p>Paragraph 14.9 and Policy IF3 moved to Policy Section Quality of Place and renamed of new policy QP2 Green and Blue Infrastructure shown as follows:</p> <p><u>14.96.9 IF3QP2 Green and Blue Infrastructure</u></p> <p><u>Policy IF-3QP2</u></p> <p><u>Green and Blue Infrastructure</u></p> <p><u>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. The level of provision of green and blue infrastructure on individual development sites will be expected</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2 • Incorporate 2019 Green & Blue Infrastructure work and study outcomes

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>to conform to the standards set out in the Council's Green and Blue Infrastructure SPD, or a subsequent successor document.</u></p> <p>2. <u>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 groundfloor and upper levels.</u></p> <p>3. <u>Development proposals will be expected 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.</u></p> <p>1. The Council will encourage improvements to the quality and quantity of the green and blue infrastructure network in the Borough.</p> <p>2. In the growth areas which are subject to high levels of intensification, developers will be expected to provide innovative and high quality green and blue infrastructure networks as part of their proposals. High intensity schemes that do not support development with high quality green and blue infrastructure in terms of quantity and quality will be resisted.</p>	
9.	33	Quality of Place/ Sustainability and Placemaking	SP3/ 6.5	<p>Policy SP3 renamed QP3 and new paragraph 6.11 with changes shown as follows:</p> <p>6.5-11 Policy SP3-QP3 Character and Design of New Development</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>Policy SP3 QP3</u></p> <p>Character and Design of New Development</p> <p>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:</p> <p><u>a.</u> <u>Is climate change resilient and incorporates sustainable design and construction which:</u></p> <ul style="list-style-type: none"> • <u>minimises energy demand and water use</u> • <u>maximises energy efficiency; and</u> • <u>minimises waste.</u> <p>a.<u>b.</u> <u>Respects and enhances the local, natural or historic character of the environment, paying particular regard to urban grain, layouts, rhythm, density, height, <u>skylines</u>, scale, bulk, massing, proportions, trees, <u>biodiversity</u>, water features, enclosure and materials</u></p> <p>b.<u>c.</u> <u>Provides layouts that are well connected, permeable and legible and which encourage walking and cycling</u></p> <p>c.<u>d.</u> <u>Delivers easy and safe access and movement for pedestrians, cyclists, cars and service vehicles, maximising the use of sustainable modes of transport where possible</u></p> <p>d.<u>e.</u> <u>Respects and retains <u>existing</u> high quality townscapes and landscapes and helps create attractive new skylines, townscapes and landscapes</u></p> <p>e.<u>f.</u> <u>Retains important local views of historic buildings or features and makes the most of opportunities to improve views</u></p>	<p>requests set out in ID09v2</p> <ul style="list-style-type: none"> • Incorporate the outcomes of the Tall buildings Study 2019

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>wherever possible (including views of key landmarks such as Windsor Castle, Eton College and the River Thames)</p> <p>f.g. Creates safe, accessible places <u>where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.</u> that discourage crime and disorder.</p> <p>Well connected, attractive, legible places with strong active frontages will be expected</p> <p>g.h. Incorporates interesting frontages and design details to provide visual interest, particularly at pedestrian level</p> <p>h.i. Designed to minimise the visual impact of traffic and parking</p> <p>i.j. Protects trees and vegetation worthy of retention and includes comprehensive green and blue infrastructure schemes that are integrated into proposals</p> <p>j.k. Provides high quality soft and hard landscaping where appropriate</p> <p>k.l. k. Provides sufficient levels of high quality private and public amenity space</p> <p>l.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</p> <p>m.n. Is accessible to all and capable of adaption to meet future needs</p> <p>n.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</p> <p>o. Minimises energy demand and maximizes energy efficiency</p> <p>p. Fronts onto, rather than turns its back on waterways and other water bodies</p> <p>2. Within, and near to, Maidenhead town centre, greater flexibility on building heights will be permitted Tall buildings will be supported where they demonstrate exceptional high quality</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>design and do not cause unacceptable impacts. Advice provided by Historic England or similar bodies on tall buildings should inform development proposals.</p>	
10.	33	Quality of Place/ Sustainability and Placemaking	SP3	<p>Insertion of new policy QP3a and paragraph number 6.13 –Tall Buildings shown as follows:</p> <p><u>6.13 Policy QP3a Tall Buildings</u></p> <p><u>Policy QP3a</u></p> <p><u>Building height and Tall Buildings</u></p> <p><u>1. Within established settlements new development will be expected to maintain contextual heights¹ to re-inforce and reflect the character of an area.</u></p> <p><u>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</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2 • Incorporate the outcomes of the Tall buildings Study 2019

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				<p><u>should not normally constitute an increase to the surrounding context height by more than one storey.</u></p> <p>3. <u>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.</u></p> <p>4. <u>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).</u></p> <p>5. <u>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.</u></p> <p>6. <u>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. Appropriate locations have been identified in the Tall Buildings Study. Proposals for tall</u></p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>buildings will need to fully comply with Paragraph 7 of this policy.</u></p> <p><u>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;</u></p>	
11.	35	Quality of Place/ River Thames Corridor	SP4/ 6.7	<p>Rename Policy SP4 to QP4 and new paragraph 6.15 shown in main heading and sub heading follows:</p> <p><u>6.7-15 Policy SP4-QP4</u> River Thames Corridor</p> <p>Policy <u>SP4-QP4</u></p> <p>River Thames Corridor</p>	<ul style="list-style-type: none"> To accommodate new policies and for clarity

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12.	35	Quality of Place/ Development In the Greenbelt	SP5/ 6.9	<p>Rename Policy SP5 to QP5 and new paragraph 6.17 shown in the main heading and sub heading follows:</p> <p>6.9-17 Policy SP5 <u>QP5</u> Rural Development in the Green Belt</p> <p><u>Policy SP5QP5- Rural Development</u></p> <p>Development in the Green Belt</p> <ol style="list-style-type: none"> 1. The Metropolitan Green Belt will continue to be protected as designated on the Policies Map, against inappropriate development. Permission will not be given for inappropriate development (as defined by the NPPF), unless very special circumstances are demonstrated. 2. Certain forms of development are not considered inappropriate <u>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.</u> Proposals will be permitted where they are consistent with the exceptions listed in national planning policy, are of high quality design and protect, conserve and, where feasible, enhance areas of ecological value. Where relevant, proposals should also meet the following criteria: 	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>Specific Rural Uses</u></p> <p><i><u>Limited infilling</u></i></p> <p>3. <u>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</u></p> <p><i><u>Equestrian development</u></i></p> <p>4. <u>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</u></p> <p>5. <u>Proposals will need to ensure sufficient land is available for grazing and exercise, where necessary</u></p> <p>6. <u>A satisfactory scheme for the disposal of waste will need to be provided.</u></p> <p><i><u>Best and most versatile agricultural land</u></i></p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>7. Proposals should not result in the irreversible loss of best and most versatile agricultural land (grades 1, 2 and 3a).</u></p> <p><i>Re-use of buildings</i></p> <p><u>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</u></p> <p>3-9. <u>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</u></p> <p><i>Facilities for outdoor sport, outdoor recreation or cemeteries</i></p> <p><u>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</u></p> <p><u>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</u></p> <p><u>12. The development (including lighting) should have no detrimental effect on landscape quality, biodiversity, residential amenity or highway safety</u></p> <p>New agricultural and forestry workers dwellings</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>a) There is a demonstrable essential and permanent need for the new dwelling based on the functional requirements of the enterprise it is intended to serve that cannot be met elsewhere.</p> <p>b) The dwelling is proportionate in scale and size to the needs of the holding it is intended to serve.</p> <p>Extensions or alterations</p> <p>e) The extension or alteration proposed would not result in a disproportionate addition over and above the size of the original building.</p> <p>d) The building is of permanent and substantial construction and would not require extensive reconstruction.</p> <p>Replacement buildings</p> <p>The replacement building would be:</p> <p>e) In the same use</p> <p>f) Not materially larger than the one it replaces; and</p> <p>g) Is sited on or close to the position of the existing building.</p> <p>Limited infilling</p> <p>Limited infilling within the identified village settlement boundaries as designated on the Policies Map.</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>h) Limited infilling may also be appropriate outside these identified settlement boundaries where it can be demonstrated that the site can be considered as falling within the village envelope as assessed on the ground. In assessing the village envelope consideration will be given to the concentration, scale, massing, extent and density of built form on either side of the settlement boundary and the physical proximity of the proposal site to the defined settlement boundary.</p> <p>Equestrian development</p> <p>i) New equestrian development (including lighting and means of enclosure) is unobtrusively located and designed so that it does not have a significant adverse effect on the character of the locality, residential amenity, highway safety and landscape quality.</p> <p>j) Proposals do not result in the irreversible loss of best and most versatile agricultural land (grades 1, 2 and 3a) or it can be demonstrated to the satisfaction of the local planning authority that there are no suitable alternative sites on lower grade land.</p> <p>k) Existing buildings are re-used where appropriate and any new buildings should be located in or adjacent to an existing group of buildings and have minimal visual impact within the landscape.</p> <p>l) Sufficient land is available for grazing and exercise where necessary.</p> <p>m) Proposals include a satisfactory scheme for the disposal of waste.</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>Re-use of buildings</p> <p>n) The building is of permanent and substantial construction and its form is in keeping with its surroundings and would not require extensive reconstruction or a material change in size or scale.</p> <p>e) The proposed use would not have a materially greater impact than the present or last approved lawful use on the openness of the Green Belt and the purposes of including land in it.</p> <p>p) 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.</p> <p>Facilities for Outdoor sport, outdoor recreation or cemeteries</p> <p>q) The scale of the building is no more than is genuinely required for the proper functioning of the enterprise or the use of the land to which it is associated.</p> <p>r) Buildings are unobtrusively located and designed so as not to introduce a prominent urban element into a countryside location, including the impact of any new or improved access and car parking areas.</p> <p>s) There is no detrimental effect on landscape quality, residential amenity or highway safety.</p>	
13.	42	Quality of Place/ Local Green Space	SP6/ 6.11	Remove paragraph 6.11 and Policy SP6 and renamed, renumbered and relocated to paragraph 14.9 and Policy number IF3 as follows:	<ul style="list-style-type: none"> • Policy better located in

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>6.11<u>14.9</u> Policy SP6 <u>IF3</u> Local Green Space</p> <p>Policy SP6<u>IF3</u></p>	<p>infrastructure chapter</p>
14.	47	Housing/ Housing Development Sites	HO1/ 7.4	<p>Policy HO1 amended as follows:</p> <p>Policy HO1</p> <p>Housing Development Sites</p> <ol style="list-style-type: none"> 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. <u>The sites allocated for housing development are identified below and are also defined on the Policies Map.</u> 3. <u>Site specific requirements and considerations for each of the allocated housing sites are set out in individual site proformas which are located in Appendix C. 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.</u> <p>The following sites are allocated for housing development and defined on the Policies Map. Further information on the site</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2 • Incorporate updated site selection work following updating of HELAA and re-running of sequential test and sustainability assessment. • Incorporate changed status of a number of sites in development pipeline.

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change																								
				<p>allocations is presented on the site proformas. The proformas indicate the key requirements and considerations that need to be taken into account as sites come forward for development.⁽⁷⁾</p> <table border="1" data-bbox="936 491 1668 1378"> <thead> <tr> <th data-bbox="936 491 1066 675">Site reference</th> <th data-bbox="1070 491 1485 675">Site</th> <th data-bbox="1489 491 1668 675">Estimated Number of Residential Units (Net)</th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="936 678 1668 746" style="text-align: center;"><u>Maidenhead</u></td> </tr> <tr> <td colspan="3" data-bbox="936 750 1668 818" style="text-align: center;"><u>Maidenhead Town Centre</u></td> </tr> <tr> <td data-bbox="936 821 1066 895">AL1*</td> <td data-bbox="1070 821 1485 895"><u>Nicholsons Centre, Maidenhead</u></td> <td data-bbox="1489 821 1668 895" style="text-align: center;">500</td> </tr> <tr> <td data-bbox="936 898 1066 1043">AL2*</td> <td data-bbox="1070 898 1485 1043"><u>Land between High Street and West Street, Maidenhead</u></td> <td data-bbox="1489 898 1668 1043" style="text-align: center;">278 (22 in commitments)</td> </tr> <tr> <td data-bbox="936 1046 1066 1120">AL3*</td> <td data-bbox="1070 1046 1485 1120"><u>St Mary's Walk, Maidenhead</u></td> <td data-bbox="1489 1046 1668 1120" style="text-align: center;">120</td> </tr> <tr> <td data-bbox="936 1123 1066 1268">AL4*</td> <td data-bbox="1070 1123 1485 1268"><u>York Road, Maidenhead</u></td> <td data-bbox="1489 1123 1668 1268" style="text-align: center;">67 (383 in commitments)</td> </tr> <tr> <td data-bbox="936 1272 1066 1378">AL5*</td> <td data-bbox="1070 1272 1485 1378"><u>West Street Opportunity Area, Maidenhead</u></td> <td data-bbox="1489 1272 1668 1378" style="text-align: center;">240</td> </tr> </tbody> </table>	Site reference	Site	Estimated Number of Residential Units (Net)	<u>Maidenhead</u>			<u>Maidenhead Town Centre</u>			AL1*	<u>Nicholsons Centre, Maidenhead</u>	500	AL2*	<u>Land between High Street and West Street, Maidenhead</u>	278 (22 in commitments)	AL3*	<u>St Mary's Walk, Maidenhead</u>	120	AL4*	<u>York Road, Maidenhead</u>	67 (383 in commitments)	AL5*	<u>West Street Opportunity Area, Maidenhead</u>	240	
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				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	
				South West Maidenhead			
				AL13	Desborough, Harvest Hill Road, South West Maidenhead	2600	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change			Reason for the change
				<u>Site reference</u>	<u>Site</u>	<u>Estimated Number of Residential Units (Net)</u>	
				<u>Other Maidenhead</u>			
				<u>AL23</u>	<u>St. Mark's Hospital , Maidenhead</u>	<u>54</u>	
				<u>AL24</u>	<u>Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead</u>	<u>300</u>	
				<u>AL25</u>	<u>Land known as Spencer's Farm, north of Lutman Lane, Maidenhead</u>	<u>330</u>	
				<u>AL26</u>	<u>Land between Windsor Road and Bray Lake, south of Maidenhead</u>	<u>100</u>	
				<u>Windsor</u>			
				<u>West of Windsor</u>			
				<u>AL21</u>	<u>Land west of Windsor, north and south of A308, Windsor</u>	<u>450</u>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				AL22 Squires Garden Centre Maidenhead Road Windsor 39 Other Windsor	
				AL29* Minton Place, Victoria Street, Windsor 100	
				AL30 Windsor and Eton Riverside Station Car Park 30	
				AL31 King Edward VII Hospital, Windsor 47 Ascot Ascot Town Centre	
				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	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p style="text-align: center;"><u>Other Ascot</u></p> <p><u>AL32</u> <u>Sandridge House, London Road, Ascot</u> <u>25</u></p> <p style="text-align: center;"><u>Other places</u></p> <p><u>AL33</u> <u>Broomhall Car Park, Sunningdale</u> <u>30</u></p> <p><u>AL34</u> <u>White House, London Road, Sunningdale</u> <u>10</u></p> <p><u>AL35</u> <u>Sunningdale Park, Sunningdale</u> <u>230</u></p> <p><u>AL36</u> <u>Cookham Gas holder, Whyteladyes Lane, Cookham</u> <u>50</u></p> <p><u>AL37</u> <u>Land north of Lower Mount Farm, Long Lane, Cookham</u> <u>200</u></p> <p><u>AL38</u> <u>Land east of Strande Park, Cookham</u> <u>20</u></p> <p><u>AL39</u> <u>Land at Riding Court Road and London Road, Datchet</u> <u>80</u></p> <p><u>AL40</u> <u>Land east of Queen Mother Reservoir, Horton</u> <u>100</u></p>	

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				HA12	Boyn Valley Industrial Estate, Maidenhead	240	
				HA13	Exclusive House, Oldfield Road, Maidenhead	40	
				HA14	Land south of Ray Mill Road East, Maidenhead	60	
				HA15	Middlehurst, 90-103 Boyn Valley Road, Maidenhead	45	
				HA16	Osbornes Garage, 55 St Marks Road, Maidenhead	20	
				HA17	Tectonic Place, Holyport Road, Maidenhead	25	
				HA18	Land between Windsor Road and Bray Lake, south of Maidenhead	100	
				HA19	Whitebrook Park, including land east of Whitebrook Park, Lower Cookham Road, Maidenhead	175	

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				HA20	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead	300	
				HA21	Land known as Spencer's Farm, north of Lutman Lane, Maidenhead	300	
				HA22	Land north of Breadcroft Lane and south of the railway line, Maidenhead	100	
				HA23	Land west of Monkey Island Lane, Maidenhead	100	
				HA24	Summerleaze, Summerleaze Road, Maidenhead	130	
				-	Windsor	-	
				HA25*	Minton Place, Victoria Street, Windsor	100	
				HA26*	Shirley Avenue (Vale Road Industrial Estate), Windsor	80	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change			Reason for the change
				HA28	Windsor and Eton Riverside Station Car Park	30	
				HA29	Windsor Police Station, Alma Road, Windsor	35	
				-	Ascot, Sunninghill and Sunningdale	-	
				HA30	Ascot Station Car Park	35	
				HA31	Englemere Lodge, London Road, Ascot	40	
				HA32	Heatherwood Hospital, Ascot	250	
				HA33	Silwood Park, Sunningdale	75	
				HA34	Sunningdale Park, Sunningdale	230	
				HA35	Gas holder site, Bridge Road, Sunninghill	53	
				HA36	Broomhall Car Park, Sunningdale	28	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change			Reason for the change
				HA37	White House, London Road, Ascot	10	
				-	Other Areas	-	
				HA38	Cookham Gas holder, Whyteladyes Lane, Cookham	40	
				HA39	Land east of Strande Park, Cookham	20	
				HA40	Land north of Lower Mount Farm, Long Lane, Cookham	200	
				HA41*	Land north and east of Churchmead Secondary School, Priory Road, Datchet	175	
				HA42	Land at Slough Road/Riding Court Road, Datchet	150	
				HA43	Land north of Eton Road adjacent to St Augustine's Church, Datchet	35	
				HA44	Land east of Queen Mother Reservoir, Horton	100	

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15.	51	Housing/ Housing Mix and Type	HO2/ 7.6	<p>Change the wording in Policy HO2 as follows:</p> <p>Policy HO 2</p> <p>Housing Mix and Type</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's 																					

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>1. The provision of new homes should contribute to meeting the needs of current and projected households by having regard to the following principles:</p> <ol style="list-style-type: none"> 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. <u>Where evidence of local circumstances/market conditions demonstrates an alternative housing mix be more appropriate, this will be taken into account.</u> b. be adaptable to changing life circumstances c. for proposals of 20 or more dwellings, 5% of the dwellings should be delivered as accessible and adaptable dwellings in accordance with Building Regulations M4(2) unless evidence can be provided to demonstrate that the impact on project viability, or of physical or environmental impact would make such provision unsuitable. <p>2. <u>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.</u> Development proposals for residential care will be permitted only where they meet local commissioning priorities or a demonstrable local community need has been established.</p>	<p>requests set out in ID09v2</p> <ul style="list-style-type: none"> • Incorporate updated information and strengthening of self build requirements • Take account of changes to site allocations – only site identified in BLPSV for self build has been deleted as an allocation

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>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.</p> <p>4. <u>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.</u>Proposals for custom or self build housing on appropriate sites will be supported. Where the site proformas (Appendix D) identify a need for custom or self build plots on an allocated housing site, the Council will expect these to be delivered and serviced at the earliest stage possible in the development and respond to the size needs identified in the Council's Self Build Register.</p> <p>5. <u>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.</u></p>	
16.	54	Housing/ Affordable Housing	HO3/ 7.8	Change the wording in Policy HO3 as follows:	<ul style="list-style-type: none"> Response to Reg 20 reps,

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>Policy HO3</p> <p>Affordable Housing</p> <p>1. <u>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:</u></p> <p>a) <u>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;</u></p> <p>b) <u>On all other sites, (including those over 500 dwellings) – 30% of the total number of units.</u></p> <p>2. <u>Within designated rural areas, the Council will require 40% affordable housing from all developments of between 5 and 9 dwellings.</u></p> <p>3. <u>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.</u></p> <p>4. <u>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</u></p>	<p>especially Slough Borough Council</p> <ul style="list-style-type: none"> • Address Inspector's requests set out in ID09v2 • Incorporate Duty to co-operate work with Slough Borough Council

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>needs evidence. This currently suggests a split of 45% social rent, 35% affordable rent and 20% intermediate tenure overall.</u></p> <p>5. <u>The delivery of affordable housing will be provided in accordance with the following order of priority:</u></p> <p>a. <u>On-site as part of the development and distributed across the development to create a sustainable, balanced community</u></p> <p>b. <u>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</u></p> <p>4.6. <u>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 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.</u></p> <p>Rural exception sites</p> <p>7. Development proposals for limited affordable housing within the Green Belt, to meet local needs only, will be</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>permitted as an exception where all of the following criteria are met:</p> <ul style="list-style-type: none"> a) a demonstrable local community need for affordable housing has been established; b) the number, size and tenure of the dwellings are suitable to meet the identified need; c) the site and the development proposal are well related to an existing settlement and not located in the open countryside; d) the proposal is designed to respect the characteristics of the local area including the countryside setting, and e) schools with capacity, health, shops and other community facilities are within reasonable travelling distance. <p>Affordable Housing</p> <p>1. A minimum requirement of 30% affordable housing units will be sought on sites proposing over 10 net additional dwellings or which have a combined gross internal floor area over 1000m². The tenure, size and type will be negotiated on a site by site basis, having regard to housing needs, site specifics and the following factors:</p> <ul style="list-style-type: none"> a. development proposals that provide for a wide range of affordable housing products in line with government initiatives b. constraints on the development of the site imposed by other planning objectives 	

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				<p>c. the need to achieve a successful housing development in terms of the location and mix of affordable homes</p> <p>d. the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model) in which instance the Council will consider off site contributions in lieu of on site provision.</p> <p>2. If a site allocated or identified for housing is sub-divided to create two or more separate development schemes, one or more of which falls below the threshold of 10 units or 1000m² floor area, the Council will seek an appropriate level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.</p> <p>3. The delivery of affordable housing will be provided in accordance with the following order of priority:</p> <p style="padding-left: 40px;">a. on site as part of the development and distributed across the development to create a sustainable, balanced community</p> <p style="padding-left: 40px;">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.</p> <p>4. Planning obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative affordable housing provision.</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
17.	55	Housing/ Gypsies and Travellers	HO4/ 7.10	Change the wording in Policy HO4, paragraph 1 as follows: 1. The need for Gypsy and Traveller Accommodation will be addressed through the proposed Gypsy and Traveller Local Plan. ⁽¹¹⁾ The current Gypsy and Traveller Accommodation Assessment will identify <u>has identified a</u> 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.	<ul style="list-style-type: none"> Acknowledge existence of GTAA evidence work
18.	56	Housing/ Housing Density	HO5/ 7.12	Delete paragraph 7.12 Policy HO5 Housing Density:	<ul style="list-style-type: none"> Required following deletion of HO5
19.	57	Housing/ Loss and Sub-division of Dwellings	HO6/ 7.14	Change the Policy number to HO6 shown as follows: 7.14 Policy HO6- Loss and Sub-division of Dwellings	<ul style="list-style-type: none"> Required following

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>Policy HO6<u>HO5</u></p> <p><u>Loss and</u> Sub-division of Dwellings</p>	deletion of HO5
20.	63	Economy/ Economic Development	ED1/ 8.3	<p>Changes made to Policy ED1 shown as follows:</p> <p>Policy ED1</p> <p>Economic Development</p> <ol style="list-style-type: none"> 1) A range of different types and sizes of employment land and premises will be encouraged to maintain a portfolio of sites to meet the diverse needs of the local economy. Appropriate intensification, redevelopment and upgrading of existing sites and premises will be encouraged and supported to make their use more efficient and to help meet the forecast demand over the plan period and to respond to modern business needs. 2) The Royal Borough will seek to make provision for at least 11,200 net new jobs across a range of floorspaces including at least 130,700m² of B Class use floorspace comprising 81,300m² of B1 uses, 24,500m² of B2 uses and 24,900m² of B8 uses, in the period up to 2033. 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 	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2 • Incorporate 2019 employment updating work • Incorporate updated site selection work following updating of HELAA and re-running of sequential test and sustainability assessment

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change						
				<p>these sites through the recycling, refurbishment and regeneration of existing older or vacant stock and promotion of flexible working practices.</p> <p><u>Allocated sites to meet economic needs</u></p> <p>4) <u>To ensure that the Royal Borough delivers its employment needs in full, land will be allocated for economic needs in the following locations:</u></p> <p><u>Offices</u></p> <p>5) <u>New office space will be focussed 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.</u></p> <p>6) <u>In addition the following sites and areas will be expected to meet the borough's office needs:</u></p> <p>a) <u>The following sites will be allocated to meet the borough's office needs:</u></p> <table border="1" data-bbox="936 1098 1697 1380"> <thead> <tr> <th data-bbox="936 1098 1048 1257"><u>Ref</u></th> <th data-bbox="1048 1098 1460 1257"><u>Site</u></th> <th data-bbox="1460 1098 1697 1257"><u>Estimated additional office space (sq m)</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="936 1257 1048 1380"><u>AL1</u></td> <td data-bbox="1048 1257 1460 1380"><u>Nicholsons Centre, Maidenhead</u></td> <td data-bbox="1460 1257 1697 1380"><u>15,000 (net additional)</u></td> </tr> </tbody> </table>	<u>Ref</u>	<u>Site</u>	<u>Estimated additional office space (sq m)</u>	<u>AL1</u>	<u>Nicholsons Centre, Maidenhead</u>	<u>15,000 (net additional)</u>	
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				<table border="1"> <tr> <td data-bbox="945 400 1039 453"><u>AL7</u></td> <td data-bbox="1061 400 1458 453"><u>Maidenhead Railway Station</u></td> <td data-bbox="1469 400 1693 453"><u>8,500 (gross)</u></td> </tr> <tr> <td data-bbox="945 464 1039 587"><u>AL8</u></td> <td data-bbox="1061 464 1458 587"><u>St Cloud's Gate</u></td> <td data-bbox="1469 464 1693 587"><u>3,500 (net additional)</u></td> </tr> </table>	<u>AL7</u>	<u>Maidenhead Railway Station</u>	<u>8,500 (gross)</u>	<u>AL8</u>	<u>St Cloud's Gate</u>	<u>3,500 (net additional)</u>			
<u>AL7</u>	<u>Maidenhead Railway Station</u>	<u>8,500 (gross)</u>											
<u>AL8</u>	<u>St Cloud's Gate</u>	<u>3,500 (net additional)</u>											
				<p>b) <u>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.</u></p> <p>c) <u>Where other sites within town centres come forward for redevelopment developers will be required to demonstrate that have maximised the office component of their scheme in line with market evidence at the time.</u></p> <p>d) <u>A strong presumption against net loss of floorspace will apply where sites are redeveloped within the town centres.</u></p>									
				<p><u>Industrial and warehousing space</u></p>									
				<p>7) <u>New industrial and warehousing space (B1c, B2, B8 and associated sui generis employment uses) will be provided at the following locations around Maidenhead:</u></p>									
				<table border="1"> <tr> <td data-bbox="945 1310 1039 1369"><u>Ref</u></td> <td data-bbox="1061 1310 1570 1369"><u>Site</u></td> <td data-bbox="1581 1310 1693 1369"><u>Ha</u></td> </tr> </table>	<u>Ref</u>	<u>Site</u>	<u>Ha</u>						
<u>Ref</u>	<u>Site</u>	<u>Ha</u>											

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				<table border="1" data-bbox="936 370 1697 619"> <tr> <td data-bbox="936 370 1048 523">AL14</td> <td data-bbox="1048 370 1572 523">The 'Triangle Site' (land south of the A308(M) west of Ascot Road and north of the M4, Maidenhead)</td> <td data-bbox="1572 370 1697 523">25.7</td> </tr> <tr> <td data-bbox="936 523 1048 619">AL11</td> <td data-bbox="1048 523 1572 619">Crossrail West Outer Depot</td> <td data-bbox="1572 523 1697 619">1.2</td> </tr> </table> <p data-bbox="837 673 1697 1321"> <u>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 focussing on <1,000 sq m units with a some slightly larger (<2,000 sq m).</u> <u>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.</u> <u>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.</u> <u>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 C and form part of this policy.</u> </p>	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	
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21.	65	Economy/ Employment Sites	ED2/ 8.8	<p>Amend the heading and text in Policy ED2 shown as follows:</p> <p>8.8 Policy ED2 <u>Protected</u> Employment Sites</p> <p>Policy ED2</p> <p><u>Protected</u> Employment Sites</p> <p>1) The BLP will retain sites for economic use and employment as defined on the Policies Map.</p> <p>2) <u>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.</u></p> <p>3) <u>Outside the above town centres the Employment sites listed below are defined on the Policies Map as Business Areas:</u></p> <p>a) <u>Vanwall Business Park, Maidenhead</u> b) <u>Norreys Drive, Maidenhead</u> c) <u>Foundation Park, Cox Green</u> d) <u>Windsor Dials, Windsor</u> e) <u>Centrica, Millstream Windsor</u> f) <u>Alma Road, Windsor</u> a)g) <u>Stafferton Way, Maidenhead</u> b)h) <u>Whitebrook Park, Maidenhead</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2 • Incorporate 2019 employment updating work • Incorporate updated site selection work following updating of HELAA and re-running of sequential test and sustainability assessment.

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				<p>e) <u>Tectonic Place, Maidenhead</u></p> <p>The following sites, forming part of the strategic growth location in Maidenhead and the growth location in Ascot as identified in 5.2 'Policy SP1 Spatial Strategy', are allocated for mixed uses:</p> <p>a. Maidenhead town centre:</p> <ol style="list-style-type: none"> 1) Railway station 2) Reform Road, Maidenhead 3) West Street, Maidenhead 4) York Road, Maidenhead 5) Broadway, Maidenhead 6) High St/York Stream, Maidenhead <p>b. Ascot Centre</p> <p>4) Employment sites listed below are defined on the Policies Map as Business <u>Industrial</u> Areas:</p> <ol style="list-style-type: none"> a) <u>Furze Platt Industrial Area, Maidenhead</u> b) <u>Woodlands Business Park, Maidenhead</u> c) <u>Cordwallis Industrial Area, Maidenhead</u> d) <u>Howarth Road, Off Stafferton Way, Maidenhead</u> e) <u>Prior's Way Industrial Estate, Maidenhead</u> f) <u>Vansittart Road Industrial Area, Windsor</u> g) <u>Fairacres Industrial Area, Windsor</u> h) <u>Ascot Business Park, Ascot</u> i) <u>Queens Road Industrial Estate</u> j) <u>Manor House Lane Employment Estate, Datchet</u> k) <u>Baltic Wharf, Maidenhead</u> a)l) <u>Boyn Valley Industrial Estate, Maidenhead</u> b)m) <u>Reform Road, Maidenhead</u> <p>5) Employment <u>The</u> sites listed below are defined on the Policies Map as Industrial <u>Mixed Use</u> Areas:</p> <ol style="list-style-type: none"> 4) Prior's Way Industrial Estate, Maidenhead 5) Vansittart Road Industrial Area, Windsor 	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>6) Fairacres Industrial Area, Windsor 7) Ascot Business Park, Ascot 8) Queens Road Industrial Estate, Sunninghill 9) Manor House Lane Employment Estate, Datchet 10) Baltic Wharf, Maidenhead</p> <p>5. The sites listed below are defined on the Policies Map as Mixed Use Areas:</p> <p>2) Land north and east of Churchmead Secondary School, Priory Road, Datchet</p> <p>3)a) DTC Research, Belmont Road, Maidenhead 4)b) Shirley Avenue (Vale Road Industrial Estate), Windsor</p> <p><u>6) The sites below are defined on the Proposals Map as Established Employment sites in the Green Belt</u></p> <p>a) Maidenhead Office Park, For B1 and industrial Uses b) Ashurst Manor, Sunninghill, For B1 use c) Lower Mount Farm, Cookham, for Industrial Uses d) Ditton Park, Riding Court Lane, for B1 uses e) Horizon Building, Honey Lane, Maidenhead, for B1 Uses f) Grove Park, Business Park, White Waltham, Mixed Uses g) Silwood Park, Sunningdale, Technology Park Uses</p> <p>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.</p>	

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				<p>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.</p> <p>9) Within industrial, business and mixed use areas, development proposals that improve and upgrade the facilities available to support businesses will be supported.</p> <p>10) <u>For all sites a 'nil net loss' of commercial floorspace principle will apply.</u></p> <p>11) <u>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 D 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.</u></p> <p>Protected Site</p> <p>12) Land south of the A308(M), west of Ascot Road and North of the M4 (known as the Triangle Site), while still remaining in the Green Belt, is protected for potential future long term Employment Uses</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
22.	68	Economy/ Other Sites and Loss of Employment Floorspace	ED3/ 8.10	<p>Amend paragraph 4. Last sentence as follows: “See Appendix E<u>D</u> for marketing evidence details which will be used to assess the acceptability, or otherwise, of the information submitted and the marketing undertaken.”</p> <p>Add new sentence at the end of the policy as follows:</p> <p><u>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.</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2 • Incorporate 2019 employment updating work
23.	73	Town Centres and Retail/ Hierachy of Centres	TR1/ 9.3	<p>Amend the text in paragraph 4. shown as follows:</p> <p>“Development proposals for main town centre uses including retail development, leisure, entertainment facilities, offices, and<u>hotels</u>, arts, cultural and tourism development will be supported in accordance with the hierarchy, provided they they are appropriate in terms of their scale, <u>character</u> and design, and are well-related to the centre.”</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2
24.	75	Town Centres and Retail/ Windsor Town Centre	TR2/ 9.7	<p>Amend the text in paragraph 7. shown as follows:</p> <p>“An allocation for a mixed use development comprising <u>predominantly retail units on the ground floor with residential units above</u>ground floor retail units with residential units is identified on the Policies Map at Minton Place.”</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps, including Historic England • Address Inspector’s

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
					<p>requests set out in ID09v2</p> <ul style="list-style-type: none"> Consistency with proforma for Minton Place (HA25)
25.	76	Town Centres and Retail/ Maidenhead Town Centre	TR3/ 9.9	<p>Amend the text in heading and Policy TR3 as follows:</p> <p>9.9 Policy TR3 Maidenhead Town<u>Retail</u> Centre</p> <p>Policy TR 3</p> <p>Maidenhead Town<u>Retail</u> Centre</p> <ol style="list-style-type: none"> Development proposals should promote and enhance the role of Maidenhead town centre and its vitality and viability. The retail role of Maidenhead will be supported and development proposals for the regeneration of sites for town centre uses and those that protect, enhance or diversify retail activity, within the primary shopping area will be supported. Reference should be made to the adopted Maidenhead Town Centre Action Area Plan with regard to the most appropriate locations and requirements for town centre uses and activities. Subsequent revisions of retail floor space projections should be taken into account in development proposals. Primary frontages, defined on the Policies Map, should include a high proportion of retail uses. Development proposals for 	<ul style="list-style-type: none"> Incorporate placemaking work Response to Reg 20 reps

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>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.</p> <p>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.</p> <p><u>4.5. 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.</u></p> <p>5. Proposals that make more efficient use of sites through intensification, higher densities or innovative design will be encouraged, provided that it is of exemplar design, supported by adequate infrastructure and transport and environmental impacts are appropriately addressed.</p> <p>6. Within the town centre, development for tall buildings which are of exemplar design will be encouraged providing they do not compromise the character and appearance of the centre and that of nearby Conservation Areas.</p> <p>7. Development proposals for residential use on upper floors throughout Maidenhead town centre, and proposals that would enhance the town's waterways, will be encouraged.</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
26.	78	Town Centres and Retail/ District Centres	TR4/ 9.11	<p>Add the following text to paragraph 5. As follows:</p> <p>“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 <u>where they do not negatively impact the character, and</u> provided that they would not adversely affect the function of the centre within the retail hierarchy.”</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2
27.	79	Town Centres and Retail/ Local Centres	TR5/ 9.13	<p>Add the following text to paragraph 4. As follows:</p> <p>“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 <u>where they do not negatively impact the character, and</u> provided <u>that</u> they would not adversely affect the function of the centre within the retail hierarchy.”</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2
28.	79	Town Centres and Retail/ Strengthening the role of Centres	TR6/ 9.15	<p>Add the following text to paragraph 5. of Policy TR6 as follows:</p> <p>“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, <u>(a)</u> the proposal passes the sequential test outlined</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				above, or <u>(b)</u> is intended to meet a particular local need that occurs only in a specific location.”	requests set out in ID09v2
29.	82	Town Centres and Retail/ Markets	TR8/ 9.19	Add the following text to paragraph 2. Of Policy TR8 as follows: “Development proposals should show how they are not creating an adverse impact on the residential amenity of nearby <u>residential and business</u> properties, especially with regard to noise.”	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2
30.	89	Historic Environment/ Historic Environment	HE1/ 11.3	Amend text in Policy HE1 as follows: 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 <u>(whether designated or non-designated)</u> 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	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>be permitted without a clear justification <u>in accordance with legislation and national policy</u> to show that the public benefits of the proposal considerably outweigh any harm to the significance or special interest of the heritage asset in question.</p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>5. Applications for works within archaeologically sensitive areas will be required to include a desk-top archaeological assessment.</u></p> <p>3.A local register of heritage assets at risk will be maintained</p>	
31.	90	Heritage/ Local Heritage Assets	HE3/ 11.7	Delete Policy HE3	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
32.	94	Natural Resources/ Managing Flood Risk and Waterways	NR1/ 12.3	<p>Amend Policy NR1 as follows:</p> <p>Policy NR 1</p> <p>Managing Flood Risk and Waterways</p> <p>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 <u>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)</u> 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.</p> <p>2) In applying this test, development proposals should show how they have had regard to:</p> <p>1.a) the availability of suitable alternative sites in areas of lower flood risk (the sequential test)</p> <p>2.b) the vulnerability of the proposed use and the flood zone designation</p> <p>3.c) the present and future flood risk</p> <p>4.d) the scale of potential consequences</p> <p>5.e) site evacuation plan in the event of potential flooding.</p> <p>3) In all cases, development should not itself, or cumulatively with other development, materially</p> <p>6.a) impede the flow of flood water</p> <p>7.b) reduce the capacity of the floodplain to store water</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps, particularly EA • Address Inspector's requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>8-c) increase the number of people, property or infrastructure at risk of flooding</p> <p>9-d) cause new or exacerbate existing flooding problems, either on the proposal site or elsewhere.</p> <p>10-e) reduce the waterway's viability as an ecological network or habitat for notable species of flora or fauna</p> <p>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.</p> <p>5) Development proposals should:</p> <p>11-a) increase the storage capacity of the floodplain where possible</p> <p>12-b) incorporate Sustainable Drainage Systems in order to restrict or reduce surface water run-off</p> <p>13-c) reduce flood risk both within and beyond sites wherever practical</p> <p>14-d) be constructed with adequate flood resilience and resistance measures suitable for the lifetime of the development</p> <p>15-e) incorporate flood evacuation plans where appropriate</p> <p>2-6) <u>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.</u></p> <p>6-7) 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</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>78) <u>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.</u></p> <p>89) 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.</p>	
33.	96	Natural Resources/ Trees , Woodlands and Hedgerows	NR2/ 12.5	<p>Change Policy number from NR2 to NR3 and heading shown as follows:</p> <p><u>12.57 Policy NR23</u> Trees, Woodlands and Hedgerows</p> <p><u>Policy NR23</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's requests set out in ID09v2
34.	98	Natural Resources/ Nature Conservation	NR3/ 12.7	<p>Change Policy number NR3 to NR2 and heading shown as follows:</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>12.75 Policy NR32 Nature Conservation & Biodiversity</u></p> <p><u>Policy NR32</u></p>	requests set out in ID09v2
35.	101	Natural Resources/ Thames Basin Heaths Special Protection Area	NR4/ 12.12	<p>Amend Policy NR4 as follows:</p> <p>Policy NR4</p> <p>Thames Basin Heaths Special Protection Area</p> <p>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).</p> <p>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.</p> <ul style="list-style-type: none"> • 3. No sites will be allocated nor planning permission granted, for a net increase in residential development within the 400 metres exclusion zone of the Thames Basin Heath SPA because the impacts of such development on the SPA cannot be fully mitigated. • New residential development beyond 400 metres threshold but within five kilometres linear distance of the SPA boundary (the 	<ul style="list-style-type: none"> • Address Inspector's requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>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).</p> <ul style="list-style-type: none"> • 4. Development proposals between five to seven kilometres linear distance from the SPA boundary, for 50 or more residential units, will be assessed on an individual basis to ascertain whether the proposal would have a significant adverse impact on the SPA. This assessment will involve a screening of the likely significant effects of the development and, where the screening suggests it is necessary, an Appropriate Assessment. Where a significant adverse impact is identified then mitigation measures will be required to be delivered prior to occupation and implemented in perpetuity. <p>5. Future levels of housing development expected in the area of influence of the SPA will require appropriate mitigation and it is likely that new strategic SANG land will need to be identified in the future. The Council will work with partner organisations to deliver an appropriate level of SANG mitigation to mitigate the impact of new development.</p> <p>3)6.The following sites are defined on the Policies Map and allocated as SANG:</p> <ol style="list-style-type: none"> 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) <p>Future SANG provision</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>4)</u> 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.</p> <p>8.5) 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</p> <p>7.6) 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 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</p>	
36.	106	Environmental Protection/ Air Pollution	EP2/ 13.5	<p>Amend paragraph 2 of Policy EP2 as follows:</p> <p>“Development proposals which may result in significant increases in air pollution must contain appropriate mitigation measures, <u>(such as green infrastructure, sustainable travel, electric vehicle charging parking points, limited vehicle parking, awareness raising, and enabling</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector’s requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				smarter travel choices) thus reducing the likelihood of health problems for residents.”	<ul style="list-style-type: none"> To reflect evidence on air quality
37.	107	Environmental Protection/ Air Pollution	EP3/ 13.7	<p>Amend Policy EP3 as follows:</p> <p>Policy EP 3</p> <p>Artificial Light Pollution</p> <ol style="list-style-type: none"> Development proposals should seek to avoid generating artificial light pollution where possible and development proposals for new outdoor lighting schemes that are likely to have a detrimental impact on neighbouring residents, the rural character of an area or biodiversity, should provide effective mitigation measures. Development proposals which involve outdoor lighting must be accompanied by a lighting scheme prepared according to the latest national design guidance and relevant British Standards publications. Development proposals should seek to replace any existing light installations in order to mitigate or reduce existing light pollution. 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 	<ul style="list-style-type: none"> Response to Reg 20 reps Address Inspector’s requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>potential to cause harm to the health or quality of life, or to affect biodiversity.</p> <p>4. <u>All artificial lighting must be directional and focussed with cowlings to reduce light spill into river corridors and other wildlife corridors.</u></p> <p>4.5. 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.</p> <p>5.6. 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</p>	
38.	108	Environmental Protection/ Air Pollution	EP4/ 13.9	<p>Add sentence at the end of 4.(d as follows:</p> <p><u>"These noise standards will apply unless there are particular specific circumstances that justify some variation to be made in individual cases"</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps
39.	115	Infrastructure/ Sustainable Transport	IF2/ 14.7	<p>Amend Policy IF2 as follows:</p> <p>Policy IF2</p> <p>Sustainable Transport</p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Address Inspector's

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>1) Development proposals should support the policies and objectives of the Transport Strategy as set out in the Local Transport Plan, <u>or any successor document</u>.</p> <p>2) The Council will develop and implement revised parking standards. Transport and parking proposals including any varied parking standards set out in Neighbourhood Plans that have been made will also be supported.</p> <p>3)2) 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.</p> <p>4)3) Development proposals should show how they have met the following criteria where appropriate:</p> <p>be located to minimise the distance people travel and the number of vehicle trips generated;</p> <p>secure measures that minimise and manage demand for travel and parking;</p> <p>a) be designed to improve pedestrian and cyclist access to and through the Borough's centres, suburbs and rural hinterland;</p> <p>a)b) be designed to improve accessibility by public transport;</p> <p>b)a) be designed to improve pedestrian and cyclist access to and through the Borough's centres, suburbs and rural hinterland;</p> <p>c) facilitate better integration and interchange between transport modes particularly for Windsor, Maidenhead and Ascot town centres and railway stations;</p> <p>d) be located to minimise the distance people travel and the number of vehicle trips generated;</p>	requests set out in ID09v2

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>e) secure measures that minimise and manage demand for travel and parking;</p> <p>f) optimise traffic flows and circulation to minimise negative environmental impacts of travel including congestion, air pollution and noise;</p> <p>g) provide car and cycle and vehicle parking in accordance with the current Parking Strategy, including disabled parking spaces, motorcycle parking and cycle parking as well as provision of electric vehicle charging points where appropriate.</p> <p>4) Transport Assessments and Statements and Travel Plans will be required to be prepared and submitted alongside development proposals, including residential schemes, in accordance with Department for Transport guidance and local authority requirements. Appropriate provision for public transport services and infrastructure will also be required.</p> <p>5) The Council will develop and implement revised parking standards. Transport and parking proposals including any varied parking standards set out in Neighbourhood Plans that have been made will also be supported</p>	
40.	116	Infrastructure/ Green and Blue Infrastructure	IF3/ 14.9	<p>Paragraph 14.9 and Policy IF3 moved to section 6.9 Quality of Place and renamed of new policy QP2 Green and Blue Infrastructure shown as follows:</p> <p>14.96.9 IF3QP2 Green and Blue Infrastructure</p> <p>Policy IF3QP2</p>	<ul style="list-style-type: none"> • Policy better located in infrastructure chapter

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
41.	117	Infrastructure/ Open Space	IF4/ 14.11	<p>Amend Policy IF4 as follows:</p> <p>Policy IF 4</p> <p>Open Space</p> <p><u>Existing Facilities</u></p> <p>1) Existing open space in the Borough will, <u>where appropriate</u> 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.</p> <p><u>2) Development involving the loss of open space will only be granted permission where</u></p> <p>a) <u>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; or</u></p> <p>b) <u>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</u></p> <p>c) <u>The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.</u></p>	<ul style="list-style-type: none"> • Response to Reg 20 reps • Improve usability and flow • Some previous criteria unnecessary • Address Inspector's requests set out in ID09v2 • Incorporate 2019 Open Space work • Incorporate Green & blue infrastructure work

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change								
				<p><u>New facilities</u></p> <p>3) <u>The following sites are allocated as new or upgraded open space as part of the borough's Green Infrastructure network:</u></p> <table border="1" data-bbox="840 531 1695 919"> <thead> <tr> <th data-bbox="840 531 972 628"><u>Ref</u></th> <th data-bbox="972 531 1695 628"><u>Site</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="840 628 972 726"><u>AL15</u></td> <td data-bbox="972 628 1695 726"><u>Braywick Park, Maidenhead</u></td> </tr> <tr> <td data-bbox="840 726 972 823"><u>AL27</u></td> <td data-bbox="972 726 1695 823"><u>Land south of Ray Mill Road East, Maidenhead</u></td> </tr> <tr> <td data-bbox="840 823 972 919"><u>AL28</u></td> <td data-bbox="972 823 1695 919"><u>Land north of Lutman Lane, Spencer's Farm, Maidenhead</u></td> </tr> </tbody> </table> <p><u>These sites are identified on the policies map. Site specific requirements for these green infrastructure sites are set out in proformas in Appendix C. The proformas form part of this policy.</u></p> <p>4) <u>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 C and in line with requirements contained in the most up to date Open Space Study.</u></p>	<u>Ref</u>	<u>Site</u>	<u>AL15</u>	<u>Braywick Park, Maidenhead</u>	<u>AL27</u>	<u>Land south of Ray Mill Road East, Maidenhead</u>	<u>AL28</u>	<u>Land north of Lutman Lane, Spencer's Farm, Maidenhead</u>	
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<u>AL15</u>	<u>Braywick Park, Maidenhead</u>												
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Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>5) <u>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 F, 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.</u></p> <p>2)6) <u>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 F, 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.</u></p> <p>2. New open space will be required on housing sites as set out in the site pro forma and in line with the most up to date requirements contained in the Open Space Strategy.</p> <p>3. Development proposals to increase access to natural open space should be subject to evaluation of the impact of visitor numbers.</p> <p>4. Allotments within the Borough will be protected. There will be in principle support for new allotments, community gardens and orchards.</p> <p>5. Provision of an alternative open space is deemed appropriate as part of development proposals, in a 'close by' suitable location which is flexible in meeting the needs of community and lends itself to a greater range of functional uses required in that area. Open space will be</p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>required to be delivered in perpetuity. A "close by" location is defined in accordance with the accessibility criteria in Appendix G.</p> <p>6. The Council will encourage improvements to the quality and quantity of the Green Infrastructure Network in the Borough. The protection and enhancement of physical access, including Public Rights of Way, to open space is supported</p> <p>7. Ockwells Park and Nature Reserve, Cox Green, Maidenhead is allocated on the Policies Map to provide Open Space.</p>	
42.	119	Infrastructure/ New Sports and Leisure Development at Braywick Park	IF6/ 14.15	Deletion of Policy IF6	<ul style="list-style-type: none"> No longer required
43.	120	Infrastructure/ Community Facilities	IF7/ 14.17	<p>Change Policy number, paragraph number and amend heading as follows:</p> <p>14.17-16 Policy IF67 Community Facilities</p> <p>Policy IF76</p>	<ul style="list-style-type: none"> Take account of changes to number of policies in Infrastructure chapter Response to Reg 20 reps, particularly EA and Thames Water Address Inspector's

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
					<p>requests set out in ID09v2</p> <ul style="list-style-type: none"> To take account of 2019 Water quality assessment work
44.	123	Infrastructure/ Utilities	IF8/ 14.19	<p>Change Policy number IF8 to IF7, paragraph number, heading and amendment of text as follows:</p> <p>14.19-18 Policy IF8-IF7 Utilities</p> <p>Policy IF8IF7</p> <p>Telecommunications</p> <p>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.</p> <p>2) Development proposals for telecommunications equipment that require planning permission will be permitted provided that the following criteria are met:</p> <p>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</p>	<ul style="list-style-type: none"> Policy renumbered

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p>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</p> <p>c) proposals for new masts should demonstrate that the applicant has explored the possibility of erecting apparatus in existing locations in the following sequence:</p> <ol style="list-style-type: none"> i. sharing existing masts and other structures ii. on existing buildings iii. on sites currently used for telecommunications infrastructure <p>such evidence should accompany any planning application for new masts and should show clearly why sequentially preferable options have been discounted</p> <p>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.</p> <p>Water Supply and Sewerage Infrastructure</p> <p><u>3)</u> 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. <u>Developers are encouraged to contact the water/waste water 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,</u></p>	

Change Reference	Page No.	Policy Section/Heading	Policy No.	Proposed Change	Reason for the change
				<p><u>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.</u> Where such evidence is not available or the potential impacts are unclear, the Council will expect developers to carry out appropriate studies to ascertain whether the proposed development would lead to overloading of existing water and sewerage infrastructure.</p> <p>3)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.</p> <p>4) Specific development proposals may require further study into their particular impacts and if the study identifies that the water or sewerage network would be unable to support demand arising from a development proposal and if no improvements are programmed by the water or sewerage company, the developer will need to contact the company to agree what improvements are needed and how they will be funded prior to occupation of the development.</p>	

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Royal Borough of Windsor & Maidenhead

List of Council's Proposed Minor Changes to Borough Local Plan Submission version (2017) CD_001

October 2019

This document sets out proposed Minor Changes to the Borough Local Plan Submission version (2017) CD_001

Text proposed to be removed shown as ~~Deletions~~

Text proposed to be inserted shown as Additions

131

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
1.		Front Page		Amend front new heading as follows: Borough Local Plan 2013 – 2033 Submission Version Incorporating proposed changes October 2019 Showing tracked changes Published 15 October 2019	To reflect document evolution
2.	All pages after Front Page			Amend Page Header as follows: Borough Local Plan Submission Version (2017) to BLPSV-PC – incorporating proposed changes October 2019	To reflect document evolution
3.	1.	Foreword		Page deleted	To reflect document evolution
4.	2.	Making Representations		Text in page amended as follows: The Borough Local Plan Proposed Submission Version Incorporating Proposed Changes Document represents the Council's chosen strategy for the Borough having considered other alternatives and all relevant matters. This new version of the BLP has been prepared during a pause in the examination to address issues raised by the Inspector after the hearing sessions held in June 2018. The proposed changes to the plan (shown underlined and in strike through) have arisen from the additional work that was carried out during this pause period and these need to be subject to consultation that is equivalent to that carried out at the previous (Regulation 19) stage in 2017. Should you wish to make representations on the legal compliance or soundness of this document you must do so within the eight - six week	To reflect new consultation

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>consultation period which runs from Friday 30 June 2017 <u>1 November 2019</u> to 17:00 Friday 25 August 2017 <u>midnight on Sunday 15 December 2019</u>.</p> <p>Please submit your representations using the on-line forms which can be found on the Borough Local Plan pages at www3.rbwm.gov.uk/blp</p> <p>Alternatively completed representation forms can be emailed <u>to: blp@rbwm.gov.uk</u></p> <p>Or hard copies can be sent to: FREEPOST RBWM PLANNING POLICY</p> <p>Your representations will need to focus on the following:</p> <ul style="list-style-type: none"> • Whether or not the plan is legally compliant (including Duty to Cooperate); • Whether it has met the tests of soundness: <ul style="list-style-type: none"> ➤ Positively prepared - being based on a strategy that aims to meet objectively assessed needs for development and infrastructure ➤ Justified - being the most appropriate strategy ➤ Effective - being deliverable over the plan period based on effective joint working ➤ Consistent with national policy - enabling the delivery of sustainable development in accordance with the NPPF. <p>Representations should be supported by evidence if possible, and when making representations, please clearly indicate which policy, paragraph or page number you are referring to. <u>Respondents will not receive individual responses from the Council.</u></p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>The deadline for making representations is midnight on Sunday 15 December 2019.</u></p> <p>NO LATE REPRESENTATIONS WILL BE ACCEPTED.</p> <p>Following the consultation period any submitted representations will be collated and sent with the Proposed Submission Borough Local Plan and supporting evidence to the Planning Inspectorate for independent examination. Respondents will not receive individual responses from the Council.</p> <p>It is intended to submit the Plan to the Inspectorate in October 2017.</p>	
5.	3.	Contents		<p>Amend Contents Page as follows (see next page):</p> <p>1 Introduction to the Submission Borough Local Plan 115</p> <p>2 List of Policies 159</p> <p>3 Spatial Portrait 1942</p> <p>4 Spatial Vision and Objectives 2548</p> <p>5 Spatial Strategy 3325</p> <p>6 Quality of Place 4230</p> <p>7 Housing 8044</p> <p>8 Economy 10360</p> <p>9 Town Centres and Retail 11871</p> <p>10 Visitors and Tourism 13684</p>	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				11 Historic Environment 140⁸⁸	
				12 Natural Resources 147⁹²	
				13 Environmental Protection 167⁴⁰⁵	
				14 Infrastructure 178⁴¹⁴	
				15 Monitoring and Implementation 202⁴²⁵	
				16 Glossary 209⁴³²	
				Appendices	
				A Maidenhead Town Centre Area Action Plan Superseded Policies 136	
				B A Green Belt Boundary Amendments 216⁴³⁸	
				C B Housing Trajectory 237⁴⁵²	
				D C Housing Site Allocation Proformas 240⁴⁵⁴	
				E D Marketing and Viability Evidence 389²¹⁴	
				F E Local Centre Maps 392²¹⁷	
				G F Open Space Standards 400²²⁵	
				H Sports and Leisure Development Site Proforma 228	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
6.	5.	Introduction	1.2.3	<p>Insert the following amendments in the text:</p> <p>“This submission version document incorporating proposed changes October 2019 document follows a process of plan-making which commenced with the preparation of Issues and Options in 2009, 'Planning for the Future' in 2012, the publication of Preferred Options in 2014, and the Regulation 18 draft BLP in 2016 and a series of public consultations which”</p>	To reflect document evolution
7.	5.	Introduction	1.4.2	<p>Insert the following text in paragraph 1.4.2 as shown below:</p> <p>“The current statutory development plan for the Royal Borough comprises:</p> <ul style="list-style-type: none"> • Policy NRM6 of the partially revoked South East Plan which is concerned with the Thames Basin Heaths Special Protection Area • Saved policies of the Adopted Royal Borough of Windsor and Maidenhead Local Plan 1999 • Maidenhead Town Centre Area Action Plan 2011 • Replacement Minerals Local Plan (incorporating alterations adopted in December 1997 and May 2000) • Waste Local Plan December 1998 • Made Ascot, Sunninghill and Sunningdale Neighbourhood Plan 2014 • Made Hurley and the Walthams Neighbourhood Plan 2017 • Made Eton and Eton Wick Neighbourhood Plan 2018” 	To reflect progress in the preparation of neighbourhood plans
8.	6.	Introduction	1.4.3	<p>Delete the second sentence in paragraph 1.4.3 as follows:</p> <p>“Once adopted, the BLP will supersede the saved policies of the 1999 Local Plan and several policies in the Maidenhead Town Centre Area Action Plan.</p>	To reflect proposed superseding of MTC AAP

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				Appendix A sets out the policies which will be replaced by the policies of this document and will cease to have effect following the adoption of the BLP.	
9.	6.	Introduction	1.5.2	Amend paragraph 1.5.2 as follows: “Neighbourhood Plans must be consistent with national policies and the strategic policies of the Local Plan. The strategic policies in this BLP are clearly marked in the List of Policies in Section 2. In general, ‘strategic policies’ are those that have an impact across the Borough as a whole or that deal with the amount of development that the BLP is prescribing <u>set out an overarching direction or objective, shape the broad characteristics of development, operate at a borough-wide scale or set requirements essential to achieving the wider vision in the BLP.</u> It is these policies that will specifically guide the production of Neighbourhood Plans across the Borough.”	For clarity
10.	6.	Introduction	1.6.3	Insert the following word in the second sentence: “ <u>Council</u> ”	Errata
11.	6.	Introduction	1.6.5	Change the first sentence in paragraph 1.6.5 to read as follows: “A Duty to Cooperate Compliance Statement accompanies the pre-submission document and will be updated before it is <u>when it was</u> submitted to the Secretary of State with the BLP and other supporting documents.”	To reflect document evolution
12.	7.	Introduction	1.6	Delete paragraph number 1.6 and insert new paragraph number 1.7 and add heading as follows: 1.6 MONITORING to <u>1.7 MONITORING</u>	Structure amendments
13.	7.	Introduction	1.6.6	Delete paragraph number 1.6.6 and insert new paragraph number 1.7.1 Amend paragraph number as follows:	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change																		
				1.6.6 and replace with 1.7.1																			
14.	7.	Introduction	1.6/ 1.6.7	Delete paragraph number 1.6.7 and insert new paragraph number 1.7.2. as follows: 1.6.7 and replace with 1.7.2	Structure amendments																		
15.	9.	Table 1 List of Policies		<p>The List of policies have been amended as follows (next page):</p> <table border="1"> <thead> <tr> <th>Policy</th> <th>Strategic?</th> </tr> </thead> <tbody> <tr> <td>SP1 Spatial Strategy for the Royal Borough of Windsor and Maidenhead</td> <td>Yes</td> </tr> <tr> <td>SP2 Climate Change</td> <td>Yes</td> </tr> <tr> <td>QP1 SP2 Sustainability and Pplacemaking</td> <td>Yes</td> </tr> <tr> <td>QP1a Maidenhead Town Centre Strategic Placemaking Area</td> <td>Yes</td> </tr> <tr> <td>QP1b South West Maidenhead Strategic Placemaking Area</td> <td>Yes</td> </tr> <tr> <td>QP1c Ascot Centre Strategic Placemaking Area</td> <td>Yes</td> </tr> <tr> <td>IF3QP2 Green and Blue Infrastructure</td> <td>Yes</td> </tr> <tr> <td>SP3QP3 Character and Design of new Development</td> <td>NoYes</td> </tr> </tbody> </table>	Policy	Strategic?	SP1 Spatial Strategy for the Royal Borough of Windsor and Maidenhead	Yes	SP2 Climate Change	Yes	QP1 SP2 Sustainability and P placemaking	Yes	QP1a Maidenhead Town Centre Strategic Placemaking Area	Yes	QP1b South West Maidenhead Strategic Placemaking Area	Yes	QP1c Ascot Centre Strategic Placemaking Area	Yes	IF3 QP2 Green and Blue Infrastructure	Yes	SP3 QP3 Character and D esign of new D evelopment	No Yes	Structure amendments and to reflect proposed changes
Policy	Strategic?																						
SP1 Spatial Strategy for the Royal Borough of Windsor and Maidenhead	Yes																						
SP2 Climate Change	Yes																						
QP1 SP2 Sustainability and P placemaking	Yes																						
QP1a Maidenhead Town Centre Strategic Placemaking Area	Yes																						
QP1b South West Maidenhead Strategic Placemaking Area	Yes																						
QP1c Ascot Centre Strategic Placemaking Area	Yes																						
IF3 QP2 Green and Blue Infrastructure	Yes																						
SP3 QP3 Character and D esign of new D evelopment	No Yes																						

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change		Reason for the change
				QP3a Building Height and Tall Buildings	Yes	
				SP4 - QP4 River Thames Corridor	Yes	
				SP5 - QP5 Rural Development in the Green Belt	Yes	
				SP6 Local Green Space	No	
				HO1 Housing Development Sites	Yes	
				HO2 Housing Mix and Type	Yes	
				HO3 Affordable Housing	Yes	
				HO4 Gypsies and Travellers	Yes	
				HO5 Housing Density	Yes	
				HO6 - HO5 Loss and Sub-division of Dwellings	No	
				ED1 Economic Development	Yes	
				ED2 Protected Employment Sites	Yes	
				ED3 Other Sites and Loss of Employment Floorspace	Yes No	
				ED4 Farm Diversification	No	
				TR1 Hierarchy of Centres	Yes	
				TR2 Windsor Town Centre	Yes No	
				TR3 Maidenhead Town - Retail Centre	Yes No	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change		Reason for the change
				TR4 District Centres	No	
				TR5 Local Centres	No	
				TR6 Strengthening the Role of Centres	No Yes	
				TR7 Shops and Parades Outside Defined Centres	No	
				TR8 Markets	No	
				VT1 Visitor Development	Yes	
				HE1 Historic Environment	No Yes	
				HE2 Windsor Castle and Great Park	No	
				HE3 Local Heritage Assets	No	
				NR1 Managing Flood Risk and Waterways	No Yes	
				NR3 NR2 Nature Conservation & Biodiversity	Yes	
				NR2 NR3 Trees, Woodlands and Hedgerows	No	
				NR3 Nature Conservation	Yes	
				NR4 Thames Basin Heaths Special Protection Area	Yes	
				NR5 Renewable Energy Generation Schemes	No	
				EP1 Environmental Protection	No	
				EP2 Air Pollution	No	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change		Reason for the change
				EP3 Artificial Light Pollution	No	
				EP4 Noise	No	
				EP5 Contaminated Land and Water	No	
				IF1 Infrastructure and Developer Contributions	Yes	
				IF2 Sustainable Transport	Yes	
				IF3 Green and Blue Infrastructure	Yes	
				SP6 IF3 Local Green Space	No	
				IF4 Open Space	Yes	
				IF5 Rights of Way and Access to the Countryside	No	
				IF6 New Sports and Leisure Development at Braywick Park	No	
				IF7 IF6 Community Facilities	NoYes	
				IF8 IF7 Utilities	No	
16.	12.	Spatial Portrait	3.1.2	Amend the first sentence of paragraph 3.1.2 as follows: "The presence of good transport links including closeness to Heathrow Airport <u>and the Elizabeth line</u> "		To reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
17.	12.	Spatial Portrait	3.3.1	Amend the first sentence of paragraph 3.3.1 as follows: “Approximately 83% of the Borough's area is Metropolitan Green Belt. There are 27 Conservation Areas, over 950 Listed Buildings, 17 a number of Scheduled Monuments including Windsor Castle and 12 registered historic parks and gardens including six 6 which form part of the Royal Windsor Estate. Trees, woodlands and open space play an important role in defining the area as a ‘Green Borough’.”	To reflect most recent information
18.	12.	Spatial Portrait	3.3.4	Amend the word in second sentence of the paragraph 3.3.4 as follows: “Within the Borough there are a number of larger sites such as Windsor Great Park, Ashley Hill near Burchetts Green and other open space containing trees and woodlands which are important for nature conservation. The River Thames and its associated tree tree-lined and wooded banks also provide distinctive features and a wildlife corridor.”	Errata
19.	13.	Spatial Portrait	3.4.1	Amend the word in second sentence of paragraph 3.4.1 as follows: “The 2011 Census indicated that the Borough has 144,560 residents, an 8.2% increase in the last ten years since the 2001 Census, when the population was 133,626.”	Updating
20.	13.	Spatial Portrait	3.4.3	Amend the second sentence of paragraph 3.4.3 as follows: “The 2011 Census counted 58,349 households in the Borough. In 2008, 1.4% of the Borough’s dwelling stock comprised second homes; nationally 0.9%. In April 2011, the tenure of dwellings across the Borough was 86.7 85.5% private rented or owner-occupied, and 13.3 13% Registered Social Landlord (RSL); nationally 82% and 10% respectively. The 2011 Census	To reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				counted 3,495 people living in communal establishments (for example, care homes, boarding schools) in the Borough.”	
21.	13.	Spatial Portrait	3.4.4	Amend paragraph 3.4.4 as follows: “In the last ten recent years, the dwelling stock of the Borough has remained relatively unchanged, seeing only a slight shift to smaller dwellings. For example, in 2001 Band C properties made up 14.4% of the dwelling stock, but by 2011 2018 this was 14.7%, and similarly B and G accounted for 15.4% in 2001, down to 14.9 15.0 % in 2011 2018.”	Updating
22.	13.	Spatial Portrait	3.4.5	Amend paragraph 3.4.5 as follows: “At April 2013 2019, the average property price in the Borough was £ 341,890 465,925 compared to £ 209,750 318,727 for the South East. This is more than double the national average and makes the Borough one of the most expensive places to live in the country outside London.”	To reflect most recent information
23.	14.	Spatial Portrait	3.4.7	Amend paragraph 3.4.7 as follows: “Modelling undertaken in October 2011–2015 suggests that 87 72% of households are within fifteen minutes of a GP surgery using public transport and walking (99% are within 30 minutes). For hospitals, 90 100% of households can access services by car within 30 minutes; although only 1% can access Wexham Park Hospital emergency services within this time (71% could access it within an hour). ”	To reflect most recent information
24.	14.	Spatial Portrait	3.4.8	Amend the first sentence of paragraph 3.4.8 as follows: “There are 66 state schools in the Borough; 3 nursery schools, 46 primary schools or first schools, 14 secondary, middle and upper schools, 2 special	To reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				schools and 1 pupil referral unit and of these, 22-25 are currently academies.”	
25.	14.	Spatial Portrait	3.4.10	Amend paragraph 3.4.10 as follows: “The Borough manages and maintains 68-70 parks, open spaces and play areas, providing opportunities for sports activities, informal play, or gentle strolls in pleasant surroundings – covering a total area of around 237-295 hectares. Any intensification or infilling development in the urban area could result in access to open space for recreation becoming an increasingly important local issue. There are also several indoor and outdoor sports facilities, including leisure centres and sports pitches.”	To reflect most recent information
26.	14.	Spatial Portrait	3.4.11	Amend paragraph 3.4.11 as follows: “Both The Old Court Artspace the Firestation Centre for Arts and Culture in Windsor, and the Norden Farm Centre for Arts in Maidenhead provide events such as film, live music, theatre, comedy, workshops, dance and exhibitions. There is also the Theatre Royal in Windsor, the Sir Stanley Spencer museum in Cookham, a heritage centre in Maidenhead, a museum in Windsor and a number of community halls that host arts and cultural activities. <u>Windsor contemporary art fair brings over 160 curated artists and galleries together in one place over one weekend.</u> ”	To reflect most recent information
27.	14.	Spatial Portrait	3.5.1	Amend paragraph 3.5.1 as follows: “The Borough has a highly qualified workforce with 96% holding qualifications, and 48 <u>56</u> % qualified to degree level or higher. The <u>main industries for jobs include wholesale and retail trade; repair of motor vehicles and motorcycles (16.2%)</u> majority of employee jobs are in the service sector (88%) followed by <u>professional, scientific and technical</u>	To reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				activities (12.5%), education (10%), information and communications (10%), accommodation and food service activities (8.8%), construction (7.5%) and human health and social work activities (7.5%) manufacturing (5%). The number of people who are self-employed has increased in the last decade to 11.512% in 2012-2018 from 10.5% in 2001 (nationally 8.3% in 2001, and 9.410.6% in 20122018).”	
28.	14.	Spatial Portrait	3.5.2	Amend paragraph 3.5.2 as follows: “The economically active workforce, aged between 16 and 64 years, is 8183.1% which is higher than the national average (76.978.5%). The unemployment rate is low compared to the national average (3.42.7% in 2016-2018 compared with 4.84.2% nationally).”	To reflect most recent information
29.	15.	Spatial Portrait	3.5.6	Amend paragraph 3.5.6 as follows: “An estimated 743600,000 staying trips were spent in the Borough in 20152017, of which around 7365% were made by domestic visitors and 2735% by overseas visitors. It is estimated that 5765% of overseas trips to Windsor and Maidenhead were holiday related, 2928% were business related and 1151% were primarily for visiting friends and relatives.”	To reflect most recent information
30.	15.	Spatial Portrait	3.5.7	Amend paragraph 3.5.6 as follows: “Whilst not offering the same variety of visitor attractions as Windsor, Maidenhead nevertheless saw 59% of all visitors indicate that the River Thames was the main reason they had chosen to visit Maidenhead. A high proportion of visitors to the town gave the reason that they were visiting friends or family, that is, not a holiday visit. Tourism-related expenditure is estimated to have supported 7,1576,483 full time equivalent jobs in the	To reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				Borough; an actual total of 9,724 <u>8,816</u> if part time and seasonal work is accounted for (Economic Impact Study, 2015 <u>2017</u>)."	
31.	15.	Spatial Portrait	3.6.3	Amend paragraph 3.5.6 as follows: "The Borough actively encourages residents and businesses to recycle as much as possible, with recycling, reusing or composting accounting for over 40 <u>47.4</u> % of waste in 2010 <u>2016/17</u> . This is in line with the national -average for <u>the South East in</u> the same period."	To reflect most recent information
32.	25.	Spatial Strategy	5.1.1	Amend paragraph 5.1.1 as follows: "The spatial strategy is outlined in Policy SP1, and the Key Diagram at the end of the chapter. It seeks to provide a sustainable spatial response which balances the need for growth in a constrained, high quality environment with the essential requirement to protect and enhance the Borough's highly valued assets, character and identity."	For clarity
33.	25.	Spatial Strategy	5.1.5	Amend paragraph 5.1.5 as follows: " Providing <u>Placemaking and providing</u> high quality design and adequate supporting infrastructure (including green infrastructure) in all new development will be of major importance and part of the means of achieving a sustainable balance between delivering growth and protecting the Borough's environment."	To reflect greater focus on place making
34.	25.	Spatial Strategy	5.1.8	Amend paragraph 5.1.8 as follows: To take advantage of this major infrastructure facility, and its main service centre role, Maidenhead has been identified as <u>the key location in the borough to accommodate future a strategic growth location. A strategic growth location has been identified in Maidenhead encompassing both Maidenhead Town Centre and South West Maidenhead, an extensive area</u>	To reflect greater focus on place making

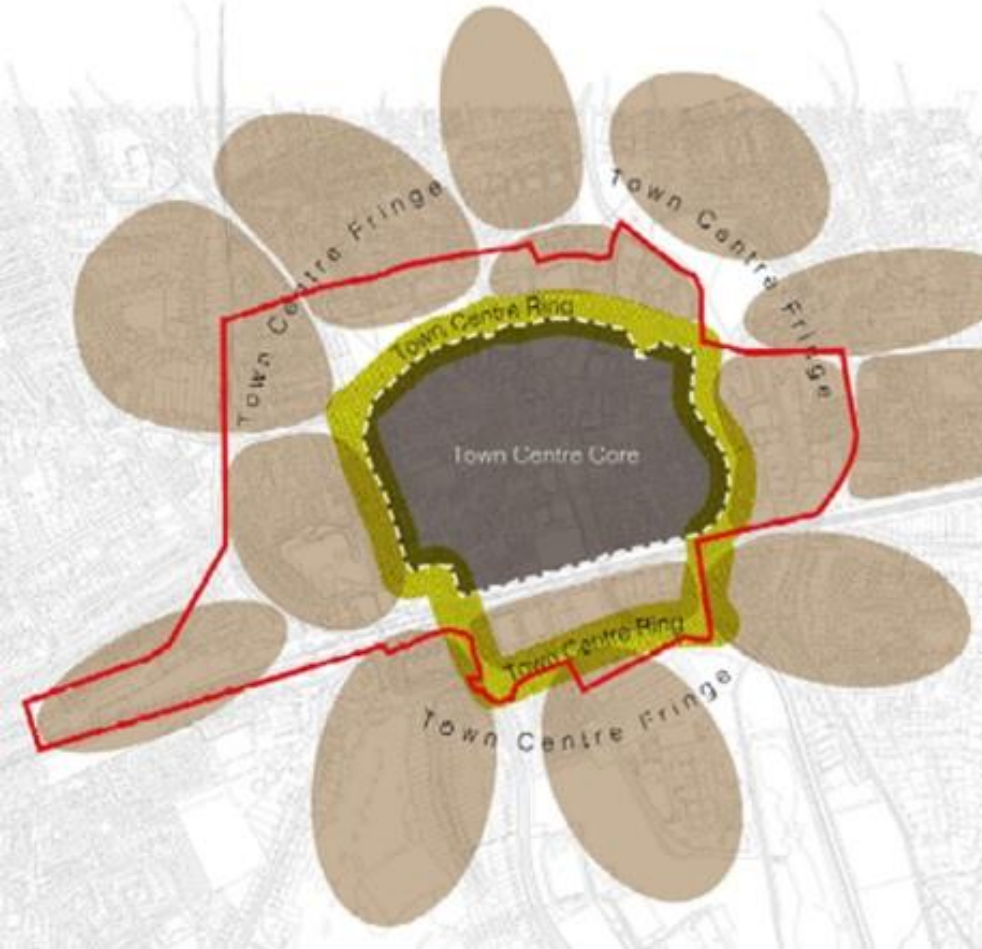
Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>south of Maidenhead Railway Station.</u> Over the plan period it is expected these places will to accommodate a large proportion of the Borough's future housing, employment and mix use growth within the town centre and on other sites in the wider Maidenhead locality. Higher intensities of development, including taller buildings, will be <u>considered particularly encouraged</u> within, and near to Maidenhead town centre, <u>to take advantage of sustainable transport links.</u> <u>Provision of green infrastructure, incorporating enhanced walking and cycling routes and public transport will</u> along with sustainable walking and cycling routes will strengthen to access to the station, and wider town centre environment, <u>open space, recreational facilities and employment areas.</u> A strategy for the rejuvenation of Maidenhead town centre is already in place which envisages new shops, homes and employment opportunities, alongside a raft of environmental improvements. Land adjacent to the southern built edge of Maidenhead (Maidenhead Golf course and associated sites). <u>Southwest Maidenhead</u> has good sustainable transport links to the town centre and rail station and is expected to provide for much of the Borough's future housing <u>and employment</u> growth <u>along with leisure and recreational</u> needs.</p>	
35.	26	Spatial Strategy	5.1.11	<p>Amend paragraph 5.1.11 as follows:</p> <p>Employment will continue to be focussed in the town centres and in existing employment areas although some expansion of employment space to meet future needs will be accommodated in <u>South West Maidenhead on the development site north of Churchmead school in Datchet.</u> The Triangle site (land bounded by the A380, M4 and west of Ascot Road) will be protected to accommodate potential employment needs in the latter part of the BLP period and, perhaps, beyond the end of the current plan period.</p>	To reflect greater focus on place making
36.	26	Spatial Strategy	5.1.12	<p>Amend paragraph 5.1.12 as follows:</p> <p>"The Borough entirely lies within the extent of the Metropolitan Green Belt. The vast majority is covered by the Green Belt designation with only the towns</p>	For clarity

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				<p>of Maidenhead, Windsor and Ascot, along with a number of smaller settlements (including Sunningdale, Sunninghill, Datchet and Cookham), being excluded from it. The Council is committed to protecting the Green Belt but the limited supply of suitable brownfield sites has led to a recognition that not all of the needed growth can be accommodated in settlement locations. A series of studies (including an Edge of Settlement Study undertaken by the Council in 2016), identified and assessed parcels of land around the Borough's towns and settlements in relation to the purposes of the Green Belt set out in the NPPF. The majority of the release is concentrated around the strategic growth location of Maidenhead, with smaller releases around the edges of Windsor, Ascot, Datchet, Cookham, Sunningdale, <u>Datchet</u> and Sunninghill<u>Horton</u>."</p>	
37.	27.	Spatial Strategy		<p>Insert new heading and explanatory text after the Key Diagram as follows:</p> <p><u>5.4 Climate Change</u></p> <p><u>5.4.1 Adaptation to climate change 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.</u></p> <p><u>5.4.2 The impacts of climate change are predicted to increase over time, with winters getting warmer and wetter, while summers become hotter and drier. It is expected that there will be more extreme weather leading to impacts including intense rainfall and floods, heatwaves, droughts and increased risk of subsidence. These impacts will affect people's lives,</u></p>	New explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>homes and businesses as well as essential services and supplies such as transport, hospitals, water supply and energy. There will also be significant impacts on biodiversity and the natural environment.</p> <p>5.4.3 Given the anticipated level of growth of the Royal Borough over the coming years, it is imperative that this growth takes place in a sustainable manner incorporating climate change adaptation technologies. Buildings, services and infrastructure need to be able to easily cope with the impacts of climate change. Part of this ability to cope relates to ensuring that new development is designed to adapt to more intense rainfall, the possibility of flooding, plus heat waves and droughts. The design of developments therefore needs to more carefully consider matters such as shading, insulation and ventilation, surface water runoff and storage and the use of appropriate tree and other planting.</p>	
38.	30.	Quality of Place	6.2.6	<p>Amend paragraph 6.2.6 as follows:</p> <p>“As part of the placemaking process the Council will expect new growth to:</p> <ul style="list-style-type: none"> • Conform to the vision for the place (set out in the BLP or subsequent supporting documents, including Neighbourhood Plans) • Achieve high quality design • Contribute to the creation/maintenance of strong local distinctiveness • Deliver enhanced and supporting infrastructure • Provide for a mix of uses • Respond to climate change with adaptive and mitigating measures • Contribute to the green character of the Borough through delivery of generous green infrastructure • Develop and enhance the importance of the existing blue character of the Borough (including the River 	New explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<ul style="list-style-type: none"> • Thames and associated waterways) • Maintain the depth and richness of the heritage assets in the Borough • Support the delivery of vibrant and healthy communities • Provide sustainable environments • Provide human scale, walkable environments." 	
39.	31	Quality of Place		<p>Insert new heading, explanatory text and map for Policy QP1a follows:</p> <p>6.4 QP1a Maidenhead Town Centre strategic placemaking area</p> <p>6.4.1 Maidenhead has a compact town centre containing an evolving shopping, office, leisure and cultural offering. It is enclosed by major highways on its western and northern sides, the Great Western railway line to the south and on the eastern side its waterways. The presence of the railway station within the town centre, together with the major highways means that it is easily accessed (although this is not the case in respect of the provision of local pedestrian and cycle access). There are excellent green spaces just outside of the core retailing area and the waterways in the town centre also provide recreational opportunities.</p> <p>6.4.2 Maidenhead has been identified as the key focus in the borough for accommodating future development and the town centre area will play a major role in delivering the scale and mix of development types that the borough requires. Twelve of the plan's 40 allocated development sites lie in the town centre area delivering retail, employment, housing, leisure and community uses. The range of uses, scale of development, intensity of activity and large number of different sites makes it important that the future</p>	New explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>development of the town centre is considered holistically and compels the need for a bold vision of placemaking.</u></p> <p><u>6.4.3 The comprehensive placemaking approach to the town centre has expanded the concept of the town centre beyond the traditional central retail focus. The Maidenhead Town Centre Placemaking area (MTCPA) that this policy relates to encompass a Town Centre Core, the Town Centre Ring and the Town Centre Fringe (as shown on Map X.1). The MTCPA is encompassed within the Maidenhead strategic growth area (shown on the Key Diagram), and its full extent is included on the Policies Map. Improvements in each of the Core, Ring and Fringe areas must complement each other and into the wider surrounding areas of the Town, including the adjoining South West Maidenhead placemaking area. (see next page).</u></p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				 <p data-bbox="853 1315 1547 1347">Map 6.1: Maidenhead Town Centre placemaking map</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>6.4.4</u> This policy seeks the delivery of the MTCPA as a high quality, sustainable and vibrant heart for the town that is accessible, attractive and enticing. It sets out a series of placemaking principles to ensure a comprehensive, positive and proactive approach to the development of the allocated sites. It seeks to ensure that sustainable, green and innovative design solutions come forward that meet the Council's transformation and regeneration ambitions for the town centre.</p> <p><u>6.4.5</u> Maidenhead town centre is often characterised by the historic form, centred around the conservation area. This gives the town a distinctive historic environment. The retention and enhancement of this historic core is a key consideration for future development. Good contemporary design can be integrated to utilise the character of the area and enhance the distinctiveness.</p> <p><u>6.4.6</u> All development in MTCPA will be required to provide high quality architectural and urban design. It will also be expected to extend, deepen and enhance the green and blue infrastructure networks across the town centre, linking into areas beyond.</p> <p><u>6.4.7</u> The scale of development and the compact physical form of the town centre provide enhancement opportunities for intensification and high-density development. This includes potential for raising context heights in specific locations as well as tall building development in appropriate identified locations, outlined in greater detail in the Tall Building Study (2019). Increases in height will be expected to provide meaningful enhancement to character and distinctiveness and enable green</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>infrastructure networks to extend upwards. The quality of Tall buildings will be required to be exemplar.</p> <p>6.4.8 Gateways into Maidenhead provide a main route into the town centre and are therefore important distinctive features. There is need to enhance these gateways and movement routes for all modes of transport to improve the overall permeability into the town centre. The historic gateway to the western end of the Historic Town Centre Core near the ring road is an example of a gateway that can be significantly enhanced whilst keeping the historic character.</p> <p>6.4.9 New public realm development with high quality design help create landmarks and destinations to create a key characteristic. Opportunities for new public spaces must incorporate urban greening methods that are implemented into the existing green infrastructure network. Additionally, existing public spaces should take the opportunity to enhance the green infrastructure of the place, to respond to the challenges of climate change. Integrating biodiversity gain across the town centre core with links and connections in free infrastructure into and around the town centre improves the ecological function of the area, but also underpins the town's identity as a green place, and its attractiveness as a place to enjoy. The waterways are also key contributors to biodiversity and place identity, which also provide recreational amenity. This will positively contribute to people's health and wellbeing.</p>	
40.	30	Quality of Place	6.6	Insert new heading, explanatory text and map for Policy QP1b- shown as follows:	New explanatory text to

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p data-bbox="846 363 1711 400"><u>6.6 QP1b South West Maidenhead strategic placemaking area</u></p> <p data-bbox="846 464 1827 767"><u>6.6.1</u> The South West Maidenhead Strategic Placemaking Area (SWMPA) is a large area of land to the south west of Maidenhead railway station, extending from the railway line southwards to the M4. The land has a range of topographies and is currently used for a mix of open space, leisure, residential and employment activities. A number of key local roads into Maidenhead town centre run through the area which is well located in relation to the A404(M), A308(M) and the M4. Maidenhead town centre lies to the north of area.</p> <p data-bbox="846 810 1827 919"><u>6.6.2</u> The area covered by the SWMPA is encompassed in the Maidenhead strategic growth area shown on the Key Diagram, and its full extent and component site allocations is included on the Policies Map.</p> <p data-bbox="846 962 1827 1222"><u>6.6.3</u> The BLPSV-PC proposes accommodating some 2,600 new homes in the SWMPA, together with a large employment site with scope to accommodate a range of uses with a mix and quality that meets the Borough's needs and aspirations for commercial land. The BLPSV-PC also allocates Braywick Park as a mixed use strategic green infrastructure space, accommodating indoor and outdoor sports facilities, a public park, special needs school and wildlife site.</p> <p data-bbox="846 1265 1827 1374"><u>6.6.4</u> This policy seeks the delivery of the SWMPA as a high quality, sustainable development area for Maidenhead and sets out a series of placemaking principles to ensure a comprehensive approach to the</p>	support Policy

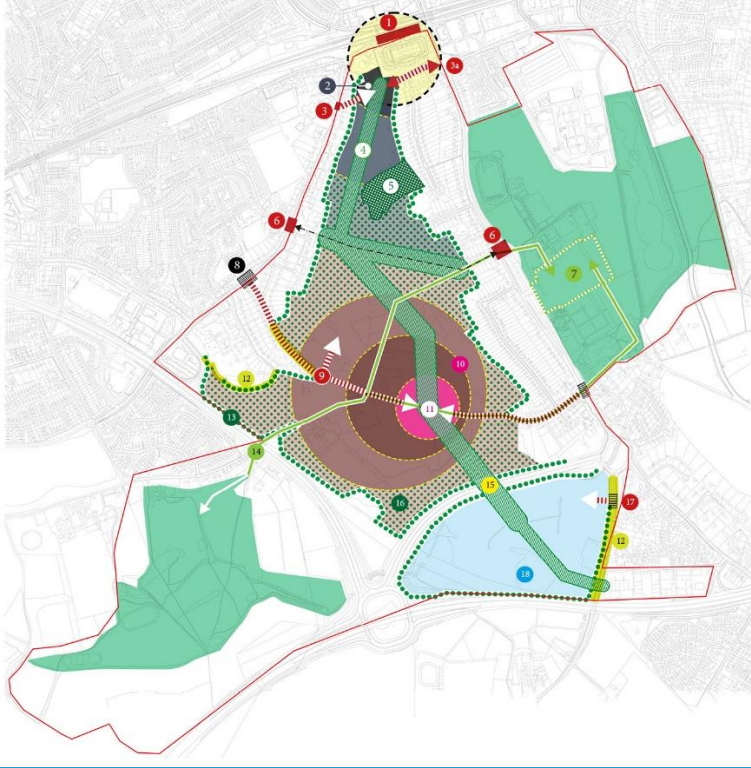
Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>development of the allocated sites. The scale of development compels the need for a bold vision of placemaking and this can only emerge through a structured framework to ensure the necessary infrastructure, community needs and design objectives are met.</u></p> <p><u>6.6.5 Given the importance and scale of the new development in the SWMPA, development proposals will be required to accord with a range of place-shaping principles. These principles will ensure that a comprehensive approach is taken to the development of the area as a whole which will bring together all of the component parts of a successful place.</u></p> <p><u>6.6.6 The scale of development in this area provides an opportunity to deliver a high quality, sustainable development with a distinct character and degree of self-containment supported by the provision of on-site services and facilities including primary and secondary schools, a local centre; new and enhanced open spaces, community and health facilities.</u></p> <p><u>6.6.7 Development in the SWMPA will need to address a number of issues including tackling congestion, improving connectivity both north-south and east-west through the area and into the surrounding town and local communities. The northern part of the SWMPA adjoins the Maidenhead town centre Air Quality Management Area (AQMA) and, as development in such close proximity to the AQMA may worsen emissions in the area, mitigation measures such as enhanced public transport routes, and opportunities for sustainable and active travel should be maximised to reduce negative impacts on air quality.</u></p>	

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				<p><u>6.6.8 North-South connections are currently provided by the existing road corridors of Shoppenhangers and Braywick Roads although these corridors are constrained and, in their current form, present limited opportunities for accommodating bus or cycle lanes. Further to the south, the Triangle strategic employment site is separated from the new Desborough housing allocation by the strategic road network, which, if not addressed, would perpetuate the dominance of the private car for journeys between Desborough and future employment opportunities there. A new, car free green spine, running north-south through the heart of the SWMPA provides the opportunity to create a new public transport corridor, fast cycle links, safe pedestrian connections and an attractive variety of open space.</u></p> <p><u>6.6.9 East-West connections from the SWMSA out to adjoining areas, especially Braywick Park and south-west to Ockwells are also currently limited, both for vehicular and non-vehicular modes as well as for wildlife and biodiversity. Measures to improve connectivity will therefore need to seek to increase opportunities for active travel and to enhance access to public transport.</u></p> <p><u>6.6.10 In addition to the transport challenges, the scale of development and the transformation of the open space poses challenges for the retention and enhancement of green infrastructure to serve the new community and for the delivery of net gains in biodiversity. Furthermore, the current approach to Maidenhead from the south is characterised by green, leafy corridors. The challenge for the development of the SWMPA is to provide sufficient green infrastructure and accessible open space for the benefit of existing and new communities. Whilst on-site provision of open space and green</u></p>	

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				<p><u>infrastructure is important, the improvement and provision of new connections to areas of formal and informal open space elsewhere in the SWMPA area for pedestrians, cyclists and nature will be key to creating a healthy, sustainable community.</u></p> <p><u>6.6.11 Areas in the southern half of the SWMPA fall within flood zones 2 and 3, including a small part of Desborough residential site and a large part of the Triangle strategic employment site. The majority of Ockwells open space either side of the channel of The Cut watercourse falls within Zone 3b and the Council will work with the Environment Agency to create backwaters in the river to enhance habitats for fish and other wildlife. The eastern part of Braywick Park lies within Zone 2.</u></p> <p><u>6.6.12 Building at scale presents a range of opportunities, for example for modal shift, whereby the development of the SWMPA can encourage a movement towards lower car-ownership in those parts of the area that are well-served by public transport and by delivering services and facilities within walking distance of a large proportion of residents. The scale of development here also presents the opportunity for innovation in building types, incorporating green buildings and exploiting opportunities for low carbon lifestyles.</u></p> <p><u>Vision</u></p> <p><u>6.6.13 SWMPA will be an area that fulfils a variety of roles for both the local area and Maidenhead as a whole. The provision of infrastructure and other</u></p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>functions will contribute in a number of ways to a more sustainable, more distinctive and more desirable part of town.</u></p> <p><u>6.6.14 A sense of place and distinctiveness will emerge in different ways across the SWMPA. Maidenhead is renowned for being a green town with leafy approaches benefitting from the rich landscape backdrop of the Thames valley to the east and north, the Chilterns margins to the north west and wider open countryside to the west and south. Retaining the existing trees and landscape buffers along the strategic road corridors at the southern end of the SWMPA will maintain the sense of leafy enclosure and new residents will benefit from improved access to and integration with the significant green spaces of Ockwells Park and Braywick Park as well as new and improved blue infrastructure. New and existing communities alike will live a greener existence among a flourishing network of green streets and spaces which will accommodate biodiversity and people harmoniously.</u></p> <p><u>6.6.15 In 2019 the Council committed the Royal Borough of Windsor and Maidenhead to become carbon neutral by 2050. This challenging commitment will require a pro-active approach by many parties, including the residents of Maidenhead. As new communities become established, more sustainable patterns of living will become enshrined to enable new residents to instinctively choose to reduce their environmental impact. The choice to live in South West Maidenhead will be a choice to live more sustainably and with this will come the opportunity to live better, more sociable, more connected and healthier lives.</u></p> <p><u>Framework Plan</u></p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>6.6.16</u> <u>New development within the area should come forward in accordance with the South West Maidenhead Placemaking Area Framework Plan, which provides a high level planning context to guide and enable a comprehensive approach to be taken to the future change and evolution of the area in a subsequent Supplementary Planning Document and planning applications.</u></p> <p><u>6.6.17</u> <u>The Framework Plan illustrates key guiding principles and broad land use distributions across the area and assists in articulating and interpreting some of the key elements of the policy, including:</u></p> <ul style="list-style-type: none"> <u>• key access points, particularly where they interact with existing strategic routes</u> <u>• the broad disposition of the main land uses,</u> <u>• significant transport/movements routes through the site;</u> <u>• key nodes such as local centres and prominent gateways and</u> <u>• significant areas of green infrastructure.</u> 	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				 <p data-bbox="853 1150 1805 1257">Map 1: South West Maidenhead Strategic Placemaking Area: Framework Plan (NB: see next page for key to map)</p>	

South West Maidenhead Development Framework Plan Key

1. There is the opportunity to make significant improvements to the south access to the railway station and the public realm surrounding it. Development form and traffic management should work to improve the legibility and accessibility of the station. Any opportunities to create direct links from the Golf Course to the south of the station should be explored.
2. Development to the north of the area should make the most of the proximity to the town centre with activity orientated towards the town centre and the majority of facilities being accessed there. Building heights and typologies reflect the proximity to the town centre as a sustainable locations and promote patterns of living which reduce the reliance on the car.
3. Vehicular access into the development area is via the existing golf course access.
- 3a. Additional access should be explored to create a link across the site to the Braywick roundabout. This could alleviate traffic along the stretch of Shoppenhangers Road adjacent to the station entrance and allow for changes in priorities and public realm improvements at the station forecourt.
4. The north-south Green Spine provides the continuity of cycle, pedestrian and public transport movement through the whole development area, relieving congested surrounding highways and offering an alternative future to the reliance on the car. The Green Spine will represent a strategic shift in planning for the movement of people as well as being a multi-purpose space full of play space, ecological value and recreational opportunities.
5. Rushington Copse to be retained and protected as an ecological resource. Where compatible with retaining habitats, public access may be promoted.
6. The public right of way which crosses the golf course should be retained and an improved green link included along its route distinguishing the north of the site from the south. Where it meets Shoppenhangers Road/Braywick Road at each end introduction of, or improvements to, the pedestrian and cycle crossings should be explored and the design of public realm and introduction of street trees used to increase the prominence of the access to the site along the green link.
7. Establish safe, attractive green links to and from the new Leisure facilities at Braywick Park.
8. Improvements to junctions between Harvest Hill Road and Shoppenhangers Road/Braywick Road should make better provision for safe pedestrian and cycle crossings and utilise the public realm design to enhance the gateways to Harvest Hill and the new development.
9. Harvest Hill Road is the main existing vehicular access serving the development area and can be improved to encourage connections east and west as well as provide links which extend north into the site.
10. Residential development in the southern neighbourhood is focussed around the Harvest Hill Local Centre where facilities and services are concentrated and a high density of the population are accommodated. Further residential areas reduce in density from the centre but retain a high quality network of connections ensuring their accessibility to the centre and to green links into the town centre.
11. Harvest Hill Local Centre (see separate diagrams)
12. Where new development boundaries with existing residential areas, to the south west and south east corners of the area, development should look to create a relationship with existing development and provide access for existing residents into the new area and links it provides to facilities and green space.
13. Sites should retain their green edges to maintain the sense of a leafy enclosure and setting to development and to retain the privacy of surrounding properties
14. Consider ways to improve the pedestrian bridge over the A404(M), creating a distinctive gateway feature to the town but also ensuring safe, attractive green links to and from Ockwells Park.
15. A new pedestrian bridge across the A308(M) integrates the employment site to the south with the new community and underpins the sustainability of the whole south west area. A new bridge offers the opportunity to create a sculptural form across the dual carriageway and create a distinctive landmark at this entrance to the town.
16. Residential areas to the periphery of the respective centres of focus (the town centre to the north and Harvest Hill Local Centre to the south) retain a large proportion of the existing green space, tree planting and habitats. Buildings should integrate within the layout of the landscape, with wild spaces, food production and green streets and spaces establishing the identity to the neighbourhoods.
17. Vehicular access to the Triangle site is from the Ascot Road. Other pedestrian and cycle links should be explored to avoid the site only being accessible by vehicle.
18. New employment site known as 'The Triangle Sites' (see separate diagrams).

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
41.	30.	Quality of Place	6.6	<p>Insert new heading, explanatory text and map for Policy QP1c- Ascot Placemaking (and footnote 1) shown as follows:</p> <p><u>6.6 Policy QP1c – Ascot Placemaking</u></p> <p><u>6.6.1</u> Ascot, one of the three main settlements in the Borough, is renowned for its royal racecourse, established in 1711. It has been identified as one of the locations to accommodate future development as part of a wider spatial strategy for the area. The Spatial Strategy (Policy SP1) states that development in the Ascot growth location will be largely based on Ascot Centre, with the coordinated development of several sites related to Ascot High Street providing the opportunity to strengthen its role as a significant centre in the Borough.</p> <p><u>6.6.2</u> Ascot’s District Centre (Policy TR1) provides a range of shops for the surrounding area but it is constrained by having the racecourse on one side and Green Belt on the other. The High Street has a limited mix of shops, is narrow and is dominated by traffic. There is strong support from the community to see Ascot improved and enhanced, with the rejuvenation of the High Street.</p> <p><u>6.6.3</u> The centre of Ascot has good transport links including railway services to London, Reading and Guildford. However, some roads suffer from congestion, including the A332 and the Heatherwood roundabout. Bus services are relatively infrequent. Pedestrian and cycle routes are poor, including from the High Street and proposed development sites to the Railway Station.</p> <p><u>6.6.4</u> The built up part of Ascot is within the Metropolitan Green Belt. The Edge of Settlement Green Belt Purchase Study found that some parcels of land to the south of the High Street provide opportunities to support</p>	New explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>regeneration initiatives. Most of Ascot is within 5km of the Thames Basin Heaths Special Protection Area (SPA) where mitigation needs to be provided in the form of Suitable Alternative Natural Greenspace (SANG).</u></p> <p><u>6.6.5 Ascot has a green and leafy, semi-rural character with areas of ancient woodland and good quality greenspace, including Allen's Field and South Ascot Recreation Ground. However, there is more limited access to Public Parks and Gardens and amenity greenspace. The Ascot, Sunninghill and Sunningdale Neighbourhood Plan was made in 2014. This identifies existing green corridors, including a primary corridor that runs from Allen's Field in the west through to (and beyond) the land to the south of St. George's school and a secondary corridor running along the railway embankment from Ascot to Sunningdale.</u></p> <p><u>6.6.6 Ascot has high house prices and a high proportion of older people. There is a lack of an evening economy and facilities for young people. There is a strong community aspiration for a new village square or community hub, with a relocated library and parish council offices as well as a community/arts centre and public open space.</u></p> <p><u>6.6.7 The BLP allocate several strategic housing sites close to the High Street, including AL16 (Ascot Centre), AL17 (Shorts) and AL20 (Heatherwood Hospital. There are also several smaller sites allocated, including AL18 (Ascot Railway Station car park) and AL19 (Englemere Lodge). The Heatherwood Hospital site now has planning permission for up to 230 homes and a new hospital. Together these sites will deliver about 750 new homes. It is important to ensure that these sites come forward in an integrated and coordinated way rather than in isolation. It is also important that new residential development is exemplar quality and sympathetic to local character.</u></p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>6.6.8 The Borough Council recognises the importance of ‘placemaking’ as part of planning for future growth and development, and that that the quality of the place that people live in and use will have a powerful impact on quality of life. To address the above issues, a strategic placemaking policy has been developed for the centre of Ascot. The diagram below shows the boundaries of the placemaking area, which is centred on the railway station. It includes the High Street, several proposed housing development sites, Ascot Business Park and also several green and blue infrastructure sites, including one or more new SANG sites.</p> <p>1 Sunninghill, Sunningdale and Ascot Neighbourhood Plan 2011-2026, para. 5.3.1</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>6.6.9 The policy below seeks to rejuvenate Ascot to create a vibrant place with an improved High Street and high quality new development that is integrated into Ascot and retains its green and leafy character. It also seeks to improve connectivity so that those residents living in South Ascot are better connected to the High Street. The policy contains a set of placemaking principles that all new development will have to adhere to.</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>6.6.10 The Council, in partnership with the local community and other stakeholders, will prepare an Ascot Placemaking Supplementary Planning Document (SPD) that will expand on the policy and provide a more detailed framework to guide new development</p>	
42.	115	Infrastructure/ Green and Blue Infrastructure	IF3/ 14.8	<p>Paragraphs 14.8, 14.8.1, 14.8.2, 14.8.3, 14.8.4 Green and Blue Infrastructure amended and moved to Policy Section Quality of Place and renumbered 6.8 shown as follows:</p> <p>14.86.8 Green and Blue Infrastructure</p> <p>14.8.16.8.1 Natural England defines green infrastructure as "a network of high quality green and blue spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multi functional resource capable of delivering a wide range of environmental and quality of life benefits for local communities." (Natural England website, 2013) Green infrastructure has been defined as "a strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystems services and protect biodiversity in both rural and urban settings" (European Commission, 2013).</p> <p>14.8.26.8.2 Green Infrastructure relates to a networks of multi-functional open space and other environmental features. Together these are highly valued by local people and form an important part of play a key role in the Borough's landscape setting character and local identity. Delivery of high quality green (and blue) infrastructure has an important role in the</p>	Structure amendments and new explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>placemaking agenda set in the Borough Local Plan as well as having benefits for climate change adaptation and mitigation and biodiversity. The following can form part of green infrastructure networks:</p> <ul style="list-style-type: none"> • Parks and gardens • Natural and semi-natural greenspaces • Green corridors • Outdoor sports facilities • Amenity greenspace • Provision for children and teenagers • Allotments, community gardens/orchards and urban farms • Cemeteries and churchyard • Accessible countryside in urban fringe areas • River corridors and waterways (blue infrastructure) • Green roofs and walls • Street level greening. <p>14.8.3 6.8.3 The benefits of green and blue infrastructure are fully realised when delivered at a strategic scale. In areas subject to strong intensification (for example, the Maidenhead Town Centre and South West Maidenhead strategic growth location placemaking areas) the need for a comprehensive, high quality network of green and blue infrastructure will be especially important. The use of water, green roofs and walls, pocket parks and streets level greening is likely to be essential in providing a innovative, exemplar quality green and blue infrastructure network of adequate scale and quality to support high intensity developments. However, it is important to ensure that where possible, all future development includes an appropriate level of high quality green and blue assets. In order to provide further guidance on this important issue, the Council will prepare a Green and Blue Infrastructure Supplementary Planning Document (SPD).</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				14.8.4 <u>6.8.4</u> The waterways and water bodies in Windsor and Maidenhead are distinctive components of the environment and character of the Borough. The Council will seek to ensure this blue infrastructure is maintained and enhanced wherever possible. Development will be expected to contribute to this through either the provision of additional blue infrastructure or enhancement or extension of existing water bodies where appropriate. The Maidenhead Waterways Project is recognised as an important element of blue infrastructure in the Borough that provides public open space, recreation and amenity, as well as ecological benefits.	
43.	31	Quality of Place/ Design	6.4	Amend the title paragraph number and subsequent paragraph numbers shown as follows: <u>6.104</u>_Design <u>6.104.1</u> <u>6.104.2</u> <u>6.104.3</u> <u>6.104.4</u> <u>6.10.4.5</u> <u>6.104.6</u>	Structure amendments
44.	31	Quality of Place/ Design	6.4.6	Delete last sentences of paragraph 6.4.6 shown as follows:	To reflect document evolution

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>Tall buildings will be supported where they demonstrate exceptional high quality design and do not cause unacceptable impacts such as overshadowing, solar glare and wind tunnel effects. Advice provided by Historic England or similar bodies on tall buildings should inform development proposals.</p>	
45.		Quality of Place/ Tall Buildings	6.12	<p>Insert new paragraph number, heading and explanatory text shown as follows:</p> <p><u>6.12 Tall Buildings</u></p> <p><u>Context Height</u></p> <p><u>6.12.1</u> Tall buildings or buildings with height are often considerably taller than their surrounding area. In this sense, tall buildings must be assessed in their surrounding context which can be expressed through the understanding of context height. The context height is the height that an observer would read as the typical or defining height of a particular area. In places that are consistent in height, the context height may be the most commonly occurring building height. In more varied places, the context height may be a middle point that buildings fluctuate around. Tall buildings are therefore exceptions to the context height, instead they typically break the skyline and are visually prominent.</p> <p><u>6.12.2</u> The relationship of height between a tall building and its context can be expressed as a factor of the prevailing context height. This is the context height ratio (CHR) which expresses the degree of height of a building in relation to its context. This provides a measure of the extent to which a building is 'outstanding' on the skyline considering the prevailing height and scale of development of a place.</p>	New explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>Tall Building Design</u> 6.12.3 <u>The NPPF does not have specific requirements on tall buildings, but it provides design principles that are relevant to tall buildings. These principles are expected to guide building: height, mass, scale, layout, landscape, materials, density and access. Well-designed tall buildings shaped by these principles play a positive urban design role in the built form, where they act as gateways and landmarks. The Tall Building Study (2019) also expresses design principles that will require development to respond positively to the character of the area, and to achieve exceptional architectural and design quality. Without these design principles implemented, new tall buildings can negatively impact the skyline and cause widespread detrimental effect to the area. The emerging Tall Building SPD will provide more details on tall building requirement criteria.</u></p> <p><u>Tall Building Appropriate Locations</u> 6.12.4 <u>Appropriate tall building development will only be in town centres, with the focus for such developments directed in specific areas in central Maidenhead. These specific locations are identified to be the most appropriate in the Tall Building Study, which is based on an understanding of the opportunities, sensitivities and character of Maidenhead. Generally a tall building proposal should form part of the comprehensive development of a large site where it can contribute to the regeneration and enhancement of a wider urban area. Tall buildings should only be considered where they are part of a plan-led strategy with a place making approach. As part of this approach, tall buildings must support existing movement routes and integrate into the built fabric rather than appear in isolation. A tall building must also relate and contribute to the wider area and improve the sense of place, or have a clear role in creation of a new 'place'.</u></p> <p>6.12 Policy QP3a Building height and Tall Buildings</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
46.	34	Quality of Place	6.6	<p>Amend the title, paragraph number and subsequent paragraph numbers shown as follows:</p> <p>6.6-14 River Thames Corridor</p> <p>6.614.1</p> <p>6.614.2</p> <p>6.614.3</p> <p>6.614.4</p> <p>6.614.5</p> <p>6.614.6</p> <p>6.614.7</p> <p>6.614.8</p> <p>6.614.9</p> <p>6.614.10. Also amend 2nd sentence as follows: 'Policy SP4-QP4 River Thames Corridor'</p> <p>6.614.11 Also amend last sentence as follows:</p>	Structure amendments, and to reflect document evolution

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>“Furthermore, the Environment Agency has produced a River Basin Management Plan, Thames River Basin District in 20092015, which seeks to manage the pressures facing the water environment of the river basin.”</p> <p>6.614.12 Also amend second word in first sentence as follows: “Policy SP4 <u>QP</u>4”</p>	
47.	35.	Quality of Place/ Greenbelt	6.8	<p>Amend the title, paragraph number and subsequent paragraph numbers shown as follows:</p> <p>6.8<u>16</u> Green Belt</p> <p>6.15<u>8</u>.1</p> <p>6.8<u>16</u>.2</p> <p>6.8<u>16</u>.3</p> <p>6.8<u>16</u>.4</p> <p>6.8<u>16</u>.5</p> <p>6.8<u>16</u>.6</p> <p>6.8<u>16</u>.7</p> <p>6.8<u>16</u>.8</p> <p>6.8<u>16</u>.9</p>	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				6.816.10	
				6.816.11	
				6.816.12	
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				6.816.23	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>6.816.24</p> <p>6.816.25</p>	
48.	36	Quality of Place/ Greenbelt	6.8.8	<p>Delete last sentence of paragraph 6.8.8 as follows:</p> <p>The forthcoming Green Belt SPD will provide further detailed guidance on the assessment of these matters.</p>	Updating to reflect most recent information
49.	38.	Quality of Place/ Greenbelt	6.8.24 6.8.25 6.8.26 6.8.27	Deletion of paragraphs 6.8.24, 6.8.25, 6.8.26 and 6.8.27	To reflect document e
50.	40.	Quality of Place/ Local Green Space	6.10	<p>Move the explanatory text under paragraph 6.10 Local Green Space to paragraphs 14.8, with minor changes as shown as follows:</p> <p>6.10 14.8 Local Green Space</p> <p>6.1014.8.1 Paragraph 76 of the National Planning Policy Framework 2012 introduced the ability for Local Plans and neighbourhood plans to designate Local Green Space. In accordance with Paragraph 77 of the NPPF 2012 and Planning Practice Guidance, Local Green Space should meet the criteria listed below:</p> <ul style="list-style-type: none"> The Local Green Space should be in reasonably close proximity to the community it serves, usually within easy walking distance. 	Structure amendments and for clarity

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<ul style="list-style-type: none"> • The Local Green Space should be local in character and not an extensive tract of land. Blanket designation of open countryside adjacent to settlements is not appropriate. <p>6.1014.8.2 In addition, a Local Green Space must be demonstrably special <u>to a local community</u> and hold a particular local significance. Local Green Spaces should therefore also meet at least one of the following criteria and be of a particular local significance because of its:</p> <ul style="list-style-type: none"> • beauty – the site makes a significant visual contribution to the street scene or visual attractiveness of the area • historic significance – the site includes or provides a setting for a locally valued landmark or is of cultural value • recreational value – the site is used for sport or recreation activities or used by the local community for informal recreation • tranquillity – the site provides a peaceful and tranquil space within a settlement • richness of wildlife – this site is recognisable as a priority habitat with a reasonable species diversity or harbours priority species (listed in the UK priority habitats and species list) and is managed to benefit the ecological interests • community or other value where the site is used by the wider community. <p>6.1014.8.3 Sites already subject to statutory designation, such as Historic Parks & Gardens or Scheduled Ancient Monuments, have high levels of protection and would not benefit from an additional local designation. Similarly, sites within the curtilage of a listed building or conservation area or subject to a tree preservation order do not necessarily need additional protection as Local Green Space as their importance and contribution to the area must be considered if a planning application is submitted within or near these sites.</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>6-1014.8.4 On the basis of the above methodology the Council has identified one area of Local Green Space worthy of designation: at Poundfield, Cookham.</p> <p>6-1014.8.5 The Cookham Village Design Statement (VDS) identifies green space as being a key characteristic of all three settlements that the VDS covers. The fields to the north and west of The Pound in Cookham are known as 'Poundfield'.</p> <p>6-1014.8.6 The VDS sets out that Poundfield's importance derives from a unique combination of ecological, rural, and heritage factors; it is also a tranquil space in the heart of the village. Poundfield's undeveloped frontage faces Maidenhead Road, and the glimpse of its more distant slope rising to the north are signals of the rural character of Cookham.</p> <p>6-1014.8.7 Poundfield forms a green wedge at the heart of Cookham, dividing the picturesque narrow roadway of The Pound (the edge of Cookham village) from Cookham's more commercial areas (the Station Hill area and Cookham Rise). It is an intrinsic part of the character of the village and in very close proximity to the community that it serves being surrounded by houses.</p> <p>6-1014.8.8 It is also visible in views from the Moor and from the eastern end of the Causeway. Poundfield is the subject of several Stanley Spencer paintings, including a series of scenes at Englefield and a panoramic view stretching towards The Pound. This is considered in greater detail in the context of the Cookham High Street Conservation Area within the accompanying appraisal reviewed in 2016.</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
51.	44.	Housing/ Housing Provision	HO1/ 7.2.5	Amend paragraph 7.2.5 as follows: “The BLP makes provision for at least 14,240 new dwellings over the plan period from 2013 to 2033 as set out in Table 2-7.2 and identifies sites for specific or mixed uses and activities across the borough. The Council does not need to allocate land in the BLP to meet the total housing need identified because sites have already been developed since the start of the plan period, some sites have planning permission, and small unidentified sites will become available. A significant contribution of 3,772 <u>6,479</u> new dwellings towards meeting this target has already been made by sites which have either been developed or are committed.”	Errata and to reflect most recent information
52.	44.	Housing/ Housing Provision	HO1/ 7.2.6	Amend paragraph 7.2.6 as follows: “The Council will be supportive of new residential development on the number of small sites that unexpectedly become available during the plan period but are impractical to identify in advance providing that the sites are suitable and appropriate for residential development. This <u>windfall</u> source of land recycling is expected to provide for at least an additional 1,840 <u>2,065</u> new dwellings over the plan period based on recent trends.”	Errata and to reflect most recent information
53.	44.	Housing/ Housing Provision	HO1/ 7.2.6	Deletion of paragraph 7.2.9	Updating
54.	45.	Housing/ Housing Provision	HO1/ 7.2.10	Renumber 7.2.10 to 7.2.9	Updating

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change										
55.	45.	Housing/ Housing Provision	HO1/ 7.2.11	<p>Renumber 7.2.11 to 7.2.10 and amendments as follows:</p> <p>“7.2.11-10 The housing supply position set out in Table 2-7.1 is marginally higher than the identified need set out in the Berkshire (including South Bucks) SHMA (2016) which allows a degree of flexibility in housing delivery.”</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>Completions since 1st April 2013</td> <td>1,4763,286</td> </tr> <tr> <td>Commitments (sites with planning permission)</td> <td>2,2963,193</td> </tr> <tr> <td>Small sites allowance/w Windfall (unidentified sites)</td> <td>1,8402,065</td> </tr> <tr> <td>Sites identified in the HELAA⁽⁹⁾</td> <td>362</td> </tr> </tbody> </table>	Category	Amount	Completions since 1st April 2013	1,4763,286	Commitments (sites with planning permission)	2,2963,193	Small sites allowance/w Windfall (unidentified sites)	1,8402,065	Sites identified in the HELAA⁽⁹⁾	362	Updating
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				<table border="1"> <tr> <td>Allocations (defined in 7.4 Policy HO1 Housing Development Sites)</td> <td>8,286</td> <td>7,891</td> </tr> <tr> <td>Total</td> <td>14,260</td> <td><u>16,435</u></td> </tr> </table> <p>Table 7.12: Housing Supply</p>	Allocations (defined in 7.4 Policy HO1 Housing Development Sites)	8,286	7,891	Total	14,260	<u>16,435</u>									
Allocations (defined in 7.4 Policy HO1 Housing Development Sites)	8,286	7,891																	
Total	14,260	<u>16,435</u>																	
56.	45.	Housing/ Housing Provision	HO1/ 7.2.12	<p>Re-number paragraph 7.2.12 to 7.2.11 and amendments as follows:</p> <p>7.2.12<u>11</u> Government policy requires the Council to set out the expected rate of housing delivery through a housing trajectory for the plan period and to identify a supply of deliverable sites to provide five years of housing against its housing requirements. Housing delivery in the first three<u>six</u> years of the plan period was as follows:</p> <table border="1"> <thead> <tr> <th>Time period</th> <th>2013/ 1 4</th> <th>2014/ 1 5</th> <th>2015/ 1 6</th> <th><u>2016/ 1 7</u></th> <th><u>2017/ 1 8</u></th> <th><u>2018/ 1 9</u></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Time period	2013/ 1 4	2014/ 1 5	2015/ 1 6	<u>2016/ 1 7</u>	<u>2017/ 1 8</u>	<u>2018/ 1 9</u>								To reflect most recent information
Time period	2013/ 1 4	2014/ 1 5	2015/ 1 6	<u>2016/ 1 7</u>	<u>2017/ 1 8</u>	<u>2018/ 1 9</u>													

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change						Reason for the change	
				South East Plan ⁽⁹⁾ housing target	346	346	346	=	=	=	
				Emerging Borough Local Plan housing target	420	420	420	<u>420</u>	<u>420</u>	<u>730</u>	
				No of new dwellings completed	360	514	602	<u>584</u>	<u>515</u>	<u>705</u>	
Table 27.2 : Housing Targets and Completions											
57.	45.	Housing/ Housing Provision	HO1/ 7.2.13	Renumber paragraph 7.2.13 to 7.2.12						Structure amendments	
58.	45.	Housing/ Housing Provision	HO1/ 7.2.14	Renumber paragraph 7.2.14 to 7.2.13 and amendments as follows: “ 7.2.13 ⁴ Delivery rates have since recovered and are currently rising above past trends. The Council will publish annually, via the Monitoring						Structure amendments	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				Report, details of the five year housing land supply targets for the delivery of housing for each year over the plan period. Targets for the delivery of housing for each year over the plan period are presented in Table 7.3 below and indicate the implications of achieving the objectively assessed need over the first five year period. The projected housing delivery over the plan period is set out in Appendix CB .”	
59.	45.	Housing/ Housing Provision	HO1/ 7.2.15	<p>Renumber paragraph 7.2.15 to 7.2.14 and amend text. Also renumber table number from 7.4 to 7.3 and footnote all as follows:</p> <p>“Paragraph 48 of the NPPF permits an allowance for small windfall sites in the five year supply, based on previous historical patterns of delivery within the Borough, with sites with planning permission, and site allocations as identified in Policy HO1 Housing Development Sites also contributing.”</p> <p>“Table 7.34 : Housing Delivery Targets”</p> <p>5 Sites that have been identified as being deliverable/developable in the HELAA but are below 10 units, plus a number of sites classified as ‘potentially developable and potentially developable – other’ which may come forward and where a 50% anticipated delivery rate has been applied. These sites may come forward for development through the planning application process.</p> <p>56 The South East Plan was the Regional Spatial strategy for the south east. It was revoked by government on 25 March 2013</p>	Structure amendments, updating and to reflect most recent information
60.	46.	Housing/ Housing Provision	HO1/7.3	<p>7.3.1 Sites are allocated for housing through a process that takes into account a large amount of information from technical studies, developers and landowners, consultation responses and many others. Allocated sites in 7.4 'Policy HO1 Housing Development Sites' are in the following five place categories:</p> <ul style="list-style-type: none"> Growth locations for development 	To reflect document evolution

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<ul style="list-style-type: none"> • <u>Maidenhead</u> <ul style="list-style-type: none"> ○ <u>Maidenhead Town Centre</u> ○ <u>South West Maidenhead</u> ○ Other Maidenhead • <u>Windsor</u> <ul style="list-style-type: none"> ○ <u>West of Windsor</u> ○ Other Windsor • <u>Ascot, Sunningdale and Sunninghill</u> <ul style="list-style-type: none"> ○ <u>Ascot Town Centre</u> ○ Other Ascot • Other areas. <u>places</u> 	
61.	50	Housing/ Specialist Needs	HO2/ 7.5.7	<p>Amend paragraph 7.5.7 as follows:</p> <p>“Self-build and custom housebuilding registers provide valuable information on the demand for self-build and custom housebuilding in a relevant authority’s area and provide evidence base of demand for this type of housing. Future demand for such plots will be kept under review. Early interest in the register indicates that there is demand for the allocation of self-build and custom housebuilding plots in the Borough. <u>Custom and self-build plots will be required for certain residential proposals to help meet this indicative demand. More detail on the precise requirement for specific sites is given in relevant housing proformas in Appendix C.</u> The site allocation proformas identify possible locations for self build and custom housebuilding plots to help meet this indicative demand.”</p>	New explanatory text to support Policy
62.	52	Housing/ Hierarchy of provision - alternative sites	HO3/ 7.7.7	<p>Amend paragraph 7.7.7 as follows:</p> <p>“The delivery of affordable housing will be provided in accordance with the following order of priority:</p>	New explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<ul style="list-style-type: none"> a. on-site as part of the development and distributed across the development as much as is reasonable and practical to create a sustainable, balanced community b. on an alternative site, only if provision would result in a more effective use of available resources or would meet an identified housing need, such as providing a better social mix and wider housing choice c. financial payment to be utilised in providing affordable housing on an alternative site <u>will only be used 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. In the case of small (5 to 9 dwellings) sites in the Designated Rural Areas, the preference is still for delivery on site, but the small numbers involved means it is more difficult to find a Registered Provider to take them on.</u> 	
63.	52.	Housing/ Affordable Housing Delivery	HO3/ 7.7.13	<p>Amend paragraph 7.7.13 as follows:</p> <p>“This policy applies to all sites where new residential development is proposed, including mixed use schemes and proposals where there is a net increase in the number of units on a site. This will include sheltered and extra care accommodation and other forms of residential accommodation where relevant.”</p>	To reflect changes to policy
64.	53.	Housing/ Affordable Housing Delivery	HO3/ 7.7.15	<p>Add a new sentence to paragraph 7.7.15 as follows:</p> <p><u>“In the interim the tenure and number of bedrooms of the affordable homes provided on each qualifying site must contribute, to the Council’s satisfaction, towards meeting the mix of affordable housing needs identified in the Berkshire Strategic Housing Market</u></p>	New explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				Assessment 2016, or subsequent affordable housing needs evidence. This currently includes a tenure split of at 20-25% - intermediate housing and 75-80% - social/ affordable rented housing. A minimum of 10% of the affordable homes provided on each site under this policy must be available for affordable home ownership, except where an exemption applies in the NPPF.	
65.	55.	Housing/ Gypsies and Travellers	HO4/ 7.9.1	Amend paragraph 7.9.1 as follows: “Gypsies and Travellers form part of the community within the Borough with particular housing needs. To plan positively and manage development to meet the needs of this group, a separate Traveller Local Plan is being developed. This will be informed by a Gypsy and Traveller Accommodation Assessment study which is being was published undertaken in 2017 2018 . In the meantime there is a need to provide guidance for consideration of applications that may come about before the Gypsy and Traveller Local Plan is adopted. Best practice set out in the national Planning Policy for Traveller Sites 2015, states that locally specific criteria should be used to guide both the allocation of sites in plans, and form the policy used to assess applications which come forward on unallocated sites.”	Updating
66.	56.	Housing/ Housing Density	HO5/ 7.11.1 & 7.11.2	Delete paragraphs 7.11.1 and 7.11.2	Updating and to reflect document evolution
67.	57	Housing/ Loss and Sub-division of Dwellings	HO5/ 7.13 7.13.1 7.13.2 7.13.3	Renumber title and paragraph numbers as follows: 7.113 7.113.1 7.113.2 7.113.3	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
68.	62.	Economy/ Economic development	ED1/ 8.2.12	Delete Table 7 in paragraph 8.2.12	Updating
69.	62.	Economy/ Economic development	ED1/ 8.2.13 to 8.2.17	<p>Delete text in paragraphs 8.2.13, 8.2.14, 8.2.15, 8.2.16 and 8.2.17. Insert new text as shown as follows:</p> <p><u>8.2.13 Since the base date the council has successfully delivered nearly 4,500 jobs within our existing portfolio of sites. This has been achieved through the reuse of vacant property and occupiers making more efficient use of their stock. Therefore, to meet our minimum job target, we need to make provision for 7,000 net additional jobs, of which 4,000 are expected to be within the B use classes.</u></p> <p><u>8.2.14 While the council has managed to successfully deliver jobs without new land it recognises that it would be unsound to rely only on intensification to meet its needs in full. Market evidence suggests that, especially for industrial uses, there is very limited surplus capacity remaining in our stock – with almost no vacant space available for new firms or existing firms to expand. For offices, there is a need for a cautious approach because the scale of future permitted development losses is unknown and could rapidly erode any remaining flexibility in the market. While the Council intends to apply selective Article 4 directions in our town centres and major office sites these will take time to implement.</u></p> <p><u>8.2.15 To meet its office target the Council estimate that provision should be made for at least 50,000 square metres of (net) new office space. However, to offset already permitted losses, potential further PDR losses and provide some contingency the Council will work to secure a stronger pipeline of new office space within the town centres with any redevelopment site first seeking to maximise net additional office space – in line with market evidence at the time.</u></p>	Updating and new explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>8.2.16</u> The Council will monitor the planning pipeline and work with developers within the town centres as redevelopment schemes come forward to secure this.</p> <p><u>8.2.17</u> For Industrial uses it is estimated that 25,000 sqm (net) of new industrial (B2, B8 and associated SG) space to accommodate the needed job growth. For industrial uses policy ED1(b) allocates two named sites for new industrial uses. Together these sum to 26.9 ha, so again more than 'needed' to accommodate the net change in jobs and floorspace needed in ED1(a).</p> <p><u>8.2.18</u> However, for Industrial uses it is recognized that, in the past, the losses of stock may have been too high resulting in a vacancy rate below that we consider healthy. Allocation of additional land over this minimum is considered justified for qualitative reasons and the allocation of two new sites a reasonable policy response.</p> <p><u>8.2.19</u> The council will monitor the pipeline of sites to meet its minimum job target and provide flexibility in the stock of property. Should a shortfall emerge (because sites are not delivered as expected or new constraints identified) the council will seek to address this as part of the next plan review.</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
70.	64.	Economy/ Employment Sites	ED2/ 8.7	<p>Delete text in paragraphs 8.7.1 and 8.7.2 and insert new paragraphs shown as follows:</p> <p><u>8.7.1 It is considered likely that the need for new or replacement employment floorspace can be largely met through intensification and redevelopment leading to more efficient use of existing sites, alongside a small number of new allocations.</u></p> <p><u>8.7.2 To secure this objective the council will need to ensure that space is not unnecessarily lost from its existing portfolio of sites. For many occupiers new space may not be affordable and so substitutable for the space lost. Where sites are lost the council may be required to release additional greenfield land as part of the next plan review to ensure the ED1 objectives are met over the whole plan period. There are therefore, strong grounds to resist the loss of space wherever possible.</u></p> <p><u>8.7.3 For these reasons the council will look to apply a 'nil net loss' principle when managing the portfolio of sites identified in policy ED2. This principle first applies to the type of space currently on site to ensure that activity is not displaced by, for example, industrial property being replaced by 'lighter' employment uses that do not meet the same qualitative need. It would then look for replacement with other industrial or office uses appropriate to the sites classification in ED2.</u></p>	Updating and new explanatory text to support Policy
71.	67.	Economy/ Other sites and loss of employment floorspace	ED3/ 8.9.5 and 8.9.6	<p>Add sentence to paragraph 8.9.5 as follows:</p> <p>"The requirement for marketing evidence in this policy applies when a proposal is made that would result in the loss of an economic use or a net reduction in the quantity of employment land or premises. In such instances this policy requires justification for the change and a demonstration that it</p>	Updating and new explanatory text to support Policy

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>would not cause unacceptable harm to the local economy. Other relevant information such as the quality and vacancy level of the premises and the appropriateness of the location for economic use may also be submitted. <u>Prospective applicants are required to formally agree the marketing process with the Local Planning Authority prior to its commencement and demonstrate that the price and terms on which the land or premises were, or will be, marketed were reasonable by comparison with similar examples in the local area. This is especially important where, from the outset, the prospective applicant considers addressing this policy is overly onerous given their site constraints or limitations. See Appendix D for marketing evidence details which will be used to assess the acceptability, or otherwise, of the information submitted and the marketing undertaken.</u></p> <p><u>8.9.6 With respect to any potential future redevelopment of the laboratory space at the rear of Whitebrook Park, the Council will manage any redevelopment in line with policy ED3 but, may not require full marketing of this part of the site for re-occupation and instead only look at alternative employment related redevelopment options “</u></p> <p>Recent legislation on extensions to permitted development rights allows the conversion of offices and light industrial premises to residential uses. Changes arising from these rights will be monitored during the plan period and the supply of floorspace will be managed to ensure that an appropriate supply of premises and sites continue to be made available to support the needs of the local economy.</p> <p><u>8.9.7 The council intends to introduce Article 4 directions, withdrawing permitted development rights to covert offices to homes as soon as possible. In the long term uncontrolled losses of highly accessible, and suitable for high trip generating office uses, cannot be sustained.”</u></p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
72.	72.	Town Centres and Retail/	9.2.12	Amend last word in sentence as follows: “Appendix FE ”	For clarity
73.	75.	Town Centres and Retail/ Maidenhead Town Centre	9.8 & 9.8.2	Amend heading and paragraph 9.8.2 as follows: “9.8 Maidenhead town <u>Retail-C</u> entre 9.8.2 <u>Once adopted, the BLP will supersede t</u> The adopted Maidenhead Town Centre Area Action Plan (MTCAAP). continues to form part of the development plan for the Borough. It sets out policies relating to Maidenhead town centre and allocates development sites to meet future needs for town centre activities. Certain policies within the MTCAAP are superseded by policies in this BLP. These are set out in Appendix A”	To reflect document evolution and proposed superseding of MTC AAP
74.	75.	Town Centres and Retail/ Maidenhead Town Centre	9.8.4	Delete paragraph 9.8.4	Updating and proposed superseding of MTC AAP
75.	75.	Town Centres and Retail/ Maidenhead Town Centre	9.8.5	Delete paragraph 9.8.5	Updating and proposed superseding of MTC AAP
76.	75.	Town Centres and Retail/ Maidenhead Town Centre	9.8.6	Amend paragraph number 9.8.6 as follows: “ 9.8.6 ”	Structure amendments
77.	75	Town Centres and Retail/ Maidenhead Town Centre	9.8.7	Delete paragraph 9.8.7	To reflect document evolution

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
78.		Town Centres and Retail/ Maidenhead Town Centre	9.8.8	Amend paragraph number 9.8.8 as follows: “9.8.58”	Structure amendments
79.	98	Visitors and Tourism/ Context	VT1/ 10.1.3	Add the word ‘Eton’ in bullet point one as follows: “supporting and promoting the key heritage attractions of Windsor, <u>Eton</u> , Ascot and the River”	For clarity
80.	88	Historic Environment	11.1.3	Amend paragraph number 11.1.3 as follows: “The character and diversity of its urban and rural areas, and its high quality historic built environment and archaeological sites make the Borough very distinctive. This character can vary settlement to settlement. The scale and extent of the Borough’s 27 Conservation Areas vary from small hamlets (such as White Waltham) to villages (such as Cookham Dean) and towns like Windsor; all of which have unique historic and architectural interest. There are currently 956 listed buildings in the Borough, including Windsor Castle. There are 10 Registered Parks and Gardens, including Eton College and the Royal Estate and also 17 Scheduled Ancient Monuments, including Bisham Abbey. In addition to designated heritage assets, there are many non - designated heritage assets of local value. These form an important part of the historical and cultural fabric of the Borough. A local list that details local heritage assets will be included in the Heritage Strategy and updated via the Annual Monitoring Report. ”	To reflect most recent information
81.	88	Historic Environment/ Conservation and Heritage	11.2.2	Insert word in first sentence of paragraph 11.2.2 as follows: “Heritage assets are defined as a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest.”	Errata

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
82.	88	Historic Environment/ Conservation and Heritage	11.2.3	<p>Insert new sentence in paragraph number 11.2.3 as follows:</p> <p>“The evidence base comprises the Historic Environment Record maintained by Berkshire Archaeology and the Heritage at Risk Register maintained by Historic England. This register is published annually and in 2016 there were three heritage assets identified as being at risk in the Borough. The Borough also has a Townscape Assessment that provides useful descriptions and information about those urban and suburban areas not lying within the Green Belt.”</p>	To reflect most recent information
83.	88	Historic Environment/ Conservation and Heritage	11.2.6	<p>Insert additional sentences in paragraph number 11.2.6 as follows:</p> <p>In accordance with the NPPF, the Borough considers its heritage assets to be “an irreplaceable resource” and it will protect all heritage assets in line with their significance. All development proposals will be expected to have regard to both the national and local historic contexts. The Council will encourage pre application discussions and all applications involving works to heritage assets should be accompanied by full details of existing and proposed works, and a Heritage Statement. The latter should explain the significance of the asset, consider and assess the impact of the proposed work on the asset, fully justify any resultant harm and where appropriate propose suitable mitigation works. The Council will not accept outline applications for works that affect designated heritage assets.</p>	New explanatory text to reflect representations.
84.	88	Historic Environment/ Conservation and Heritage	11.2.7 & 11.2.8	<p>Move existing text from paragraph 11.2.7 to 11.2.8 and existing text in paragraph number 11.2.8 to new paragraph number 11.2.9. Insert new text in paragraph 11.2.7 as follows:</p> <p>“11.2.7 Given the history and geology of Borough, it is likely that many development sites will be archeologically sensitive. Where sites are</p>	New explanatory text to reflect representations.

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>identified as sensitive the Council will expect the developer to liaise at the earliest opportunity with Historic England in the case of SAMs, and Berkshire Archaeology elsewhere, and to provide a desktop assessment of the site as part of any application submission.</p> <p>11.2.7-8 The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats. Furthermore, the Council will proactively seek solutions for assets at risk through discussions with owners, through a willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, as a last resort, using its statutory powers.</p> <p>11.2.8-9 Further details of how the Historic Environment policies will be implemented will be set out in the Heritage Strategy Supplementary Planning Document.”</p>	
85.	90.	Historic Environment/ Local Heritage sites	11.6 & 11.6.1 & 11.6.2	Delete heading 11.6 Local Heritage Assets and paragraphs 11.6.1 & 11.6.2	To reflect document evolution
86.	92.	Natural Resources/ Managing Flood Risk and Waterways	NR1/ 12.2.9	Add new text at the beginning of the first sentence as follows: “The Borough’s SFRA Level 1 and...”	For clarity
87.	93.	Natural Resources/ Regulations and Guidance	12.2.13	Insert new sentence at the end paragraph 12.2.13 as follows: “The Government also expects the Council to adopt a sequential risk-based approach to development and flood risk. At all levels of the planning process whether allocating land or when considering planning applications, new development should be steered towards areas at the lowest	Updating and to reflect representations

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				probability of flooding. The Borough's Strategic Flood Risk Assessment (SFRA), most recently revised in 2016/17 2017/18, refines information on the probability of flooding, taking other sources of flooding and the impacts of climate change into account. Applicants will be expected to provide a flood risk assessment for all proposals, including a change of use, in Flood Zones 2 and 3 and for applications over 1 hectare in Flood Zone 1, <u>or; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.</u> "	
88.	93.	Natural Resources/ Regulations and Guidance	12.2.15	Insert new sentence at the end paragraph 12.2.15 as follows: 12.2.15 Climate change projections for the UK indicate more frequent short-duration, high-intensity rainfall or more frequent periods of long-duration rainfall. This is likely to mean milder, wetter winters and hotter, drier summers. These changes will have implications for fluvial flooding and local flash flooding; subsequently the Government recognises that this will lead to increased and new risks of flooding within the lifetime of planned developments. <u>In some areas there will also be increased risks from groundwater flooding such as in Datchet.</u>	For clarity
89.	93.	Natural Resources/ Regulations and Guidance	12.2.18	Insert new paragraph 12.2.18 with heading as follows: <u>Mineral Safeguarding</u> <u>12.2.18 Minerals are an important, and finite, natural resource. It is important that viable mineral resources are "safeguarded" (protected) from</u>	To reflect progress in the preparation of the Joint Central and Eastern

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				unnecessary sterilization by non-mineral development. The emerging Joint Central and Eastern Berkshire Minerals and Waste Plan will identify Mineral Safeguarding Areas and encourage the prior extraction of minerals wherever possible and viable.	Berkshire Minerals and Waste Plan
90.	93.	Natural Resources/ Trees, woodlands and hedgerows	12.4, 12.4.1, 12.4.2, 12.4.3, 12.4.4, 12.4.5, 12.4.6	Re-number heading and paragraphs as follows: 12.46 Trees, woodlands and hedgerows 12.46.1 12.46.2 12.46.3 12.46.4 12.46.5 12.46.6	Structure amendments
91.	96	Natural Resources/ Nature Conservation	12.6, 12.6.1, 12.6.2, 12.6.3, 12.6.4, 12.6.5, 12.6.6, 12.6.7, 12.6.8	Insert new text in title and re-number heading and paragraphs as follows: 12.64 Nature conservation & Biodiversity 12.64.1 12.64.2 12.64.3 12.64.4 12.64.5	Structure amendments and for clarity

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				12.64.6 12.64.7 12.64.8	
92.	106.	Environmental Protection/ Air Pollution	13.4	<p>Insert new paragraphs 13.4.2, 13.4.3, 13.4.4, 13.4.5 after paragraph 13.4.1 as follows:</p> <p>13.4.2 There are five AQMAs in the Borough:</p> <ul style="list-style-type: none"> • Maidenhead AQMA • Bray/M4 AQMA • Windsor AQMA • Imperial Road/St Leonards Road Junction AQMA • Wraysbury AQMA <p>13.4.3 It will be important to ensure that new development is carefully phased so that it does not delay compliance with air quality standards in zones which are currently out of compliance, or cause non-compliance to occur during the period leading up to 2032.</p> <p>13.4.4 The Defra air quality action planning resource highlights options available relevant to compliance with air quality standards and minimisation of potential impacts on human health – for example, development planning, sustainable travel, vehicle parking, awareness raising, and enabling smarter travel choices.</p> <p>13.4.5 Further options which could be adopted if required to mitigate impacts on AQMAs:</p> <ul style="list-style-type: none"> • Strategic planning measures, such as a requirement to install electric vehicle charging points in new developments, limitations on car parking, or requirements for “air quality neutral” or low emissions 	Updating and to reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>buildings – e.g. through the use of Ground Source Heat Pumps for providing heating and cooling.</u></p> <ul style="list-style-type: none"> <u>Traffic management options to reduce the impact of specific groups or types of vehicles on AQMAs</u> <u>Investment in public transport or other alternatives to diesel and petrol fuelled road transportation</u> <u>Using green infrastructure, in particular trees, to absorb dust and other pollutants;</u> 	
93.	109	Environment Protection/ Contaminated land and water	13.10.1	<p>Replace text in second sentence of paragraph 13.10.1 as follows:</p> <p>“The objective of utilising previously developed land often enables development in the most sustainable locations, but if the land is contaminated it is important that the health and quality of life of existing or future occupiers are not put at risk. <u>Historic activity leaving a contamination legacy</u> Human activities can put groundwater resources at risk, both in terms of quality and quantity and such activities include landfill sites, chemical works, petrol stations, effluent from farming practices. Groundwater plays a vital role in the environment, providing drinking water and maintaining river flows. Regard should be had to the Water Framework Direction (WFD) which requires all waterbodies to achieve at least "good ecological classification" by 2027.”</p>	For clarity and to reflect representations
94.	109	Environment Protection/ Contaminated land and water	13.10.2	<p>Amend paragraph 13.10.2 as follows:</p> <p>Surface water and groundwater can be seriously affected by development and uses occurring within sites, therefore the Borough requires adequate measures to protect the quality of water where appropriate. This is particularly important in groundwater Source Protection Zones (SPZ), which are areas <u>often found around wells, boreholes and springs.</u> identified by the Environment Agency as at risk from potentially polluting activities, often found around wells, boreholes and springs, and a Applicants should provide a full assessment of how they plan to achieve the mitigation of any impacts</p>	For clarity

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				on such sources. SPZs are designated for all groundwater supplies intended for human consumption.	
95.	113	Infrastructure/ Sustainable Transport	14.4.9	Delete text in paragraph 14.4.9 as follows: “The Elizabeth Line (Crossrail) is a new east-west railway providing direct links to and through Central London, which will serve to reduce journey times from Maidenhead. With the planned electrification to the Great Western Main Line and the arrival of the Elizabeth Line, Maidenhead station will see significant investment in the future facilitated through the Maidenhead Town Centre Area Action Plan and the Railway Station Opportunity Area. ”	To reflect proposed superseding of MTC AAP
96.	113	Infrastructure/ Sustainable Transport	14.4.10	Replace text in first sentence in paragraph 14.4.10 as follows: “The Elizabeth Line is due to be delivered by 2019 2021”	To reflect most recent information
97.	115	Infrastructure/ Green and Blue Infrastructure	IF3/ 14.8	Paragraph 14.8 moved to Policy Section Quality of Place and renumbered 6.8 and heading Green and Blue Infrastructure shown as follows: <u>14.86.8 Green and Blue Infrastructure</u> 14.8.16.8.1 Natural England defines green infrastructure as “a network of high quality green and blue spaces and other environmental features. It needs to be planned and delivered at all spatial scales from national to neighbourhood levels. The greatest benefits will be gained when it is designed and managed as a multi functional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.” (Natural England website, 2013) <u>Green infrastructure has been defined as “a strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide</u>	Structure amendment and new explanatory text to reflect representations

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>range of ecosystems services and protect biodiversity in both rural and urban settings” (European Commission, 2013).</p> <p>14.8.2 6.8.2 Green Infrastructure relates to a networks of multi-functional open space and other environmental features. Together these are highly valued by local people and form an important part of play a key role in the Borough’s landscape setting character and local identity. Delivery of high quality green (and blue) infrastructure has an important role in the placemaking agenda set in the Borough Local Plan as well as having benefits for climate change adaptation and mitigation and biodiversity. The following can form part of green infrastructure networks:</p> <ul style="list-style-type: none"> • Parks and gardens • Natural and semi-natural greenspaces • Green corridors • Outdoor sports facilities • Amenity greenspace • Provision for children and teenagers • Allotments, community gardens/orchards and urban farms • Cemeteries and churchyard • Accessible countryside in urban fringe areas • River corridors and waterways (blue infrastructure) • Green roofs and walls • Street level greening. <p>14.8.3 6.8.3 The benefits of green and blue infrastructure are fully realised when delivered at a strategic scale. In areas subject to strong intensification (for example, the Maidenhead Town Centre and South West Maidenhead strategic growth location placemaking areas) the need for a comprehensive, high quality network of green and blue infrastructure will be especially important. The use of water, green roofs and walls, pocket parks and streets level greening is likely to be essential in providing a</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p><u>innovative, exemplar quality</u> green and blue infrastructure network of adequate scale and quality to support high intensity developments. <u>However, it is important to ensure that where possible, all future development includes an appropriate level of high quality green and blue assets. In order to provide further guidance on this important issue, the Council will prepare a Green and Blue Infrastructure Supplementary Planning Document (SPD).</u></p> <p>14.8.4<u>6.8.4</u> The waterways and water bodies in Windsor and Maidenhead are distinctive components of the environment and character of the Borough. The Council will seek to ensure this blue infrastructure is maintained and enhanced wherever possible. Development will be expected to contribute to this through either the provision of additional blue infrastructure or enhancement or extension of existing water bodies where appropriate. The Maidenhead Waterways Project is recognised as an important element of blue infrastructure in the Borough that provides public open space, recreation and amenity, as well as ecological benefits.</p>	
98.	116	Infrastructure/ Open Space	IF4/ 14.10.1	<p>Add text to paragraph 14.10.1 as follows:</p> <p>“Open space is an important feature of the Borough, <u>forming the element of green and blue infrastructure that primarily delivers amenity value.</u> In addition to public open space there are large areas of privately owned open space that residents and visitors can enjoy, including National Trust land around Pinkneys Green and Cookham, and Crown Land in Windsor Great Park.”</p>	Updating
99.	116	Infrastructure/ Open Space	IF4/ 14.10.4	<p>Amend text to paragraph 14.10.4 as follows:</p>	Updating and to reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>“The Council’s Open Space Study (2019) provides an audit of existing open space in the Borough and analyses its quality, quantity and accessibility. It used six categories of open space:</p> <ul style="list-style-type: none"> • Public parks and gardens • Natural and semi-natural greenspace • Amenity greenspace • Provision for children and young people • Allotments and community gardens • Cemeteries and churchyards <p>The study concluded that the Borough is generally well-supplied with parks and gardens and natural and semi-natural greenspace, and the quantity of amenity greenspace is adequate. More provision of children and young people will be necessary to meet the growing need within the Borough. The overall provision of allotments is generally good across the Borough but there are shortages of burial space in some areas.</p> <p>states that there is a need to provide a balance of different types of open space in order to meet local needs, and that the provision of open spaces and recreation (including outdoor sports facilities) is key to a sustainable and thriving community. The Borough has an extensive green infrastructure network, with open space forming an intrinsic feature and characteristic of urban areas.”</p>	
100.	116	Infrastructure/ Open Space	IF4/ 14.10.5	<p>Amend text to paragraph 14.10.5 as follows:</p> <p>“Overall the Borough has an under provision of open space against recommended local standards. The study makes a number of recommendations, including that existing open space should be protected to meet current and projected needs, with increases in the quantity and</p>	Updating and to reflect most recent information

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				quality of open spaces where necessary to address deficiencies. It is therefore important to protect and where appropriate increase provision in the future, particularly to meet the future needs associated with new development.”	
101.	116	Infrastructure/ Open Space	IF4/ 14.10.6	Text in paragraph 14.10.6 moved to paragraph 14.15.5. New text in paragraph 14.10.6 as follows: “ The Council has also produced a Playing Pitch Strategy and Action Plan (2016) which seeks to ensure that the provision of outdoor playing pitches meet the local needs of existing and future residents within the Borough. The Strategy found that there are some shortfalls in provision for some pitch sports and that there is a need to protect all existing provision and increase provision and pitch quality where this is feasible. ”	Structure amendments
102.	116	Infrastructure/ Open Space	IF4/ 14.10.7	Add new paragraph 14.10.7 as follows: “ 14.10.7 Site specific requirements for new open space are set out in Appendix C and for other sites, Appendix F sets out open space and play facilities standards, based on Fields in Trust guidelines. ”	For clarity and to reflect document evolution
103.	116	Infrastructure/ Open Space	IF4/ 14.10.8	Add new paragraph 14.10.8 as follows: “ 14.10.8 The policy below allocates three sites as new or upgraded open space as part of the Green Infrastructure network. Braywick Park (AL15) is proposed as a mixed use strategic green infrastructure site to serve Maidenhead, including the new proposed residential area to the west AL13 (Desborough). It comprises a sports hub, a park, a special needs school and a wildlife zone, all of which will remain in the Green Belt. A new leisure centre to replace the Magnet Centre is being built within the sports hub on the site of the golf driving range. Two further Green Infrastructure sites are proposed in Maidenhead, land south of Ray Mill Road East (AL27) for a	For clarity and to reflect document evolution

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				pocket park and habitat area and land north of Lutman Lane, Spencer's Farm, which is proposed for sports facilities, public open space and a habitat area in conjunction with the adjacent residential development (AL25). Site specific requirements for these allocations are set out in Appendix C.	
104.	117	Infrastructure/ Rights of Way and access to the countryside	IF4/ 14.12.1	Add new text to paragraph number 14.12.1 "The Borough has a network of over 300 kilometres of public rights of way, which currently provide for recreational use as well as routes for journeys to work and school. The Borough supports Safer Routes to School which promotes walking and cycling to school. This network includes the Green Way, which forms a waterside corridor from Cookham, through the centre of Maidenhead, to Bray. Covering over 19km, the Green Way provides an accessible path along the watercourse formed by the Fleet Ditch, Strand Water, the Maidenhead Ditch and York Stream. The Thames National Trail is one of 15 National Trails in England and Wales. It passes through Hurley, Cookham, Maidenhead, Eton, Windsor, Datchet and Old Windsor. In places the trail crosses the Thames to follow the Buckinghamshire side of the river. "	For clarity
105.	119	Infrastructure	IF6/ 14.14 14.14.1, 14.14.2, 14.14.3 and 14.14.4	Delete heading 14.14 ('New sports and leisure development at Braywick Park') and paragraphs 14.14.1, 14.14.2, 14.14.3 and 14.14.4	Structure amendments and updating
106.	119	Infrastructure/ Community Facilities	14.16, 14.16.1, 14.16.2, 14.16.3,	Renumber heading and paragraph numbers as follows: 14.14.16 14.14.16.1	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
			14.16.4	14.14 16.2 14.14 16.3 14.14 16.4	
107.	119	Infrastructure/ Community Facilities	14.16.5	Insert text from paragraph number 14.10.6 to 14.14.5 <u>“The Indoor Sport and Leisure Facility Strategy for the Borough produced following a Built Facilities Assessment identifies the importance of existing current leisure stock at multi-use indoor centres across the Borough such as Windsor Leisure Centre, Charters Leisure Centre, Cox Green School, Furze Platt School and other dual use provision. The Strategy recommends that where any new state schools are built, site master planning and sports provision location and design should be orientated to accommodate community use, and secured via an appropriate and binding community use agreement.”</u>	Structure amendments
108.	119	Infrastructure/ Community Facilities	14.16.5	Renumber paragraph number to 14.14.6	Structure amendments
109.	121	Infrastructure/ Utilities	14.18, 14.18.1, 14.18.2, 14.18.3, 14.18.4, 14.18.5, 14.18.6, 14.18.7, 14.18.8, 14.18.9, 14.18.10,	Renumber Title from 14.18 to 14.16 and paragraph numbers shown as follows: 14.1 8 6.1, 14.1 8 6.2, 14.1 8 6.3, 14.1 8 6.4, 14.1 8 6.5, 14.1 8 6.6, 14.1 8 6.7, 14.1 8 6.8, 14.1 8 6.9,	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change						
			14.18.11	14.18.10, 14.18.11							
110.	126	Monitoring & Implementation		<p>Amend Tables shown as follows:</p> <div data-bbox="853 539 1827 1015" style="border: 1px solid black; padding: 10px;"> <p>Monitoring Indicator 1 Spatial Strategy</p> <p>Indicators: Delivery of development in accordance with the Spatial Strategy, development in accordance with Climate Change Targets</p> <p>Related Policies: SP1, SP2, NR1, NR5</p> <p>Targets:</p> <table border="1" data-bbox="891 715 1800 959"> <tr> <td>Quantity & type of development delivered in the 3-three growth locations set out in the Spatial Strategy</td> </tr> <tr> <td>Quantity and type of development delivered in other settlements</td> </tr> <tr> <td>Quantity and type of development delivered in Green Belt areas</td> </tr> <tr> <td>Amount of development permitted in designated flood zones</td> </tr> <tr> <td>Number of developments with effective SUDS features</td> </tr> <tr> <td>Amount of renewable energy delivered</td> </tr> </table> <p>Table 11.: Spatial Strategy</p> </div>	Quantity & type of development delivered in the 3 -three growth locations set out in the Spatial Strategy	Quantity and type of development delivered in other settlements	Quantity and type of development delivered in Green Belt areas	Amount of development permitted in designated flood zones	Number of developments with effective SUDS features	Amount of renewable energy delivered	Updating and to reflect document evolution
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Amount of development permitted in designated flood zones											
Number of developments with effective SUDS features											
Amount of renewable energy delivered											

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>Monitoring Indicator 2</p> <p>Sustainability and Placemaking Special qualities of the Borough</p> <p>Indicators: Delivery of development in accordance with policy related to sustainability and place-making objectives, Deliverability of development in accordance with policy related to conserving and enhancing the special qualities of the Borough Delivery of development in accordance with policy related to conserving and enhancing special qualities of the Borough; amount of development permitted on Green Belt sites</p> <p>Related Policies: SP1, SP2QP1, QP1a, QP1b, QP1c, QP2, SP3QP3, QP3a, SP4, SP5QP5, SP6, TR1 HE1, HE2, HE3</p> <p>Targets:</p> <p>Progress of the Maidenhead Town Centre Strategic Placemaking area Supplementary Planning Document</p> <p>Progress of the South West Maidenhead Strategic Placemaking area Supplementary Planning Document</p> <p>Progress of the Ascot Centre Strategic Placemaking area Supplementary Planning Document</p> <p>Amount and quality of green and blue infrastructure in new development</p> <p>Number of Neighbourhood Plans made</p> <p>Number of tall buildings approved in the Borough Number of tall buildings approved in the Borough in accordance with definitions given in the Tall Buildings Supplementary Planning Document</p> <p>No loss of Green Belt No further loss of Green Belt after adoption of the plan</p> <p>No loss of listed buildings, historic parks and gardens, ancient monuments, ancient woodlands, sites of archaeological interest</p> <p>No reduction in the extent of conservation areas and other designated areas</p> <p>Table 12 Sustainability and Placemaking Special qualities of the Borough</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change																																
				<p>Monitoring Indicator 3</p> <p>Meeting housing needs</p> <p>Indicator: Delivery of housing as compared with the housing trajectory; delivery of affordable and special needs; delivery of housing on previously developed land; adaptation to existing homes to take account of changed circumstances for residents.</p> <p>Related Policies: HO1, HO2, HO3, HO4, HO5</p> <p>Targets:</p> <table border="1" data-bbox="891 628 1823 884"> <tr> <td colspan="4">Number of dwellings completed for the following periods:</td> </tr> <tr> <td>2013-2018</td> <td>2019-2023</td> <td>2024-2028</td> <td>2029-2033</td> </tr> <tr> <td colspan="4">Retain a five year housing land supply through the plan period</td> </tr> <tr> <td colspan="4">Number of affordable and self-build houses as a percentage of total dwellings completed</td> </tr> <tr> <td colspan="4">Number of units in different tenures delivered in accordance with the SHMA outputs</td> </tr> <tr> <td colspan="4">Housing mix delivered in accordance with SHMA outputs</td> </tr> <tr> <td colspan="4">Number of gypsy and traveller plots and pitches</td> </tr> <tr> <td colspan="4">Number of windfalls</td> </tr> </table> <p>Table 13 Meeting housing needs</p>	Number of dwellings completed for the following periods:				2013-2018	2019-2023	2024-2028	2029-2033	Retain a five year housing land supply through the plan period				Number of affordable and self-build houses as a percentage of total dwellings completed				Number of units in different tenures delivered in accordance with the SHMA outputs				Housing mix delivered in accordance with SHMA outputs				Number of gypsy and traveller plots and pitches				Number of windfalls				
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Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				<p>Monitoring Indicator 4</p> <p>Local business economy</p> <p>Indicators: Actual growth of the local economic base in several sectors; provision of employment and retail floor space</p> <p>Related Policies: SP1, ED1, ED2, ED3, TR2, TR3</p> <p>Targets:</p> <p>Delivery of office (Use Class B1) floorspace</p> <p>Delivery of warehouse and other industrial (use Class B2, B8) floorspace</p> <p>Loss of employment floorspace by type</p> <p>Table 14 Local business economy</p>	

				<p>Monitoring Indicator 5</p> <p>Town, district and local centres</p> <p>Indicator: Promote the viability and vitality of the town centres in the Borough; promote appropriate shopping and services in district and local centres</p> <p>Related Policies: SP1, ED1, ED2, ED3, TR2, TR3, TR4, TR5, TR6</p> <p>Targets:</p> <p>Delivery in Ascot, Windsor and Maidenhead Town Centres according to policies on allocated sites for housing, commercial and retail uses</p> <p>Loss and gain of retail floorspace by use class</p> <p>No Change in the number of shops and community uses within designated district and local centres</p> <p>Table 15 Town, district and local centres</p>	
				<p>Monitoring Indicator 6</p> <p>Infrastructure</p> <p>Indicators: Provision of utilities, services and facilities to support planned development</p> <p>Related Policies: IF1, IF2, IF3, IF4, IF5, IF6, IF7, IF8</p> <p>Targets:</p> <p>Delivery of infrastructure according to the Infrastructure Delivery Plan (IDP)</p> <p>Delivery of key infrastructure elements as set out in the IDP</p> <p>Increase in the amount of the Borough provided with Superfast Broadband</p> <p>Open space and green/blue infrastructure provided on allocated housing sites</p> <p>Provision of specific new indoor and outdoor leisure and recreation facilities</p> <p>Amount of public open space lost</p> <p>Number of applications delivering new Rights of Way in accordance with Rights of Way Management and Improvement Plan</p> <p>Table 16 Infrastructure</p> <p>Detailed provision in this area is co-ordinated and guided through the Infrastructure Delivery Plan (IDP)</p>	

				<p>Monitoring Indicator 7</p> <p>Heritage</p> <p>Indicator: Maintenance and protection of Listed Buildings, Scheduled Monuments, Conservation Areas and registered parks and gardens.</p> <p>Related Policies: HE1, HE2, HE3</p> <p>Targets:</p> <ul style="list-style-type: none"> Number of entries on the Local Heritage List Number and percentage of Conservation Areas with an up-to-date Character Appraisal No reduction in the extent of Conservation Areas No loss of listed buildings, historic parks and gardens, ancient monuments, ancient woodlands or sites of archaeological interest Number of assets on the Heritage at Risk Register <p>Table 17 Heritage</p>	
				<p>Monitoring Indicator 8</p> <p>Environmental Protection</p> <p>Indicators: Specific protection of designated environmental areas and issues</p> <p>Related Policies: EP1, EP2, EP3, EP4, EP5</p> <p>Targets:</p> <ul style="list-style-type: none"> Number of new Air Quality Management Areas declared Number of applications and/or appeals refused or dismissed on air, light or noise pollution grounds. Number of applications likely to have a negative impact on air quality where mitigation is required. Number of planning applications and or appeals refused or dismissed on contaminated land or water grounds <p>Table 18 Environmental Protection</p>	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change														
				<p>Monitoring Indicator 9 Green and Blue Infrastructure</p> <p>Indicator: Provision of open space; provision of leisure and recreation facilities and rights of way</p> <table border="1" data-bbox="887 480 1800 660"> <thead> <tr> <th>Targets:</th> </tr> </thead> <tbody> <tr> <td>Amount of green and blue infrastructure in new development</td> </tr> <tr> <td>Open space provided on allocated housing sites</td> </tr> <tr> <td>Provision of specific new indoor and outdoor leisure and recreation facilities</td> </tr> <tr> <td>Amount of public open space lost</td> </tr> <tr> <td>Number of applications</td> </tr> </tbody> </table> <p>Related Policies: SP1, SP2, SP3, NR1, NR2, IF3, IF4</p> <p>Table 19 Green and Blue Infrastructure</p> <p>Monitoring Indicator 10-9 Climate change and biodiversity</p> <p>Indicators: Minimise the effect of flooding; amelioration of climate change impacts in development proposals; maintain and enhance natural environmental conditions</p> <p>Related Policies: QP1, NR1, NR2, NR3, NR4, EP1</p> <table border="1" data-bbox="887 1046 1800 1289"> <thead> <tr> <th>Targets:</th> </tr> </thead> <tbody> <tr> <td>Amount of development permitted in designated flood zones</td> </tr> <tr> <td>Number of dwellings permitted requiring the provision of SANG</td> </tr> <tr> <td>Amount of SANG provided <u>as well as the amount of SAMM contributions</u></td> </tr> <tr> <td>Number of developments with effective SUDS features</td> </tr> <tr> <td>Amount of priority habitat lost and gained</td> </tr> <tr> <td>Amount of renewable energy delivered</td> </tr> <tr> <td>Percentage of developments with biodiversity net gain</td> </tr> </tbody> </table>	Targets:	Amount of green and blue infrastructure in new development	Open space provided on allocated housing sites	Provision of specific new indoor and outdoor leisure and recreation facilities	Amount of public open space lost	Number of applications	Targets:	Amount of development permitted in designated flood zones	Number of dwellings permitted requiring the provision of SANG	Amount of SANG provided <u>as well as the amount of SAMM contributions</u>	Number of developments with effective SUDS features	Amount of priority habitat lost and gained	Amount of renewable energy delivered	Percentage of developments with biodiversity net gain	
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Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
111.	132	Glossary		Replace definition in 'Green Infrastructure' as follows: <u>"A strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystems services and protect biodiversity in both rural and urban settings"</u> A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities"	For clarity
112.	132	Glossary		Insert definition of 'Mixed Use' as follows: <u>"Type of development that comprises of a mixture of land uses, or more than just a single use"</u>	For clarity and response to reg 20 reps
113.	132	Glossary		Insert definition of 'Tall Building' as follows: <u>"Buildings of more than 1.5 times contextual height or a minimum of 2 additional storeys (whichever is greater) of the surrounding area"</u>	For clarity and to reflect document evolution
114.	135	Appendix A/ Maidenhead Town Centre Area Action Plan Superseded Policies		Deletion of Appendix A	To reflect document evolution
115.	138	Appendix B/ Green Belt Boundary Amendments		Re number Appendix B to A	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change																				
116.	138	Appendix B/ Green Belt Boundary Amendments		<p>Addition and deletion of sites in the table as follows:</p> <table border="1"> <thead> <tr> <th>Area</th> <th>Site Ref</th> <th>Site Name</th> </tr> </thead> <tbody> <tr> <td rowspan="8">Maidenhead</td> <td>HA6/7/8AL13</td> <td>Desborough, Shoppenhangers and Harvest Hill Roads, South West Maidenhead</td> </tr> <tr> <td>HA20AL24</td> <td>Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead</td> </tr> <tr> <td>HA21AL25</td> <td>Land known as Spencer's Farm, north of Lutman Lane Maidenhead</td> </tr> <tr> <td>HA18AL26</td> <td>Land between Windsor Road and Bray Lake, south of Maidenhead</td> </tr> <tr> <td>AL14</td> <td>Land at the Triangle</td> </tr> <tr> <td>HA6</td> <td>Maidenhead Golf Course, Maidenhead</td> </tr> <tr> <td>HA7</td> <td>Land south of Harvest Hill Road, Maidenhead</td> </tr> <tr> <td>HA8</td> <td>Land south of Manor Lane, Maidenhead</td> </tr> </tbody> </table>	Area	Site Ref	Site Name	Maidenhead	HA6/7/8 AL13	Desborough, Shoppenhangers and Harvest Hill Roads, South West Maidenhead	HA20 AL24	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead	HA21 AL25	Land known as Spencer's Farm, north of Lutman Lane Maidenhead	HA18 AL26	Land between Windsor Road and Bray Lake, south of Maidenhead	AL14	Land at the Triangle	HA6	Maidenhead Golf Course, Maidenhead	HA7	Land south of Harvest Hill Road, Maidenhead	HA8	Land south of Manor Lane, Maidenhead	Updating and to reflect document evolution
Area	Site Ref	Site Name																							
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Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change		Reason for the change	
					HA19	Whitebrook Park, including land east of Whitebrook Park, Maidenhead	
					HA22	Land north of Breadcroft Lane and south of the railway line, Maidenhead	
					HA23	Land west of Monkey Island Lane, Maidenhead	
					HA24	Summerleaze, Summerleaze Road, Maidenhead	
					IF6	New sports and leisure development at Braywick Park	
				Windsor	HA11AL21	Land west of Windsor, north and south of A308, Windsor	
					AL22	Squire's Garden Centre, Maidenhead Road, Windsor	
				Ascot	HA10AL16	Ascot Centre	
					HA30AL18	Ascot Station Car Park	
					HA31AL19	Englemere Lodge, London Road, Ascot	

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change		Reason for the change
					HA32 Heatherwood Hospital	
					HA34 Sunningdale Park, Sunningdale	
				Datchet	HA42AL39 Land at Slough Road/Riding Court Road, Datchet	
					HA41 Land north and east of Churchmead Secondary School, Priory Road, Datchet	
					HA43 Land north of Eton Road adjacent to St Augustine's Church, Datchet	
				Cookham	HA40AL37 Land north of Lower Mount Farm, Long Lane, Cookham	
					HA39AL38 Land east of Strande Park, Cookham	
				Other Areas	HA44AL40 Land east of Queen Mother Reservoir, Horton	
					HA48 Tithe Farm, Wraysbury	
117.	139 to 150	Appendix B/ Green Belt	N/a	Replacement maps inserted to show Green Belt Boundary Amendments		For clarity and updating

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
	inclusive	Boundary Amendments			
118.	151 to 152	Appendix C/ Housing Trajectory	N/a	Re number Appendix C to B and replacement of Housing Trajectory Graph	Structure amendments and to reflect most recent information
119.	153	Appendix D/ Housing Allocation Proformas	N/a	Re number Appendix D to C and rename heading as follows: “Appendix D C Housing Site Allocation Proformas”	Structure amendments
120.	154 to 212 inclusive	Appendix D/ Housing Allocation Proformas	N/a	Deletion of Housing Allocation Site Proformas and replacement with new Site Allocation Proformas (see changes in Policy HO1)	Updating and to reflect document evolution
121.	213	Appendix E/ Marketing and Viability Proformas	N/a	Re number Appendix E to D and rename heading as follows: “Appendix E D Marketing and Viability Evidence”	Structure amendments
122.	218	Appendix F/ Local Centre Maps	N/a	Re number Appendix F to E and rename heading as follows: “Appendix F E Local Centre Maps”	Structure amendments
123.	224	Appendix G/ Open Space Standards	N/a	Re number Appendix G to F and rename heading as follows:	Structure amendments

Change reference no.	Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
				"Appendix G <u>F</u> Open Space Standards"	
124.	225	Appendix G/ Open Space Standards	N/a	Amend heading in fourth column to read "Quality Guideline" shown as follows: Quantity Quality Guideline	Errata
125.	227	Appendix F/ Sports and Leisure Development Site Proforma	N/a	Deletion of Appendix H	Updating and to reflect document evolution

Page No.	Policy Section/Heading	Policy No./ Paragraph No.	Proposed Change	Reason for the change
126.	Policies Map	n/a	Business Areas and Industrial Areas shown incorrectly on Key (requires swap)	Errata
127.	Policies Map	n/a	The allocations relating to the Broadway, Maidenhead site are not clearly identifiable on the draft map. Amend map to show extent of the unnumbered allocation for Broadway, Maidenhead	For Clarity
128.	Policies Map	n/a	Amend notation colour and style on A404 to reflect other A road notations	For Clarity

Appendix D (page 1 of 2)

Table of BLPSV Site Allocations and effect of Proposed Changes on those allocations

BLPSV Site Ref	Site Name	Site retained in BLPSV-PC	BLPSV-PC Site Ref
HA1	Maidenhead Railway Station	Yes	AL7
HA2	Reform Road	No	N/A
HA3	Saint-Cloud Way	Yes	AL9
HA4	West Street	Yes	AL5
HA5	York Road	Yes	AL4
HA6	Maidenhead Golf Course	Yes	Part of AL13
HA7	Land south of Harvest Hill Road, Maidenhead	Yes	Part of AL13
HA8	Land south of Manor Lane, Maidenhead	Yes	Part of AL13
HA10	Ascot Centre	Yes	AL16 and AL17
HA11	Land west of Windsor, north and south of the A308, Windsor	Yes	AL21 and AL22
HA12	Boyn Valley Industrial Estate, Maidenhead	No	N/A
HA13	Exclusive House, Oldfield Road, Maidenhead	No	N/A
HA14	Land south of Ray Mill Road East, Maidenhead	Yes	AL27
HA15	Middlehurst, 90-103 Boyn Valley Road, Maidenhead	No	N/A
HA16	Osbornes Garage, 55 St Marks Road, Maidenhead	No	N/A
HA17	Tectonic Place, Holyport Road, Maidenhead	No	N/A
HA18	Land between Windsor Road and Bray Lake, south of Maidenhead	Yes	AL26
HA19	Whitebrook Park, including land east of Whitebrook Park, Lower Cookham Road, Maidenhead	No	N/A
HA20	Land east of Woodlands Park Avenue and north of Woodlands Business Park Maidenhead	Yes	AL24
HA21	Land known as Spencer's Farm, north of Lutman Lane, Maidenhead	Yes	AL25 and AL28
HA22	Land north of Breadcroft Lane and south of the railway line, Maidenhead	No	N/A
HA23	Land west of Monkey Island Lane, Maidenhead	No	N/A
HA24	Summerleaze, Summerleaze Road, Maidenhead	No	N/A
HA25	Minton Place, Victoria Street, Windsor	Yes	AL29
HA26	Shirley Avenue (Vale Road Industrial Estate), Windsor	No	N/A
HA28	Windsor and Eton Riverside Station Car Park	Yes	AL30
HA29	Windsor Police Station, Alma Road, Windsor	No	N/A
HA30	Ascot Station Car Park	Yes	AL18
HA31	Englemere Lodge, London Road, Ascot	Yes	AL19
HA32	Heatherwood Hospital, Ascot	Yes	AL20
HA33	Silwood Park, Sunningdale	No	N/A
HA34	Sunningdale Park, Sunningdale	Yes	AL35
HA35	Gas holder site, Bridge Road, Sunninghill	No	N/A
HA36	Broomhall Car Park, Sunningdale	Yes	AL33
HA37	White House, London Road, Ascot	Yes	AL34
HA38	Cookham Gas holder, Whyteladyes Lane, Cookham	Yes	AL36
HA39	Land east of Strande Park, Cookham	Yes	AL38
HA40	Land north of Lower Mount Farm, Long Lane, Cookham	Yes	AL37
HA41	Land north and east of Churchmead Secondary School, Priory Road, Datchet	No	N/A
HA42	Land at Slough Road/Riding Court Road, Datchet	Yes	AL39
HA43	Land north of Eton Road adjacent to St Augustine's Church, Datchet	No	N/A
HA44	Land east of Queen Mother Reservoir, Horton	Yes	AL40
HA45	Land adjacent to Coppermill Road, Horton	No	N/A
HA46	Straight Works, Old Windsor	No	N/A
HA47	95 Straight Road, Old Windsor	No	N/A
HA48	Tithe Farm, Tithe Lane, Wraysbury	No	N/A
HA49	DTC Research, Belmont Road, Maidenhead	No	N/A
HA50	Grove Business Park, White Waltham	No	N/A

Note: Orange denotes BLPSV sites retained.

Appendix D (page 2 of 2)

Table of BLPSV Proposed Changes Site Allocations ('new' allocations)

BLPSV-PC Site Ref	Site Name	New site in BLPSV-PC	BLPSV Site Ref	Proposed use in BLPSV-PC
AL1	Nicholsons Centre, Maidenhead	Yes	N/A	Mixed Use
AL2	Land between High Street and West Street, Maidenhead	Yes	N/A	Mixed Use
AL3	St Mary's Walk, Maidenhead	Yes	N/A	Mixed Use
AL4	York Road, Maidenhead	No	HA5	Mixed Use
AL5	West Street, Maidenhead	No	HA4	Mixed Use
AL6	Methodist Church, High Street, Maidenhead	Yes	N/A	Mixed Use
AL7	Maidenhead Railway Station	No	HA1	Mixed Use
AL8	St Cloud Gate, Maidenhead	Yes	N/A	Employment
AL9	Saint-Cloud Way, Maidenhead	No	HA3	Mixed Use
AL10	Stafferton Way Retail Park, Maidenhead	Yes	N/A	Mixed Use
AL11	Crossrail West Outer Depot, Maidenhead	Yes	N/A	Employment
AL12	Land to east of Braywick Gate, Braywick Road, Maidenhead	Yes	N/A	Housing
AL13	Desborough, Harvest Hill Road, South West Maidenhead	No	HA6, HA7 and HA8	Housing
AL14	The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead	Yes	N/A	Employment
AL15	Braywick Park, Maidenhead	Yes	N/A	Green Infrastructure
AL16	Ascot Centre, Ascot	No	Part of HA10	Mixed Use
AL17	Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot	No	Part of HA10	Housing
AL18	Ascot Station Car Park	No	HA30	Mixed Use
AL19	Englemere Lodge, Ascot	No	HA31	Housing
AL20	Heatherwood Hospital, Ascot	No	HA32	Mixed Use
AL21	Land west of Windsor, north and south of the A308, Windsor	No	Part of HA11	Housing
AL22	Squires Garden Centre, Maidenhead Road, Windsor	No	Part of HA11	Housing
AL23	St. Marks Hospital, Maidenhead	Yes	N/A	Housing
AL24	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead	No	HA20	Housing
AL25	Land known as Spencer's Farm, North of Lutman Lane, Maidenhead	No	Part of HA21	Housing
AL26	Land between Windsor Road and Bray Lake, south of Maidenhead	No	HA18	Housing
AL27	Land south of Ray Mill Road East, Maidenhead	No	HA14	Green Infrastructure
AL28	Land north of Lutman Lane, Maidenhead	No	Part of HA21	Green Infrastructure
AL29	Minton Place, Victoria Street, Windsor	No	HA25	Housing
AL30	Windsor and Eton Riverside Station Car Park	No	HA28	Housing
AL31	King Edward VII Hospital, Windsor	Yes	N/A	Housing
AL32	Sandridge House, London Road, Ascot	Yes	N/A	Housing
AL33	Broomhall Car Park, Sunningdale	No	HA36	Housing
AL34	White House, London Road, Sunningdale	No	HA37	Housing
AL35	Sunningdale Park, Sunningdale	No	HA34	Housing
AL36	Cookham Gas holder, Whyteladyes Lane, Cookham	No	HA38	Housing
AL37	Land north of Lower Mount Farm, Long Lane, Cookham	No	HA40	Housing
AL38	Land east of Strande Park, Cookham	No	HA39	Housing
AL39	Land at Riding Court Road and London Road, Datchet	No	HA42	Housing
AL40	Land east of Queen Mother Reservoir, Horton	No	HA44	Housing

Note: Orange denotes new site allocations

ROYAL BOROUGH OF WINDSOR & MAIDENHEAD: Examination of the Borough Local Plan, 2013- 2033

Inspector: Louise Phillips MA (Cantab) MSc MRTPI

Programme Officer: Ms Charlotte Glancy **Email:** bankssolutionsuk@gmail.com

Dear Mrs Jackson,

COUNCIL'S PROGRESS LETTER 26 JULY 2019

1. Thank you for your letter dated 26 July in response to my note ID10 "Review of Progress 2019". I am now able to reply to you formally.
2. I note that you are working towards consulting on proposed changes to the submitted Plan before the end of this year. I understand that you wish to carry out this consultation before I hold further hearings, including in relation to those aspects of the Plan which are not proposed to be amended. It seems to me that if I were to re-open the examination while consultation is in progress, this could cause confusion.
3. On this basis, your intention to carry out a Regulation 19 style consultation, open to all, but focussed on the proposed changes seems reasonable. However, in addition to summarising the representations and sending them to me, you should review the representations carefully and indicate any further proposed alterations or amendments you consider necessary in light of them. This way, upon resumption, my examination can proceed having regard to the most up to date and well-informed position possible.
4. Notwithstanding the above, no formal mechanism is available for changes to be made to the Plan following its submission for examination other than through the Main Modifications process. I will therefore continue to base my examination upon the submitted plan, but the changes proposed and the need for them to be made shall be discussed at the hearing sessions. If the need for further changes arises as a result of the hearing sessions, these must be consulted upon at the Main Modifications stage. The form and extent of any future consultation is a matter which can be discussed at the hearings.
5. Turning to the consultation itself, you should prepare a document to accompany the "amended plan" which clearly and succinctly explains the following in addition to anything else you consider important:
 - The purpose of the consultation and how it relates to the examination underway (having regard to the above);
 - A summary of the main proposed changes and the reasons for them;
 - A list of site allocations proposed to be added and of those proposed to be removed;
 - A list of any new evidence documents available for consideration;
 - An indication of the "next steps" following consultation.

Please keep me up to date with progress and inform me of key dates, particularly when I can expect to receive the revised Plan.

Yours sincerely,

Louise Phillips
INSPECTOR

7 October 2019.

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

Volume 2 of 3: Main Report

October 2019



LEPUS CONSULTING
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY



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

LC-570	Document Control Box
Client	Royal Borough of Windsor and Maidenhead Council
Report Title	Strategic Environmental Assessment and Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead's BLPSV-PC
Filename	LC-570_SA_BLPSV-PC_2_221019CW.docx
Date	October 2019
Author	CW
Reviewed	RG
Approved	ND

Photo: Fields in Maidenhead by Timo Newton-Syms

About this report & notes for readers

Lepus Consulting Ltd (Lepus) has prepared this report for the use of Royal Borough of Windsor and Maidenhead Council. There are a number of limitations that should be borne in mind when considering the results and conclusions of this report. No party should alter or change this report whatsoever without written permission from Lepus.

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The conclusions below are based on the best available information, including information that is publicly available. No attempt to verify these secondary data sources has been made and they have been assumed to be accurate as published.

This report was prepared during August and October 2019 and is subject to and limited by the information available during this time. This report has been prepared with reasonable skill,

care and diligence within the terms of the contract with the client. Lepus Consulting accepts no responsibility to the client and third parties of any matters outside the scope of this report. Third parties to whom this report or any part thereof is made known rely upon the report at their own risk.

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Abbreviations

ALC	Agricultural Land Classification
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
ASLI	Areas of Special Landscape Importance
BLPSV	Borough Local Plan Submission Version (2017)
BLPSV-PC	Borough Local Plan Submission Version – Proposed Changes (2019)
BMV	Best and most versatile
C of E	Church of England
CEA	Cumulative Effects Assessment
CIL	Community Infrastructure Levy
dpa	Dwellings per annum
EoSS	Edge of Settlement Study
GHG	Greenhouse Gas
GP	General Practitioner
ha	Hectare
HELAA	Housing and Economic Land Availability Assessment
IDP	Infrastructure and Developer Contributions
IRZ	Impact Risk Zone
km	kilometre
LAQM	Local Air Quality Management
LEA	Landscape Enhancement Area
LGS	Local Geological Site
LNR	Local Nature Reserve
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Site
m	Metre
MSA	Minerals Safeguarding Area
NERC	Natural Environment and Rural Communities
NHS	National Health Service
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
OAN	Objectively Assessed Need
PDL	Previously Developed Land
PPG	Planning Practice Guidance
PPP	Plans, Programmes and Policy
PRoW	Public Right of Way
RBWM	The Royal Borough of Windsor and Maidenhead
RPG	Registered Parks and Gardens
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAMM	Strategic Access Management and Monitoring
SANG	Suitable Alternative Natural Greenspace

SEA	Strategic Environmental Assessment
SM	Scheduled Monument
SPA	Special Protection Areas
SPD	Supplementary Planning Document
SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
SWMSA	South West Maidenhead Strategic Area

1 Introduction

1.1 Background

1.1.1 Lepus Consulting Ltd (Lepus) has been instructed by the Royal Borough of Windsor and Maidenhead (RBWM) Council (hereafter referred to as the Council) to undertake a Sustainability Appraisal (SA) of the Borough Local Plan Submission Version – Proposed Changes (hereafter referred to as the BLPSV-PC). This document presents an assessment of the likely sustainability impacts of proposals in the BLPSV-PC as well as the potential impacts of reasonable alternatives for each proposal.

1.1.2 The Planning and Compulsory Purchase Act¹ requires Sustainability Appraisal (SAs) to be carried out on Development Plan Documents. Additionally, the Environmental Assessment of Plans and Programmes Regulations² (SEA Regulations) require Strategic Environmental Assessments (SEA) for a wide range of plans and programmes, including Local Plans. This SA report incorporates the requirements of SEA.

1.1.3 Planning Practice Guidance (PPG) on SEA and SA³ states:

“Sustainability appraisals incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the ‘Strategic Environmental Assessment Regulations’). Sustainability appraisal ensures that potential environmental effects are given full consideration alongside social and economic issues”.

¹ Planning and Compulsory Purchase Act 2004. Available at: <https://www.legislation.gov.uk/ukpga/2004/5/contents> [Date Accessed: 02/10/19]

² The Environmental Assessment of Plans and Programmes Regulations 2004. Available at: <http://www.legislation.gov.uk/uksi/2004/1633/contents/made> [Date Accessed: 02/10/29]

³ MHCLG (2015) Guidance: Strategic environmental assessment and sustainability appraisal. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal> [02/10/19]

1.2 Purpose of this report

- 1.2.1 This report has been prepared to summarise the SA process to date and inform the examination stage of the preparation of the BLPSV-PC. There are four key purposes of the SA/SEA process, these are: ensuring that the Local Plan is sustainable and responsive to environmental impacts by identifying potential significant impacts and setting out ways to mitigate adverse impacts; documenting the story of the plan-making process; influencing the plan-making process particularly at the reasonable alternatives and mitigation stages; and, focusing on key issues and impacts.
- 1.2.2 This report is one of a series of documents that have been prepared to document the iterative SA process. Such an approach enables the Council to demonstrate that it has identified, described and evaluated reasonable alternatives during the making of the Local Plan. **Chapter 2** provides further details of the SA process to date.

1.3 About the Royal Borough of Windsor and Maidenhead

- 1.3.1 The borough is located in Berkshire, in the South East of England. RBWM is bordered by Slough Borough, South Bucks District and Wycombe District to the north; Wokingham Borough to the west; Bracknell Forest Borough and Surrey Heath Borough to the south; and, Runnymede Borough and Spelthorne Borough to the east (see **Figure 1.1**).
- 1.3.2 The borough boundary encompasses the two towns of Maidenhead and Windsor, along with a number of smaller settlements, including Ascot, Sunningdale and Eton. It is home to Windsor Castle and Windsor Great Park, which are recognised as internationally significant heritage and environmental assets, and which attract high visitor numbers each year. The borough is also home to other popular visitor attractions such as Windsor and Ascot racecourses and Legoland Windsor. The borough had a resident population of 150,900 in 2018⁴.

⁴ Office for National Statistics (2019) Labour Market Profile – Windsor and Maidenhead. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157289/report.aspx> [Date Accessed: 30/09/19]

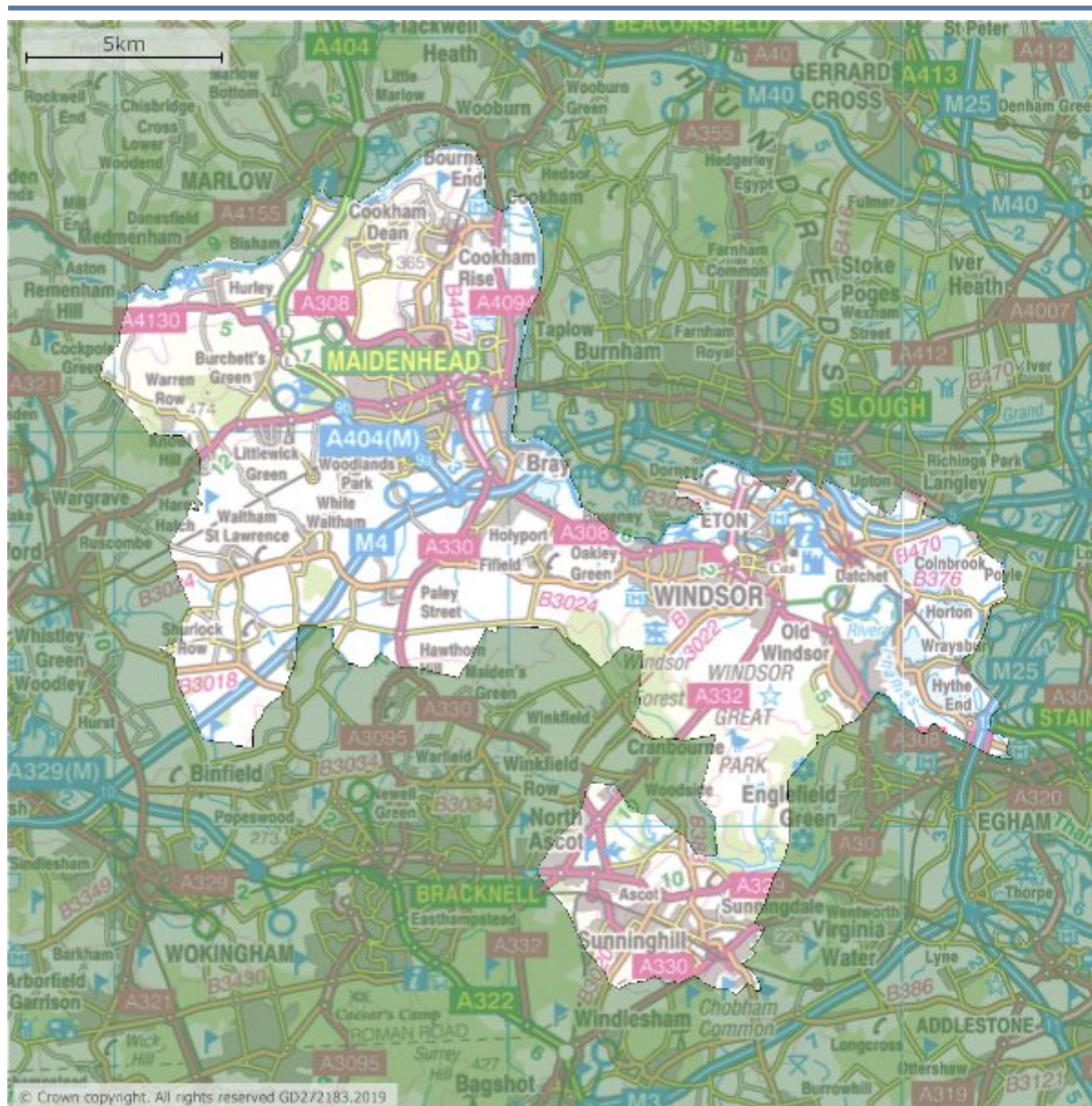


Figure 1.1: Map of RBWM (source: Office of National Statistics)

1.4 The RBWM Borough Local Plan

1.4.1 The role of the BLPSV-PC is to set out the Council’s vision for the next 20 years and help to shape the future of the borough. The Plan does this by setting out policies that guide the development of homes and businesses, protect important biodiversity, landscapes and historic character, whilst also seeking to provide for the needs of all communities across RBWM.

1.4.2 The contents of the BLPSV-PC is as follows:

- **Chapter 1:** Introduction to the Pre-submission Borough Local Plan;
- **Chapter 2:** List of Policies;
- **Chapter 3:** Spatial Portrait;

- **Chapter 4:** Spatial Vision and Objectives;
- **Chapter 5:** Spatial Strategy;
- **Chapter 6:** Quality of Place;
- **Chapter 7:** Housing;
- **Chapter 8:** Economy;
- **Chapter 9:** Town Centres and Retail;
- **Chapter 10:** Visitors and Tourism;
- **Chapter 11:** Historic Environment;
- **Chapter 12:** Natural Resources;
- **Chapter 13:** Environmental Protection;
- **Chapter 14:** Infrastructure;
- **Chapter 15:** Monitoring and Implementation;
- **Chapter 16:** Glossary; and
- **Chapter 17:** Appendices.

1.4.3 The BLPSV-PC is the spatial expression of the Council's vision for the future of the borough and is built on the main themes of:

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

1.4.4 These themes are implemented through the spatial vision for the Local Plan, which sets out what the borough will look like following the implementation of the plan and seeks to create a place where everyone can thrive in a safe, healthy and sustainable environment.

1.4.5 The plan identifies eleven objectives which will help to achieve the spatial vision (**Table 1.1**).

Table 1.1: Aims and Objectives of the BLPSV-PC

1	Special qualities: To conserve and enhance the special qualities of the borough's built and natural environments.	<ul style="list-style-type: none"> • Protect the openness of the Green Belt; • Retain the character of existing settlements through guiding development to appropriate locations and ensuring high quality design of new development; • Protect the special qualities of the built environment including heritage assets; • Protect and enhance biodiversity within the borough; and • Protect and enhance the River Thames and other watercourses and their associated riparian corridors.
2	Meeting housing needs: To meet the varied housing needs of residents in an appropriate way whilst steering development to the most sustainable locations.	<ul style="list-style-type: none"> • Provide sufficient new housing to meet the borough's needs; • Make the most of previously developed land; and • Provide housing that meets the needs of all sections of community including a sufficient level of affordable housing.
3	Visitor economy: To enable the continued success and evolution of the borough's distinct visitor economy.	<ul style="list-style-type: none"> • Reinforce the role of key tourism centres such as Windsor, Ascot and the River Thames; • Provide sufficient accommodation and facilities for tourists; and • Identify and promote opportunities for additional tourism related development.
4	Local business economy: Enable the evolution and growth of the local business economy.	<ul style="list-style-type: none"> • Maintain a buoyant and broad-based economy; and • Support the reuse and redevelopment of existing employment-generating sites and premises in order to maintain a sustainable balance between jobs and local labour.
5	Town, district and local centres: To promote the vitality and viability of town centres so that they are at the heart of their communities.	<ul style="list-style-type: none"> • Promote the town centres of Windsor and Maidenhead as the principal locations for office, retail, tourism and leisure development; and • Support the delivery of the adopted Maidenhead Area Action Plan Development Plan Document as amended.
6	Infrastructure: To retain, improve and provide new facilities and other infrastructure to support new development and ensure a high quality of life for residents of all ages.	<ul style="list-style-type: none"> • Secure the provision of utilities, services and facilities to enable planned development in a coordinated and timely manner; and • Ensure that new development makes an appropriate contribution towards infrastructure needs arising from such development.
7	Sustainable transport: To promote sustainable transport and alternatives to the use of private vehicles.	<ul style="list-style-type: none"> • Encourage the provision of facilities for pedestrians and cyclists in new development; • Locate development to minimise the need for travel; and • Promote the use of public transport.
8	Heritage: To seek to maintain and enhance the rich heritage of the borough.	<ul style="list-style-type: none"> • Protection of designated areas and developments, such as scheduled monuments, listed buildings and conservation areas; and • Promotion of high-quality development and design in sensitive heritage areas.
9	Environmental protection: To maintain and enhance the natural environment of the borough, including the water environment.	<ul style="list-style-type: none"> • Ensure that new development contributes to environmental improvement; and • Protect designated areas and features.
10	Open space and leisure: To provide adequate	<ul style="list-style-type: none"> • Ensure that new development contributes to providing open space within new development; and

Table 1.1: Aims and Objectives of the BLPSV-PC

open space for planned development and appropriate leisure and recreational facilities.	<ul style="list-style-type: none"> • Maintain and enhance leisure and recreation facilities.
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1.5 Using this document

1.5.1 This report should be read alongside the BLPSV-PC. The various appendices provide essential contextual information to the main body of the report. The contents of this SA Report are listed below:

- **Chapter 1** presents an introduction to this report;
- **Chapter 2** presents the SA process to date;
- **Chapter 3** presents details on the scoping stage;
- **Chapter 4** presents the assessment methodology;
- **Chapter 5** presents details of reasonable alternatives considered throughout the process;
- **Chapter 6** presents details on the preferred approach;
- **Chapters 7 to 15** presents the likely significant effects on the environment;
- **Chapter 16** presents the cumulative effects assessment;
- **Chapter 17** presents the conclusions, recommendations and next steps;
- **Appendix A** presents the SA Framework;
- **Appendix B** presents the assessment of policies;
- **Appendix C** presents the assessments of site allocations;
- **Appendix D** presents the assessment of reasonable alternative sites; and
- **Appendix E** presents and update of relevant Plans and Programmes.

1.6 Meeting the requirements of the SEA Directive

1.6.1 There are certain requirements that this report must satisfy in order for it to qualify as an 'environmental report', as set out in the SEA Directive. These requirements, and where in the report they have been met, are presented in **Figure 1.2** below.



a) Provide an outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.

See section 1.4; section 3.2; and Appendix E.



b) Understand the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.

See: the SA Scoping Report; 'Baseline' sections of Chapters 7 to 15; and section 3.4.



c) The environment characteristics of areas likely to be significantly affected.

See Chapters 7 to 15



d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to the Birds and Habitats Directives.

See Chapters 7 to 15



e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

See Appendix E.



f) The likely significant effects on the environment: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural and architectural heritage. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

See Chapters 6 to 16



g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

See Chapters 7 to 15 and Chapter 17



h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties in compiling the required information.

See Chapters 5



i) A description of measures envisaged concerning monitoring.

See section 17.4



j) A non-technical summary of the information provided under the above headings.

See the Non-technical Summary

Figure 1.2: SEA checklist

2 The SA process to date

2.1 About this chapter

2.1.1 The purpose of this chapter is to provide chronological details of the SA process to date. Presently, the plan-making stage is at examination. This is shown as Stage D in **Figure 2.1**. Previously, there have been several other rounds of appraisal. These are listed in **Table 2.1**.

2.1.2 This chapter presents a summary of the appraisal process up to, and including, the examination.

2.2 Borough Local Plan progress

2.2.1 The aim of the Local Plan is to shape the next two decades of growth within RBWM. The Plan will help manage growth in sustainable and appropriate locations and reduce the risk of inappropriate and opportunistic development. To enable this, a series of sustainability appraisals have been undertaken which assess spatial strategies, strategic locations, sites and policies.

2.2.2 **Table 2.1** illustrates the Local Plan and SA process to date. The stages identified in the table are described in more detail in the rest of the chapter. Details of appraisals and the outcomes of each SA stage is discussed further in **Chapters 3 and 5**.

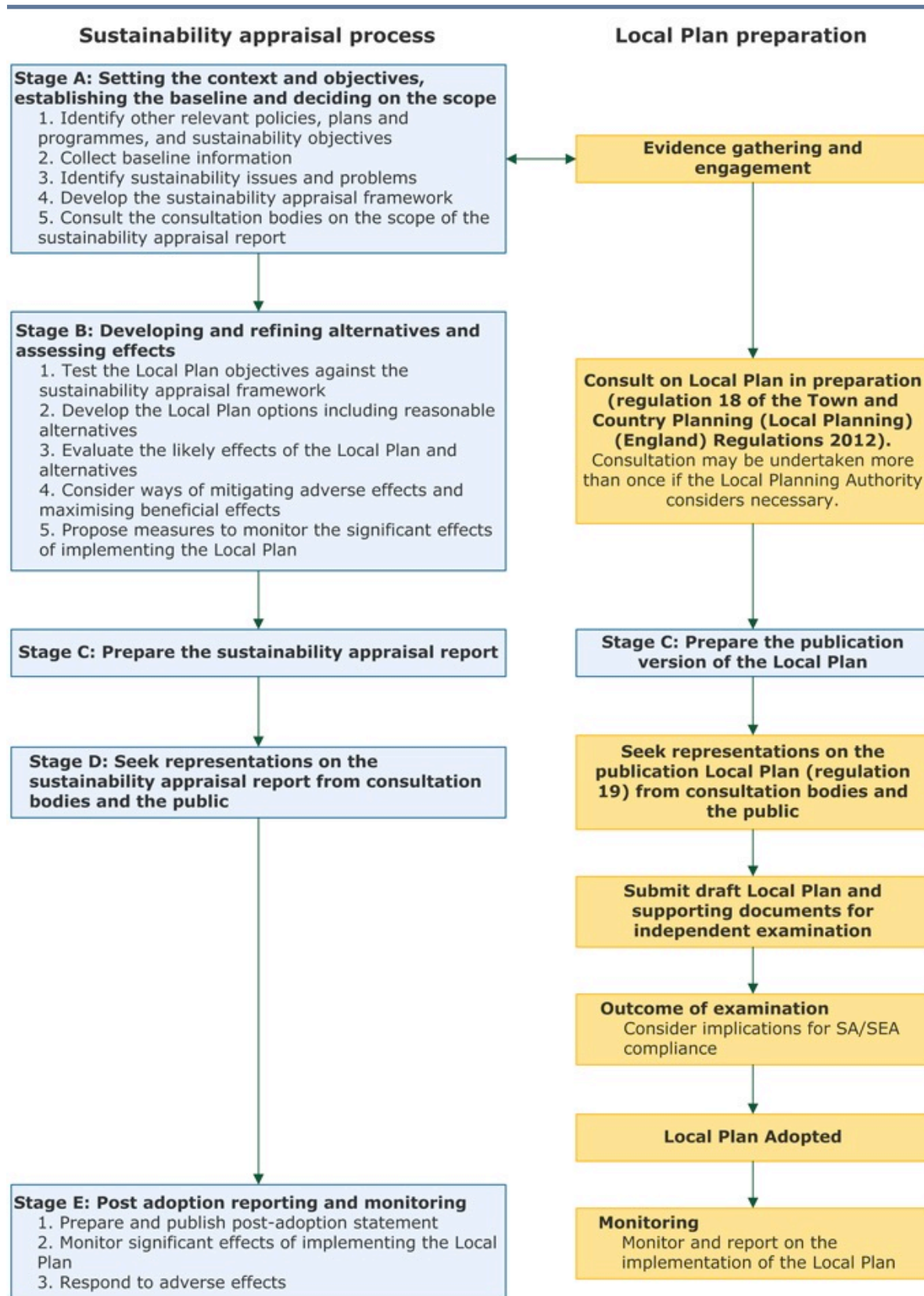


Figure 2.1: Stages of the SA process in relation to Local Plan preparation⁵.

⁵ MHCLG (2019) Planning Practice Guidance: Strategic environmental assessment and sustainability appraisal. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal> [Date Accessed: 30/09/19]

Table 2.1: The Local Plan and SA process

Date	Local Plan process	Sustainability Appraisal
October 2016		SA Scoping Report This document sets out the key issues and opportunities within RBWM and presents the SA Framework for the future SA stages.
December 2016 - January 2017	Regulation 18 Consultation This consultation period allowed for comments on the draft BLPSV, and included details on the spatial portrait, vision and objectives, as well as 57 policies	Regulation 18 SA Report This SA Report appraised four strategic scenarios, 57 draft policies, five strategic locations and approximately 120 reasonable alternative sites.
June - September 2017	Regulation 19 Publication This consultation allowed comments to be received on the Council's preferred BLPSV.	Regulation 19 SA Report This report appraised 46 policies, 97 sites and assessed likely cumulative effects as well as setting out mitigation and monitoring recommendations. This document constitutes an Environmental Report under Article 5 of the SEA Directive.
January 2018	Submission Following the Regulation 19 publication stage, the BLPSV and supporting documents were submitted to the Secretary of State for examination by an independent Inspector.	SA Addendum to the Regulation 19 SA Report This addendum appraised three housing number options, twelve broad spatial options, affordable housing policy and 15 sites. The document also contains the assessment of cumulative effects, mitigation and monitoring.
August - October 2019	Borough Local Plan Submission Version - Proposed Changes (2019) In response to issues raised during the examination hearings, the Council has updated the Local Plan. This updated document presents the Council's preferred approach for growth within RBWM.	SA Report of BLPSV-PC This report appraises the final policies and site allocations of the BLPSV-PC. This document constitutes an Environmental Report under Article 5 of the SEA Directive.

2.3 Scoping (2016)

- 2.3.1 The SA Scoping report was prepared in 2016. The aim of the report was to identify the scope and level of detail to be included in the SA process. The report identifies relevant local opportunities and issues and sets out the SA Framework. The SA Scoping Report is discussed further in **Chapter 3**.

2.4 Regulation 18 (2016)

2.4.1 The November 2016 draft Borough Local Plan⁶ and accompanying Regulation 18 SA Report⁷ were consulted on between December 2016 and January 2017.

2.4.2 The Regulation 18 SA Report assessed 57 draft policies and 67 reasonable alternative sites. The report assessed five strategic locations, including Maidenhead Town Centre, the Triangle Site, Maidenhead Golf Course, Ascot Town Centre and Land west of Windsor. The report also assessed four strategic scenarios, which focused on urban sites, brownfield sites, and two options for development within the Green Belt. The appraisal of these strategic scenarios are discussed further in **Chapter 5**.

2.5 Regulation 19 (2017)

2.5.1 The Borough Local Plan 2013 – 2033 Submission version⁸ and accompanying Regulation 19 SA Report⁹ were consulted on between June and September 2017.

2.5.2 The Regulation 19 SA considered 97 preferred development locations and 46 policies. The SA report identified potential positive impacts of the BLPSV, and some potential adverse impacts, which included an increase in energy demand across the borough, potential flood risk and a loss of soil resource amongst others. The appraisal of these sites and policies are discussed further in **Chapter 5**.

⁶ RBWM Council (2016) Borough Local Plan 2013 – 2033: Regulation 18. Available at: <http://rbwm.objective.co.uk/file/4307024> [Date Accessed: 09/10/19]

⁷ Lepus Consulting (2016) Sustainability Appraisal of the Borough Local Plan 2013-2033: Regulation 18 SA Report. Available at: <http://consult.rbwm.gov.uk/file/4307011> [Date Accessed: 09/10/19]

⁸ RBWM Council (2017) Regulation 19 Borough Local Plan Submission Version document. Available at: <http://consult.rbwm.gov.uk/file/4616592> [Date Accessed: 09/10/19]

⁹ Lepus Consulting (2017) Sustainability Appraisal of the Borough Local Plan 2013 – 2033: Regulation 19 SA Report. Available at: <http://consult.rbwm.gov.uk/file/4593974> [Date Accessed: 09/10/19]

2.6 Regulation 22 (2018)

2.6.1 In January 2018, the Council submitted the proposed SV and supporting documents were submitted to the Secretary of State for Communities and Local Government for independent examination.

2.6.2 The Sustainability Appraisal of the Borough Local Plan Addendum¹⁰ was prepared in January 2018 and was submitted to the Inspector alongside the BLPSV. The addendum assessed three housing number options, twelve broad spatial options, and affordable housing policy and 16 sites. This is discussed further in **Chapter 5**.

2.7 Regulation 24 (2019)

2.7.1 A short series of hearings were held in June 2018. Following these, the Council has sought to provide further information in response to issues raised during the hearings. The Council has updated its Housing and Economic Land Availability Assessment (HELAA) and the SA process has been used to assess reasonable alternative HELAA sites and subsequently has assessed preferred site allocations and policies. **Chapter 5** explains the reasonable alternatives process in more detail.

¹⁰ Lepus Consulting (2018) Sustainability Appraisal of the Borough Local Plan 2013 – 2033: Addendum. Available at: <http://consult.rbwm.gov.uk/file/4860642> [Date Accessed: 09/10/19]

3 Scoping

3.1 Introduction

3.1.1 The first phase of preparation for the SA was the scoping stage. Scoping is the process of deciding the scope and level of detail of an SA, including the environmental effects and alternatives to be considered, the assessment methods to be used, and the structure and contents of the SA Report, in accordance with the PPG¹¹.

3.1.2 The purpose of the SA Scoping Report is to set the criteria for assessment (including the SA Objectives), and establish the baseline data and other information, including a review of relevant policies, programmes and plans. The scoping process involves an overview of key issues, highlighting areas of potential conflict.

3.1.3 The Scoping Report covers the early stages of the SA Process and includes information about:

- Identifying other relevant policies, plans and programmes, and environmental objectives;
- Collecting baseline information;
- Identifying environmental issues and problems; and
- Developing the SA Framework.

3.1.4 The Scoping Report that informs this SA was carried out by Lepus Consulting in 2016¹². The Scoping Report was subject to a statutory five-week period of consultation with the Statutory Consultees, including Natural England, Historic England and the Environment Agency, from October to November 2016. The comments received have been given due consideration in the preparation of the SA.

¹¹ MHCLG (2015) Guidance: Strategic environmental assessment and sustainability appraisal. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal> [02/10/19]

¹² Lepus Consulting (2016) Strategic Environmental Assessment of the RBWM Local Plan: Scoping Report

3.2 Policy, plan and programme review

3.2.1 The preparation of a Local Plan may be influenced in various ways by other plans or programmes, or by external environmental protection objectives such as those laid down in policies and legislation. The SA process seeks to take advantage of potential synergies and addresses any inconsistencies and constraints.

3.2.2 The Scoping Report presented an analysis of the objectives of the key policies, plans and programmes (including legislation) that are relevant to the Local Plan and the SA assessment process. These were presented by their geographic relevance, from international to local level. A review of relevant plans and programmes is presented in **Appendix E**.

3.3 Baseline data and information

3.3.1 A key part of the scoping process is the collection of baseline data. The purpose of this exercise is to help identify key issues and opportunities facing the area which might be addressed by the Local Plan, and to provide an evidence base for the assessment.

3.3.2 The SA Scoping Report provided an evaluation of existing environmental, social and economic conditions within the borough and their likely evolution in absence of the Local Plan. The baseline environmental conditions of the borough have been updated in line with recent data and statistics and are presented in **Chapters 7 to 15**.

3.4 Evolution of the environment without the Plan

3.4.1 The SEA Directive requires *“information on the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme”*.

3.4.2 **Table 3.1** below considers the likely evolution of the baseline within RBWM in the absence of the BLPSV-PC. This takes into account information gathered at the Scoping stage and more up-to-date data and statistics.

3.4.3 In the absence of the Local Plan, no new Plan-led development would occur within the Plan area over and above that which is currently proposed in the adopted Local Plan¹³. In this scenario, an appeal-led system would predominate. The nature and scale of development that may come forward under an appeal-led system would be uncertain. In a ‘no Plan’ scenario, other plans and policies would continue to be a material consideration in planning decisions and legislative protection would continue to be in place. The following table describes the likely evolution of the baseline without the Local Plan.

Table 3.1: Likely evolution without the Plan

Sustainability Topic	Likely evolution without the Plan
Accessibility and Transport	<ul style="list-style-type: none"> Road traffic congestion is expected to increase, especially along the motorways and through Maidenhead and Windsor. Road infrastructure improvements, such as smart motorways, are expected to continue in the Plan area in the absence of the Plan. Public rights of way are expected to be continually improved through the Public Rights of Way Management and Improvement Plan and the Waterways Project, although this is likely to affect recreational users the most. The BLPSV-PC proposes several policies which would be likely to increase the uptake of sustainable transport use amongst residents, which would be likely to help reduce congestion of on local road. In the absence of the Plan, it is uncertain the extent to which residents may opt to use sustainable transport modes. In the absence of the Plan, the borough’s Local Transport Plan¹⁴ will still be implemented, which would be likely to have a positive impact on the local road network, relieving congestion and improving public transport across the Plan area.
Air Quality	<ul style="list-style-type: none"> Primary sources of air pollution in the UK include road transport and industry, this would not be expected to change, with or without the Plan. In the absence of the Plan, development could potentially be located in close proximity to primary sources of air pollution. However, national trends indicate improvements in air pollution due to advances in technology. The BLPSV-PC proposes several policies which would be likely to help increase the rate of sustainable transport uptake amongst residents. Without the Plan, it is uncertain the extent to which residents may opt for low emission or sustainable transport modes. National trends in the increasing uptake of lower emission vehicle types, such as electric cars, would be likely to help limit road transport associated emissions in the Plan area. In the absence of the Plan, Air Quality Management Areas (AQMAs) would still be designated and air quality in these areas would continue to be monitored.
Biodiversity and Geodiversity	<ul style="list-style-type: none"> In the absence of the Plan, sites designated for their national and international biodiversity and/or geodiversity value would continue to benefit from legislative protection.

¹³ Royal Borough of Windsor and Maidenhead Council (2003) The Royal Borough of Windsor and Maidenhead Local Plan: Incorporating alterations adopted June 2003. Available at: https://www3.rbwm.gov.uk/info/200209/planning_policy/1343/adopted_local_plan [Date Accessed: 02/10/19]

¹⁴ Royal Borough of Windsor and Maidenhead (2012) Local Transport Plan 2012 – 2026. Available at: https://www3.rbwm.gov.uk/downloads/download/90/local_transport_plan_documents [Date Accessed: 02/10/19]

Sustainability Topic	Likely evolution without the Plan
	<ul style="list-style-type: none"> The Thames Basin Heaths SPD¹⁵ would remain a material consideration and sets out the strategy for access management and monitoring at the SPA, which would be expected to help manage the designated site, with or without the Plan. The Berkshire Biodiversity Strategy 2014 – 2020¹⁶ aims to increase the area of priority habitats in Berkshire, but trends in habitat creation are currently unknown. Biodiversity net gain at development sites would be expected, due to policies set out in the NPPF. In the absence of the Plan, it is uncertain if development proposals would voluntarily adopt avoidance and mitigation measures which may help protect on and off-site biodiversity assets. There could potentially be adverse impacts on local biodiversity features, in particular non-designated sites and priority habitats, due to development, including direct loss or damage, recreational disturbance and decreases in air quality.
Climate Change	<ul style="list-style-type: none"> CO₂ emissions in RBWM are expected to decrease in the future based on previous trend data. International and national GHG emission reduction targets would continue to promote a reduction in carbon emissions in the absence of the Plan. Technological advances, which may include renewable energies, electric vehicles and efficient electricity supplies, would be expected to occur in the absence of the Plan. In the absence of the Plan, it is uncertain if new residents would be located in close proximity to essential services and if new residents would be encouraged to reduce reliance on personal car use.
Economic factors	<ul style="list-style-type: none"> Continuing transformation of existing employment land into high quality employment land would be expected in the absence of the Plan. The number of jobs in RBWM is expected to increase based on current trend data. The number of businesses is expected to increase.
Health	<ul style="list-style-type: none"> The percentage of children in low income families is expected to decrease. In the absence of the Plan, it is uncertain if residents of new developments would be located in areas with poor access to essential health services. Without the Plan, it is uncertain if existing public green spaces would be maintained and enhanced, to encourage residents to live healthy and active lifestyles.
Historic Environment	<ul style="list-style-type: none"> In the absence of the Plan, designated heritage assets would continue to benefit from legislative and policy protection. Heritage assets, including underground archaeological features, would be likely to be discovered in the future, with or without the Plan.
Housing	<ul style="list-style-type: none"> Without the Plan, it is uncertain if future housing provision would satisfy local needs in terms of type, cost and location. In the absence of the Plan, there could potentially be the reduced ability to refine the housing stock to meet the changing demands of existing residents such as the provision of elderly specific housing accommodation. House prices are expected to increase within the borough.
Landscape and Townscape	<ul style="list-style-type: none"> In the absence of the Plan, the London Metropolitan Green Belt would continue to benefit from policy protection set out in the NPPF. Pressure from development proposals located in the open countryside of RBWM would be likely to increase, which could potentially have negative impacts on the quality and distinctiveness of the Plan area. It is uncertain the extent to which development proposals would seek to conserve and enhance the local landscape character under an appeal-led system.

¹⁵ Royal Borough of Windsor and Maidenhead (2010) Thames Basin Heaths Special Protections Area: Supplementary Planning Document. Available at: https://www3.rbwm.gov.uk/info/201039/non-development_plan/458/biodiversity_and_thames_basin_health_spa/2 [Date Accessed: 02/10/19]

¹⁶ Berkshire Local Nature Partnership (2014) The Natural Environment in Berkshire: Biodiversity Strategy 2014 – 2020. Available at: <https://berkshirelnp.org/index.php/what-we-do/strategy/biodiversity-action-plan> [Date Accessed: 02/10/19]

Sustainability Topic	Likely evolution without the Plan
	<ul style="list-style-type: none"> The setting of the Chilterns AONB would still be protected by legislation, policies set out in the NPPF and the Chilterns AONB Management Plan and the PPG.
Material Assets	<ul style="list-style-type: none"> It is thought likely that without the Plan, rates of recycling waste per capita will rise in the Plan area in line with national and international trends and targets. The extent to which development may arise in the Plan area without the Plan is uncertain. However, an increase in the local population would be expected and it is therefore thought to be likely that without the Plan, net waste generation in the Plan area will rise to some extent. The Joint Waste and Minerals Plan for Berkshire would be expected to control and manage waste and mineral extraction throughout RBWM in the absence of the Plan.
Population and Quality of Life	<ul style="list-style-type: none"> The population across the Plan area are expected to continue to increase. This is likely to place greater pressure on the capacity of key services and amenities, including health and leisure facilities, employment opportunities, educational establishments and housing. Notable offences recorded by the police is expected to decrease within the borough. Without the Plan, there could be less opportunity to enhance community benefits (such as community hubs) associated with Plan-led housing proposals. Access to schools in rural communities is unlikely to change without the Plan.
Water and Soil	<ul style="list-style-type: none"> The risk of flooding will likely be exacerbated in the Plan area as a result of climate change but flood risk would be continued to be managed through policies within the NPPF and the PPG. The increased risk of surface water flooding would depend on the size, nature and extent of non-porous built surface cover in the Plan area in the future. The Plan area's population will rise, with or without the Plan, and net water demand in the Plan area would be likely to rise as a result. It is uncertain how water efficiency per capita may be affected in the absence of the Plan. Policies within the NPPF would also be expected to help protect against the worsening of water quality across the Plan area. Water abstraction, consumption and treatment in the local area will continue to be managed by the Environment Agency and water companies through the River Basin Management Plans, Water Resource Management Plans and Catchment Abstraction Management Strategy in line with the EU Water Framework Directive. Soil erosion and soil loss are occurring at significant rates due to agriculture, climate change and urbanisation. Without the Plan, the extent of development would result in a loss of soil resources is uncertain. Without the Plan, it is uncertain what percentage of ecologically and agriculturally important soils would be lost to development across the Plan area.

3.5 The SA Framework

3.5.1 The purpose of the SA Framework is to help ensure the Plan is prepared to align with the principles of sustainability. It also enables the potential impacts of the BLPSV-PC to be described, analysed and compared.

- 3.5.2 The SA Framework consists of a range of environmental, social and economic objectives. The extent to which these objectives are achieved can, in most cases, be measured using a range of indicators. There is no statutory basis for setting objectives, but they are a recognised way of considering the effects of a plan and comparing alternatives. The SA Objectives provide the basis from which impacts of the Local Plan were assessed.
- 3.5.3 The SA Objectives were developed through the plans, programmes and policy (PPP) review, the baseline data collection and the key issues identified for the plan area. The SA topics identified in Annex I (f) of the SEA Directive¹⁷ were one of the key determinants when considering the SA Objectives to be used for appraisal purposes. The SA Objectives seek to reflect each of these influences to ensure the assessment process is robust and thorough. No changes to the SA Framework have been made throughout the SA process. The full SA framework is presented in **Appendix A**.

¹⁷ Biodiversity flora and fauna; population; human health; soil; water; air; climatic factors; material assets; cultural heritage (including architectural and archaeological heritage); and landscape.

4 Methodology

4.1 Introduction

4.1.1 The process of sustainability appraisal uses geographic information, the SA Framework and established standards (where available) to inform the assessment decisions and provide transparency.

4.1.2 Development proposals and policies set out in the BLPSV-PC have been assessed against the SA Framework (see **Appendices B and C**). The SA Framework is comprised of 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)¹⁸ of the SEA Directive. Including the SEA topics in the SA Objectives helps ensure that all of the environmental criteria of the SEA Directive are included. Consequently, the 14 SA Objectives reflect all subject areas to ensure the assessment process is transparent, robust and thorough. The SA Objectives and the SEA Topics to which they relate are set out in **Table 4.1**.

4.1.3 Each SA Objective is considered when appraising BLPSV-PC site proformas and policies. It is important to note that the order of SA Objectives in the SA Framework does not infer prioritisation. The SA Objectives are at a strategic level and can potentially be open-ended. In order to focus each objective, decision making criteria are presented in the SA Framework to be used during the appraisal of policies and sites.

¹⁸ 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'.

Table 4.1: Summary of the SA Objectives

SA Objectives		Relevance to SEA Directive - Annex 1(f)
1	Climate change: Minimise the borough's contribution to climate change and plan for the anticipated levels of climate change.	Climate change.
2	Water and flooding: Protect, enhance and manage RBWM's waterways and to sustainably manage water resources.	Water
3	Air and noise pollution: Manage and reduce the risk of pollution, including air and noise pollution.	Air and noise.
4	Biodiversity and geodiversity: Protect, enhance and manage the natural heritage of the borough.	Biodiversity and geodiversity.
5	Landscape quality: Conserve, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening its distinctiveness.	Landscape, historic environment.
6	Cultural heritage: Conserve, enhance and manage sites, features and areas of historic and cultural importance.	Cultural heritage
7	Use of resources: Ensure protection, conservation and efficient use of natural and man-made resources in the borough.	Climate change and soil.
8	Housing: Provide a range of housing to meet the needs of the community.	Housing, population and quality of life.
9	Health: Safeguard and improve physical and mental health of residents.	Population, quality of life and human health.
10	Community safety and wellbeing: Reduce poverty and social deprivation and increase community safety.	Population, quality of life and human health.
11	Transport and accessibility: Improve choice and efficiency of sustainable transport in the borough and reduce the need to travel.	Accessibility, climate change and material assets.
12	Education: Improve education, skills and qualifications in the borough.	Population and economic factors.
13	Waste: Ensure the sustainable management of waste.	Material assets, air, soil, water.
14	Economy and employment: To support a strong, diverse, vibrant and sustainable local economy to foster balanced economic growth.	Economic factors.

4.2 Integrated approach to SA and SEA

4.2.1 The SEA Directive applies to a wide range of public plans and programmes, including land use plans (see Article 3(2)) of the SEA Directive¹⁹). The Directive has been transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations, SI no. 1633²⁰).

4.2.2 SEA is a systematic process for evaluating the environmental consequences of proposed plans or programmes to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision-making. The SEA Directive and SEA Regulations necessitate an environmental report in which the likely significant effects on the environment are identified for Local Plan proposals and reasonable alternatives.

4.2.3 SA is a UK-specific procedure used to appraise the impacts and effects of development plans in the UK. It is required by S19 (5) of the Planning and Compulsory Purchase Act 2004 and should be an appraisal of the economic, social and environmental sustainability of development plans. The present statutory requirement for SA lies in The Town and Country Planning (Local Planning) (England) Regulations 2012.

4.3 Best practice guidance

4.3.1 The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both obligations using a single appraisal process. Government policy recommends that both SA and SEA are undertaken under a single SA process, which incorporates the requirements of the SEA Directive. A range of documents have been utilised in preparing this report:

- European Commission (2004) Implementation of Directive 2001/42 on the assessment of the effects of certain plan and programmes on the environment²¹.

¹⁹ SEA Directive. Available at: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32001L0042> [Date Accessed: 30/09/19]

²⁰ The Environmental Assessment of Plans and Programmes Regulations 2004. Available at: <http://www.legislation.gov.uk/uksi/2004/1633/contents/made> [Date Accessed: 30/09/19]

²¹ European Commission (2004) Implementation of Directive 2001/42 on the assessment of the effects of certain plan and programmes on the environment. Available at: http://ec.europa.eu/environment/archives/eia/pdf/030923_sea_guidance.pdf [Date Accessed: 30/09/19]

- Office of Deputy Prime Minister (2005) A Practical Guide to the SEA Directive²².
- Ministry of Housing, Communities and Local Government (2019) National Planning Policy Framework (NPPF)²³.
- Ministry of Housing, Communities and Local Government (2018) Planning Practice Guidance (PPG)²⁴.
- Royal Town Planning Institute (2018) Strategic Environmental Assessment, Improving the effectiveness and efficiency of SEA/SA for land use plans²⁵.

4.4 Appraisal process

4.4.1 The appraisal process has used the SA Framework, the review of plans, programmes and policies and the baseline (including various mapped data sources), as presented in the SA Scoping Report²⁶, to assess each option. Assessments have been undertaken using this empirical evidence and, where appropriate, combined with professional judgement.

4.4.2 When evaluating the significance of impacts, the SA/SEA draws on criteria in Annex II of the SEA Directive (see **Table 4.2**) and identifies a significance value using the guide in **Table 4.4**.

²² Office of Deputy Prime Minister (2005) A Practical Guide to the SEA Directive. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf [Date Accessed: 30/09/19]

²³ MHCLG (2019) NPPF. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2> [Date Accessed: 30/09/19]

²⁴ MHCLG (2019) Planning practice guidance. Available at: <https://www.gov.uk/government/collections/planning-practice-guidance> [Date Accessed: 30/09/19]

²⁵ Royal Town Planning Institute (2018) Strategic Environmental Assessment, Improving the effectiveness and efficiency of SEA/SA for land use plans. Available at: <http://www.rtpi.org.uk/media/2668152/sea-sapracticeadvicefull2018c.pdf> [Date Accessed: 30/09/19]

²⁶ Lepus Consulting (2016) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Local Plan: Scoping Report. Available at: https://www3.rbwm.gov.uk/downloads/file/3210/sustainability_appraisal_scoping_report_%E2%80%9330_oct_2016 [Date Accessed: 30/09/19]

Table 4.2: Annex II of the SEA Directive²⁷**Criteria for determining the likely significance of effects referred to in Article 3(5) of the SEA Directive**

The characteristics of plans and programmes, having regard, in particular, to:

- the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
- the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- environmental problems relevant to the plan or programme; and
- the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste- management or water protection).

Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

- the probability, duration, frequency and reversibility of the effects;
- the cumulative nature of the effects;
- the transboundary nature of the effects;
- the risks to human health or the environment (e.g. due to accidents);
- the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- the value and vulnerability of the area likely to be affected due to:
 - special natural characteristics or cultural heritage;
 - exceeded environmental quality standards or limit values;
 - intensive land-use; and
- the effects on areas or landscapes which have a recognised national, Community or international protection status.

4.5 Impact assessment and determination of significance

4.5.1 Significance of effect is assessed by considering a combination of the sensitivity of a receptor and magnitude of change. The level of impact can be expressed in relative terms, based on the principle that the more sensitive the resource and, the greater the magnitude of the change, as compared with the do-nothing scenario, the greater will be the significance of effect.

²⁷ SEA Directive. Available at: <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX%3A32001L0042> [Date Accessed: 30/09/19]

4.6 Sensitivity

- 4.6.1 Sensitivity has been measured through consideration as to how the receiving environment will be impacted by a plan proposal. This includes assessment of the value and vulnerability of the receiving environment, whether or not environmental quality standards will be exceeded, and for example, if impacts will affect designated biodiversity sites or nationally important landscapes.
- 4.6.2 A guide to the range of scales used in determining impact sensitivity is presented in **Table 4.3**. For most receptors, sensitivity increases with geographic scale.

Table 4.3: Impact sensitivity

Scale	Typical criteria
International/ national	Designations that have an international aspect or consideration of transboundary effects beyond national boundaries. This applies to effects and designations/receptors that have a national or international dimension.
Regional	This includes the regional and sub-regional scale, including county-wide level and regional areas.
Local	This is the district and neighbourhood scale.

4.7 Magnitude

- 4.7.1 Magnitude relates to the degree of change the receptor will experience, including the probability, duration, frequency and reversibility of the impact. Impact magnitude has been determined on the basis of the susceptibility of a receptor to the type of change that will arise, as well as the value of the affected receptor (see **Table 4.4**).

Table 4.4: Impact magnitude

Impact magnitude	Typical criteria
High	<p>Likely total loss of or major alteration to the receptor in question;</p> <ul style="list-style-type: none"> • Provision of a new receptor/feature; or • The impact is permanent and frequent.
Medium	<p>Partial loss/alteration/improvement to one or more key features; or</p> <p>The impact is one of the following:</p> <ul style="list-style-type: none"> • Frequent and short-term; • Frequent and reversible; • Long-term (and frequent) and reversible; • Long-term and occasional; or • Permanent and occasional.
Low	<p>Minor loss/alteration/improvement to one or more key features of the receptor; or</p> <p>The impact is one of the following:</p> <ul style="list-style-type: none"> • Reversible and short-term; • Reversible and occasional; or • Short-term and occasional.

4.8 Significant effects

4.8.1 Through a consideration of the sensitivity of receptors and magnitude of change likely to be experienced, the level of impact can be assessed.

4.8.2 A single value from **Table 4.5** has been allocated to each SA Objective for each assessment. Justification for the classification of the impact for each SA objective is presented in an accompanying narrative assessment text for all reasonable alternatives that have been assessed through the SA process. The assessment of impacts and subsequent evaluation of significant effects is in accordance with the footnote of Annex 1(f) of the SEA Directive, where feasible, which states:

“These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects”.

Table 4.5: Guide to scoring significant effects

Significance	Definition (not necessarily exhaustive)
Major Negative --	<p>The size, nature and location of a development proposal or policy would be likely to:</p> <ul style="list-style-type: none"> • Permanently degrade, diminish or destroy the integrity of a quality receptor, such as a feature of international, national or regional importance; • Cause a very high-quality receptor to be permanently diminished; • Be unable to be entirely mitigated; • Be discordant with the existing setting; and/or • Contribute to a cumulative significant effect.
Minor Negative -	<p>The size, nature and location of development proposal or policy would be likely to:</p> <ul style="list-style-type: none"> • Not quite fit into the existing location or with existing receptor qualities; and/or • Affect undesignated yet recognised local receptors.
Negligible 0	Either no impacts are anticipated, or any impacts are anticipated to be negligible.
Uncertain +/-	It is entirely uncertain whether impacts would be positive or adverse.
Minor Positive +	<p>The size, nature and location of a development proposal or policy would be likely to:</p> <ul style="list-style-type: none"> • Improve undesignated yet recognised receptor qualities at the local scale; • Fit into, or with, the existing location and existing receptor qualities; and/or • Enable the restoration of valued characteristic features.
Major Positive ++	<p>The size, nature and location of a development proposal or policy would be likely to:</p> <ul style="list-style-type: none"> • Enhance and redefine the location in a positive manner, making a contribution at a national or international scale; • Restore valued receptors which were degraded through previous uses; and/or • Improve one or more key elements/features/characteristics of a receptor with recognised quality such as a specific international, national or regional designation.

- 4.8.3 When selecting a single value to best represent sustainability performance, and to understand the significance of effects in terms of the relevant SA Objective, the precautionary principle²⁸ has been used. This is a worst-case scenario approach.
- 4.8.4 If a positive effect is identified in relation to one criterion within the SA Framework (see the second column of the SA Framework in **Appendix A**) and a negative effect is identified in relation to another criterion within the same SA Objective, the overall impact has been assigned as negative for that objective. It is therefore essential to appreciate that the impacts are indicative summarily and that the accompanying assessment text provides a fuller explanation of sustainability performance.
- 4.8.5 The assessment considers, on a strategic basis, the degree to which a location can accommodate change without adverse effects on valued or important receptors (identified in the baseline).
- 4.8.6 The level of impact has been categorised as negligible, minor or major. **Table 4.5** sets out the levels of significance and explains the terms used. The nature of the impact can be either positive or negative depending on the type of development and the design and mitigation measures proposed.
- 4.8.7 Each reasonable alternative site, preferred site allocation and policy has been assessed for likely significant impacts against each SA Objective in the Framework, as per **Table 4.5**. Likely impacts are not intended to be summed.
- 4.8.8 It is important to note that the assessment scores used in **Table 4.5** are high level indicators. The assessment narrative should always be read alongside the significance score. Topic specific methods and assumptions in **Table 4.6** offers further insight into how each impact was identified.

²⁸ The European Commission describes the precautionary principle as follows: "If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with protection normally afforded to these within the European Community, the Precautionary Principle is triggered".

4.9 Limitations of predicting effects

4.9.1 SA is a tool for predicting potential significant effects. Predicting effects relies on an evidence-based approach and incorporates professional judgement. It is often not possible to state with absolute certainty whether effects will occur, as many impacts are influenced by a range of factors such as the design and the success of mitigation measures.

4.9.2 The assessments in this report are based on the best available information, including that provided by the Council and information that is publicly available. The assessment of reasonable alternatives is somewhat limited in terms of available data resources. For example, up to date ecological surveys and/or landscape and visual impact assessments have not been available. Every attempt has however been made to predict effects as accurately as possible.

4.9.3 SA operates at a strategic level which uses available secondary data for the relevant SA Objective. Sometimes, in the absence of more detailed information, forecasting the potential impacts of development can require making reasonable assumptions based on the best available data and trends. However, all reasonable alternatives must be assessed in the same way.

4.9.4 All reasonable alternatives have been assessed in relation to potential effects against each SA Objective. However, for the sake of brevity and to maintain the readability of the report, where the assessment finds there are likely to be negligible effects as a consequence of the allocation of a site this is not described in the accompanying text.

4.10 SEA Topic methodologies and assumptions

4.10.1 A number of topic specific methodologies and assumptions have been applied to the appraisal process for specific SA Objectives (see **Table 4.6**). These should be borne in mind when considering the assessment findings.

Table 4.6: Assumptions and topic specific methodologies for each SA Objective.

SA Objective	Assumptions
1 - Climate Change Mitigation	<p>Carbon Emissions</p> <p>Development proposals which would be likely to increase greenhouse gas (GHG) emissions in the local area would make it more difficult for the Council to reduce the Plan area's contribution towards the causes of climate change.</p> <p>It is assumed that development on previously undeveloped sites or greenfield land would result in an increase in local GHG emissions due to the increase in the local population and the local number of operating businesses and occupied homes.</p> <p>The increase in GHG emissions caused by new developments is associated with impacts of the construction phase, the occupation and operation of homes and businesses, oil, gas and coal consumption and increases in local road transport with associated emissions. This impact is considered to be permanent and non-reversible.</p> <p>The estimated carbon emissions for the Plan area in 2017 totalled 850,900 tonnes CO₂/year. The average carbon emissions per person per year was 5.7 tonnes²⁹.</p> <p>Development proposals which could potentially increase the Plan area's carbon emissions by 1% or more in comparison to the 2017 estimate would be expected to have a major negative impact for this objective. Development proposals which could potentially increase the Plan area's carbon emissions by 0.1% or more in comparison to the 2017 estimate would be expected to have a minor negative impact for this objective. For the purpose of this report, this threshold has been deduced from available guidance³⁰.</p> <p>As carbon emissions have been calculated per person per dwelling, development proposals proposed for employment or non-residential end use have not been included in this assessment.</p> <p>Sites and policies that are proposed for development which would result in a less than 0.1% increase in carbon emissions in comparison to the 2017 estimate, or are proposed for other end uses, would be expected to have a negligible impact on carbon emissions across the Plan area.</p>

²⁹ Department for Business, Energy and Industrial Strategy (2019) UK local authority and regional carbon dioxide emissions national statistics: 2005-2017. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017> [Date Accessed: 08/10/19]

³⁰ DTA Publications (2017) The Habitats Regulations Assessment Journal: Air Pollution.

SA Objective	Assumptions
	This negative impact is considered to be permanent and non-reversible with limited scope for mitigation.
2 - Water and Flooding	<p>Fluvial Flooding</p> <p>The level of fluvial flood risk present across the Plan area is based on the Environment Agency's flood risk data³¹, such that:</p> <ul style="list-style-type: none"> • Flood Zone 3: 1% - 3.3% chance of flooding each year; • Flood Zone 2: 0.1% - 1% chance of flooding each year; and • Flood Zone 1: Less than 0.1% chance of flooding each year. <p>It is assumed that development proposals will be in perpetuity and it is therefore likely that development will be subject to the impacts of flooding at some point in the future, should it be situated on land at risk of fluvial flooding.</p> <p>Where development proposals coincide with Flood Zone 2, a minor negative impact would be expected. Where development proposals coincide with Flood Zone 3 (either Flood Zone 3a or 3b), a major negative impact would be expected.</p> <p>Where development proposals are located within Flood Zone 1, a minor positive impact would be expected for 'water and flooding'.</p> <p>Pluvial Flooding</p> <p>Areas determined to be at high risk of pluvial flooding have more than a 3.3% chance of flooding each year, medium risk between 1% and 3.3%, and low-risk between 0.1% and 1% chance.</p> <p>Development proposals located in areas at low and medium risk of surface water flooding would be expected to have a minor negative impact on pluvial flooding. Development proposals located within areas at high risk of surface water flooding would be expected to have a major negative impact on pluvial flooding.</p> <p>Where development proposals are not located in areas determined to be at risk of pluvial flooding, a negligible impact would be expected.</p> <p>It is assumed that development proposals will be in perpetuity and it is therefore likely that development would be subject to the impacts of flooding at some point in the future, should it be situated on land at risk of surface water flooding.</p>

³¹ Environment Agency (2015) Flood Map for Planning Risk. Available at: <http://apps.environment-agency.gov.uk/wivby/cv/151263.aspx> [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>Groundwater:</p> <p>The vulnerability of groundwater to pollution is determined by the physical, chemical and biological properties of the soil and rocks, which control the ease with which an unprotected hazard can affect groundwater. Groundwater Source Protection Zones (SPZs) indicate the risk to groundwater supplies from potentially polluting activities and accidental releases of pollutants. As such, any development proposal that is located within a groundwater SPZ could potentially have an adverse impact on groundwater quality.</p> <p>Development proposals located within the total catchment (Zone III), outer zone (Zone II) or inner zone (Zone I) of an SPZ would be likely to have a minor negative impact on groundwater quality.</p> <p>Water demand:</p> <p>It is assumed that development proposals would be in accordance with the national mandatory water efficiency standard of 125 litres per person per day, as set out in the 2010 Building Regulations³².</p> <p>It is assumed that all housing proposals in the BLPSV-PC would be subject to appropriate approvals and licencing for sustainable water supply from the Environment Agency.</p>
<p>3 – Air and Noise Pollution</p>	<p>Exposure of new residents to air pollution has been considered in the context of the development proposal location in relation to established Air Quality Management Areas (AQMAs) and main roads. It is widely accepted that the impacts of air pollution from road transport decreases with distance from the source of pollution i.e. the road carriageway. The Department for Transport (DfT) in their Transport Analysis Guidance (TAG) consider that, “<i>beyond 200m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant</i>”³³. This statement is supported by Highways England and Natural England based on evidence presented in a number of research papers^{34 35}. A buffer distance of 200m has therefore been applied in this assessment.</p> <p>It is assumed that development would result in an increase in traffic and thus traffic generated air pollution. Both existing and future site users would be</p>

³² The Building Regulations 2010. Available at: <http://www.legislation.gov.uk/uksi/2010/2214/contents/made> [Date Accessed: 14/10/19]

³³ Department for Transport (2019) TAG unit A3 Environmental Impact Appraisal. Available at: <https://www.gov.uk/government/publications/tag-unit-a3-environmental-impact-appraisal> [Date Accessed; 08/10/19]

³⁴ Bignal, K., Ashmore, M & Power, S. 2004. The ecological effects of diffuse air pollution from road transport. English Nature Research Report No. 580, Peterborough.

³⁵ Ricardo-AEA, 2016. The ecological effects of air pollution from road transport: an updated review. Natural England Commissioned Report No. 199.

SA Objective	Assumptions
	<p>exposed to this change in air quality. Residential sites proposed for the development of between ten and 99 dwellings would therefore be expected to have a minor negative impact on local air pollution³⁶. Residential sites proposed for the development of 100 dwellings or more would be expected to have a major negative impact. Employment sites which propose the development of between 1ha and 9.9ha of employment space would be expected to have a minor negative impact and sites which propose 10ha or more would be expected to have a major negative impact.</p> <p>Where a development proposal is proposed for the development of nine dwellings or less, or for 0.99ha of employment floorspace or less, a negligible impact on local air quality would be anticipated.</p> <p>The proximity of a development proposal in relation to a main road determines the exposure level of site end users to road related air and noise emissions³⁷. In line with the DMRB guidance, it is assumed that site end users would be most vulnerable to these impacts within 200m of a main road. This distance has therefore been applied throughout this assessment to both existing road and rail sources.</p> <p>Development proposals located within 200m of a main road would be expected to have a minor negative impact on site end users' exposure to air and/ or noise pollution. Development proposals located over 200m from a main road would be expected to have a negligible impact on site end users' exposure to noise and vibration pollution.</p> <p>Development proposals located within 200m of a railway line would be expected to have a minor negative impact on site end users' exposure to noise pollution and vibrations. Development proposals located over 200m from a railway line would be expected to have a negligible impact on site end users' exposure to noise pollution and vibrations.</p>
<p>4 - Biodiversity and Geodiversity</p>	<p>The biodiversity and geodiversity objective considers adverse impacts of the proposed development at a landscape-scale. It focuses on an assessment of proposed development on a network of designated and undesignated sites, wildlife corridors and individual habitats within the Plan area. These ecological receptors include the following:</p>

³⁶ Institute of Air Quality Management (2017) Land-Use Planning & Development Control: Planning for Air Quality. Paragraph 5.8.

³⁷ Design Manual for Roads and Bridges, Volume 11: Environmental Assessment, Section 3: Environmental Assessment Techniques, Part 1: Air Quality, Annex D2: Road Type. Available at: <http://www.standardsforhighways.co.uk/ha/standards/dmr/vol11/section3/ha20707.pdf> [Date Accessed 08/10/19]

SA Objective	Assumptions
	<p>Designated Sites:</p> <ul style="list-style-type: none"> • Natura 2000 sites; (Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites). • Sites of Special Scientific Interest (SSSI). • National Nature Reserves (NNR). • Local Nature Reserves (LNR). • Local Wildlife Sites (LWS). • Local Geological Sites (LGS). <p>Habitats and Species:</p> <ul style="list-style-type: none"> • Ancient woodland. • Priority habitats. <p>The area within which development has the potential to have a direct/ indirect adverse impact on the integrity of a European site (SAC, SPA and Ramsar sites) is referred to as the zone of influence. For the purposes of this report, a 5km zone of influence has been used to consider pressures and threats on European sites as a result of the development proposed. Research suggests that this is the 'zone' in which public access/ disturbance threats and pressures are likely to be exacerbated at European sites as a result of development.</p> <p>Where a development proposal is coincident with, adjacent to or located in close proximity of an ecological receptor, it is assumed that negative impacts associated with development will arise to some extent. These negative impacts include those that occur during the construction phase and are associated with the construction process and construction vehicles (e.g. habitat loss, habitat fragmentation, habitat degradation, noise, air, water and light pollution) and those that are associated with the operation/occupation phases of development (e.g. public access associated disturbances, increases in local congestion resulting in a reduction in air quality, changes in noise levels, visual disturbance, light pollution, impacts on water levels and quality etc.).</p> <p>Negative impacts would be expected where the following ecological designations may be harmed or lost as a result of proposals: SPAs, SACs, Ramsar sites, SSSIs, ancient woodlands, NNRs, LNRs and LWSs as well as priority habitats³⁸ protected under the 2006 NERC Act³⁹. The assessment is largely based on a consideration of the proximity of a development proposal to these ecological receptors.</p>

³⁸ Source Natural England Priority Habitat Inventory, April 2012

³⁹ Natural Environment and Rural Communities Act 2006. Available at: <http://www.legislation.gov.uk/ukpga/2006/16/contents> [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>For the purposes of this assessment, impacts on priority habitats have been considered in the context of Natural England's publicly available Priority Habitat Inventory database⁴⁰. It is acknowledged this may not reflect current local site conditions in all instances.</p> <p>It is assumed that construction and occupation of previously undeveloped greenfield land would result in a net reduction in vegetation cover in the Plan area. This would also be expected to lead to greater levels of fragmentation and isolation for the wider ecological network, such as due to the loss of stepping stones and corridors. This will restrict the ability of ecological receptors to adapt to the impacts of climate change. The loss of greenfield land is considered under the Use of Resources objective (SA Objective 7) in this assessment.</p> <p>It should be noted that no detailed ecological surveys have been completed by Lepus to inform the assessments made in this report.</p> <p>Protected species survey information is not available for the development proposals within the Plan area. It is acknowledged that data is available from the local biological records centre. However, it is noted that this data may be under recorded in certain areas. This under recording does not imply species absence. As a consequence, consideration of this data on a site-by-site basis within this assessment would have the potential to skew results, favouring well recorded areas of the Plan area. As such impacts on protected species have not been assessed on a site-by-site basis.</p> <p>It is anticipated that the Council will require detailed ecological surveys and assessments to accompany future planning applications. Such surveys will determine on a site-by-site basis the presence of Priority Species and Priority Habitats protected under the NERC Act.</p> <p>It is assumed that mature trees and hedgerows will be retained where possible.</p> <p>Natural England has developed Impact Risk Zones (IRZs) for each SSSI unit in the country. IRZs are a Geographical Information System (GIS) tool which allow a rapid initial assessment of the potential risks posed by development proposals to: SSSIs, SACs, SPAs and Ramsar sites. They define zones around each SSSI which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts⁴¹. Where a development proposal falls within more than one</p>

⁴⁰ Natural England (2019) Priority Habitat Inventory (England). Available at: <https://data.gov.uk/dataset/4b6ddb7-6c0f-4407-946e-d6499f19fcde/priority-habitat-inventory-england> [Date Accessed: 08/10/19]

⁴¹ Natural England (2017) Natural England's Impact Risk Zones for Sites of Special Scientific Interest, 12 February 2019. Available at: <https://data.gov.uk/dataset/5ae2af0c-1363-4d40-9d1a-e5a1381449f8/sssi-impact-risk-zones> [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>SSSI IRZ the worst-case risk zone is reported upon in the assessment. The IRZ attribute data draws a distinction between rural and non-rural development. For the purposes of this assessment non-rural sites are considered to be those that are located within an existing built-up area. Development proposals at greenfield locations at the edge of a settlement or those that are more rural in nature have been considered to be rural.</p> <p>Where development proposals coincide with a Natura 2000 site, a SSSI, NNR, LNR, LWS or ancient woodland, or are adjacent to a Natura 2000 site, SSSI or NNR, it is assumed that development would have a permanent and irreversible impact on these nationally important biodiversity assets, and a major negative impact would be expected.</p> <p>Where development proposals coincide with priority habitats, are adjacent to an ancient woodland, LNR or LWS, are located within a SSSI IRZ which states to “consult Natural England” or are located in close proximity to a Natura 2000 site, SSSI, NNR, LNR or stand of ancient woodland, a minor negative impact would be expected.</p> <p>Where a development proposal would not be anticipated to impact a biodiversity asset, a negligible impact would be expected for this objective.</p>
<p>5 - Landscape Quality</p>	<p>Impacts on landscape will be largely determined by the specific layout and design of development proposals, as well as the site-specific landscape circumstances, as experienced on the ground. Detailed designs of each development proposal are uncertain at this stage of the assessment.</p> <p>Furthermore, this assessment comprises a desk-based exercise which has not been verified in the field. Therefore, the nature of the potential impacts on the landscape are, to an extent, uncertain. However, there is a risk of negative impacts occurring, some of which may be unavoidable. As such, this risk has been reflected in the assessment as a negative impact where a development proposal is located in close proximity to sensitive landscape receptors. The level of impact has been assessed based on the nature and value of, and proximity to, the landscape receptor in question.</p> <p>The Chilterns AONB:</p> <p>The Chilterns Area of Outstanding Natural Beauty (AONB) is a nationally designated landscape. The Chilterns AONB Management Plan 2014-2019⁴² sets out 17 policies that aim to protect the landscape character of the AONB and ensure future development is appropriate to its setting.</p>

⁴² The Chilterns Conservation Board (2014) Chilterns Area of Outstanding Natural Beauty Management Plan 2014-2019: A Framework for Action. Available at: https://www.chilternsaonb.org/uploads/files/ConservationBoard/ManagementPlan/Management%20Plan%202014-19/chilterns_management_plan_2014-19_final.pdf [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>Development proposals which may be visible from, or which may affect the appreciation of the special qualities of the Chilterns AONB, are assumed to have an impact on the setting of the AONB and a minor negative impact on this landscape receptor would be expected.</p> <p>Discordant with LCA:</p> <p>Baseline data on Landscape Character Types and Character Areas within the Plan area are derived from the 2004 Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead⁴³. Key characteristics of each Landscape Character Area have informed the appraisal of each development proposal against the landscape objective. Given that the detailed nature of the landscape in relation to each development proposal is unknown, the assessment of impact is based on the overall landscape character guidelines and key characteristics. Development proposals which are considered to be potentially discordant with the guidelines and characteristics provided in the published Landscape Character Assessment would be expected to have a minor negative impact on the landscape objective. Development proposals located within areas classed as 'urban' within the Landscape Character Assessment, and therefore comprise built-up areas, have been excluded from this assessment.</p> <p>Views:</p> <p>Development proposals which could potentially alter views of a predominantly rural or countryside landscape experienced by users of the Public Rights of Way (PRoW) network and/ or local residents would be expected to have a minor negative impact on the landscape objective.</p> <p>In order to consider potential visual impacts of development, it has been assumed that the proposals would broadly reflect the character of nearby development of the same type.</p> <p>Potential views from residential properties are identified through reference to aerial mapping and the use of Google Maps⁴⁴.</p> <p>It is anticipated that the Council will require developers to undertake Landscape and Visual Impact Assessments (LVIAs) to accompany any future proposals, where relevant. The LVIAs should seek to provide greater detail in relation to the landscape character of the development proposal and its surroundings, the views available towards the development proposal, the character of those views and the sensitivity and value of the relevant landscape and visual receptors.</p>

⁴³ 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: 08/10/19]

⁴⁴ Google Maps (no date) Available at: <https://www.google.co.uk/maps> [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>Urban Sprawl/ Coalescence:</p> <p>Development proposals which are considered to increase the risk of future development spreading further into the wider landscape would be expected to have a minor negative impact on the landscape objective.</p> <p>Development proposals which are considered to reduce the separation between existing settlements and increase the risk of the coalescence of settlements would be expected to have a potential minor negative impact on the landscape objective.</p>
<p>6 - Cultural Heritage</p>	<p>Impacts on heritage assets will be largely determined by the specific layout and design of development proposals, as well as the nature and significance of the heritage asset. There is a risk of adverse impacts occurring, some of which may be unavoidable. As such, this risk has been reflected in the assessment as a negative impact where a development proposal is in close proximity to heritage assets.</p> <p>Adverse impacts are recorded for options which have the potential to have an adverse impact on sensitive heritage designations, including Listed Buildings, Scheduled Monuments (SM), Registered Parks and Gardens (RPG), and Conservation Areas.</p> <p>It is assumed that where a designated heritage asset coincides with a development proposal, the heritage asset will not be lost as a result of development (unless otherwise specified in the BLPSV-PC). Adverse impacts on heritage assets are predominantly associated with impacts on the existing setting of the asset and the character of the local area, as well as adverse impacts on views of, or from, the asset.</p> <p>Setting:</p> <p>Development which could potentially be discordant with the local character or setting, for example; due to design, layout, scale or type, would be expected to adversely impact the setting of nearby heritage assets that are important components of the local area. Views of, or from, the heritage asset are considered as part of the assessment of potential impacts on the setting of the asset.</p> <p>Heritage Assets:</p> <p>Where a Grade I, Grade II* or Grade II Listed Building, SM or RPG coincides with a development proposal, it is assumed that the setting of these features will be permanently altered, and a major negative impact would be expected. Where a development proposal lies adjacent to a Grade I Listed Building it is assumed</p>

SA Objective	Assumptions
	<p>that the proposal would also permanently alter the setting to the asset and a major negative impact on the historic environment would be expected.</p> <p>Where the development proposal lies adjacent to, or in close proximity to, a Grade II* or Grade II Listed Building, a SM, or a RPG, or where the development proposal lies in close proximity to a Grade I Listed Building, an adverse impact on the setting of the asset would be likely, to some extent, and a minor negative impact would therefore be expected. Potential impacts on Conservation Areas and their setting are recorded as minor negative impacts.</p> <p>Archaeological features have been identified across the Plan area. Development proposals which are coincident with or are located adjacent to an archaeological feature would be likely to have a minor negative impact on the local historic environment.</p> <p>Where development proposals are not located in close proximity to any heritage asset, or the nature of development is determined not to affect the setting or character of the nearby heritage asset, a negligible impact would be expected for this objective.</p> <p>It is anticipated that the Council would require a Heritage Statement to be prepared to accompany future planning applications, where appropriate. The Heritage Statement should describe the significance of any heritage assets affected by the proposals, including any contribution made by their settings.</p>
<p>7 - Use of Resources</p>	<p>Previously Developed Land:</p> <p>In accordance with the core planning principles of the NPPF⁴⁵, development on previously developed land is recognised as an efficient use of land. Development of previously undeveloped land and greenfield sites is not considered to be an efficient use of land.</p> <p>Development of an existing brownfield site would be expected to contribute positively to safeguarding greenfield land in RBWM, and therefore, have a minor positive impact on this objective.</p> <p>Development proposals situated on previously undeveloped land would be expected to pose a threat to soil within the development proposal perimeter due to excavation, compaction, erosion and an increased risk of pollution and contamination during construction.</p> <p>In addition, development proposals which would result in the loss of greenfield land would be expected to contribute towards a cumulative loss of ecological</p>

⁴⁵ MHCLG (2019) National Planning Policy Framework. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2> [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>habitat. This would be expected to lead to greater levels of habitat fragmentation and isolation for the local ecological network restricting the ability of ecological receptors to adapt to the impacts of climate change. The loss of greenfield land has therefore been considered to have an adverse impact under this objective.</p> <p>For the purpose of this report, a 20ha threshold has been used based on available guidance⁴⁶.</p> <p>Development proposals which would result in the loss of less than 20ha of greenfield land would be expected to have a minor negative impact on this objective. Development proposals which would result in the loss of 20ha or more of greenfield land would be expected to have a major negative impact on this objective.</p> <p>Agricultural Land Classification:</p> <p>The Agricultural Land Classification (ALC) system classifies land into five categories according to versatility and suitability for growing crops. The top three grades, Grades 1, 2 and 3a, are referred to as the Best and Most Versatile (BMV) land⁴⁷.</p> <p>Adverse impacts are expected for development proposals which would result in a net loss of agriculturally valuable soils. Development proposals which are situated on Grade 1, 2 or 3 ALC land, and would therefore risk the loss of some of the Plan area's BMV land, would be expected to have a minor negative impact for this objective.</p> <p>Development proposals which are situated on Grade 4 and 5 ALC land, or land classified as 'urban' or 'non-agricultural' and would therefore help prevent the loss of the Plan area's BMV land, would be expected to have a minor positive impact for this objective.</p> <p>Mineral Safeguarding Areas:</p> <p>Mineral Safeguarding Areas (MSAs) have been identified across the borough for their sand and gravel resources. Development proposals which are not coincident with an MSA would be expected to have a minor positive impact on local resources.</p>

⁴⁶ Natural England (2009) Agricultural Land Classification: protecting the best and most versatile agricultural land. Available at: <http://publications.naturalengland.org.uk/publication/35012> [Date Accessed: 08/10/19]

⁴⁷ Ministry of Agriculture, Fisheries and Food (1988) Agricultural Land Classification of England and Wales: Revised criteria for grading the quality of agricultural land. Available at: <http://publications.naturalengland.org.uk/publication/6257050620264448?category=5954148537204736> [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>Land identified for mineral extraction of less than 3ha is not likely to be viable. Therefore, development proposals where less than 3ha of the site coincides with an MSA would be expected to have a negligible impact in regard to mineral extraction. Development proposals where 3ha or more of the site coincides with an MSA would be expected to have a minor negative impact in regard to mineral extraction.</p> <p>Note: Information of MSAs in RBWM was not available at the time of the reasonable alternative site assessments.</p>
8 - Housing	<p>Development proposals which would result in an increase of 99 dwellings or less would be likely to have a minor positive impact on the local housing provision. Development proposals which would result in an increase of 100 dwellings or more would be likely to have a major positive impact on the local housing provision.</p> <p>Unless otherwise stated, it is assumed development options will provide a good mix of housing type and tenure opportunities.</p> <p>Development proposals which would be expected to result in a net loss of housing across the Plan area would be expected to have an adverse impact on the Council's ability to meet the required housing demand.</p> <p>Development proposals which would result in no net change in dwellings would be expected to have a negligible impact on the local housing provision.</p>
9 - Human Health	<p>Health Facilities:</p> <p>In order to facilitate healthy and active lifestyles for existing and new residents, it is expected that the BLPSV-PC should seek to ensure that residents have access to NHS hospitals, GP surgeries, leisure centres and a diverse range of accessible natural habitats and the surrounding PRoW network. Sustainable distances to each of these necessary services are derived from Barton <i>et al.</i>⁴⁸.</p> <p>Adverse impacts are anticipated where the proposed development would not be expected to facilitate active and healthy lifestyles for current or future residents.</p> <p>For the purposes of this assessment, accessibility to a hospital has been taken as proximity to an NHS hospital. NHS hospitals located within, or in close proximity to, the borough include St Mark's Hospital, The Princess Margaret Hospital, Upton Hospital Heatherwood Hospital, Marlow Community Hospital and Wexham Park Hospital.</p>

⁴⁸ Barton, H., Grant. M. & Guise. R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

SA Objective	Assumptions
	<p>Development proposals located within 5km of one of these hospitals would be expected to have a minor positive impact on site end users' access to emergency health services. Development proposals located over 5km from these hospitals would be likely to have a minor negative impact on site end users' access to emergency health care.</p> <p>There are numerous GP surgeries located across the Plan area. Development proposals located within 800m of a GP surgery would be expected to have a minor positive impact on site end users' access to this essential health service. Development proposals located over 800m from a GP surgery would be likely to have a minor negative impact on site end users' access to essential health care.</p> <p>Access to leisure centres can provide local residents with opportunities to facilitate healthy lifestyles through exercise. Development proposals located within 1.5km of a leisure centre would be expected to have a minor positive impact on site end users' access to these facilities. Development proposals located over 1.5km from a leisure centre would be likely to have a minor negative impact on site end users' access to these facilities.</p> <p>Public Greenspace/ PRow or Cycle Network:</p> <p>Development proposals have been assessed in terms of their access to the local PRow networks and public greenspace. In line with Barton <i>et al.</i>⁴⁹, a sustainable distance of 600m has been used for the assessments. Development proposals that are located within 600m of a PRow/ cycle path or a public greenspace would be expected to have a minor positive impact on site end users' access to a diverse range of natural habitats. Development proposals located over 600m from a PRow/ cycle path or a public greenspace could potentially have a minor negative impact on site end users' access to natural habitats, and therefore have an adverse impact on the physical and mental health of local residents.</p> <p>Air Quality:</p> <p>It is assumed that development proposals located in close proximity to main roads would expose site end users to transport associated noise and air pollution. In line with the DMRB guidance, it is assumed that receptors would be most vulnerable to these impacts located within 200m of a main road⁵⁰. Negative impacts on the long-term health of site end users would be anticipated where residents would be exposed to air pollution.</p>

⁴⁹ Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

⁵⁰ Design Manual for Roads and Bridges, Volume 11: Environmental Assessment, Section 3: Environmental Assessment Techniques, Part 1: Air Quality, Annex D2: Road Type. Available at: <http://www.standardsforhighways.co.uk/ha/standards/dmr/vol11/section3/ha20707.pdf> [Date Accessed: 08/10/19]

SA Objective	Assumptions
	<p>Development proposals located within 200m of a main road would be expected to have a minor negative impact on site end users' exposure to air pollution. Development proposals located over 200m from a main road would be expected to have a minor positive impact on site end users' exposure to air pollution.</p> <p>Air Quality Management Areas (AQMAs) are considered to be an area where the national air quality objective will not be met.</p> <p>Development proposals which would locate site end users within 200m of an AQMA would be expected to have a moderate negative impact on human health. Development proposals which would locate site end users over 200m from an AQMA would be expected to have a minor positive impact on human health.</p>
10 - Community and Wellbeing	<p>In accordance with Barton <i>et al.</i>'s sustainable distances⁵¹, development that is located within 600m of a local service, such as a post office or a local shop, would be expected to be able to provide site end users with access to essential services. Development proposals located within this target distance are assumed to have a minor positive impact on local accessibility.</p>
11- Transport and Accessibility	<p>Public Transport:</p> <p>In line with Barton <i>et al.</i>'s sustainable distances⁵², site end users should be situated within 2km of a railway station and 400m of a bus stop offering a frequent service. Bus service frequency and destination information was obtained from Google Maps^{53,54}.</p> <p>In order for a positive impact to be anticipated with regard to access to public transport, consideration has been given to the proportion of a development proposal within the target distance of these key transport services. To be sustainable, the bus stop should provide users with hourly services. Where a physical barrier prevents access to one of these services, this has been noted within the assessment text.</p> <p>Development proposals located within the target distance to a railway station or bus stop would be expected to have a minor positive impact on local transport and accessibility. Development proposals located outside of the target distance</p>

⁵¹ Barton, H., Grant. M. & Guise. R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

⁵² Barton, H., Grant. M. & Guise. R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010.

⁵³ Google Maps (no date) Available at: <https://www.google.co.uk/maps> [Date Accessed: 08/10/19]

⁵⁴ Live departure boards available from Google Maps have been used to assess the frequency of services at bus stops within the Plan area. These are obtained from local bus timetables.

SA Objective	Assumptions
	<p>to a railway station or a bus stop would be expected to have a minor negative impact on transport and accessibility.</p> <p>Pedestrian Access:</p> <p>Development proposals have been assessed in terms of their access to the surrounding footpath network. In order for a positive impact to be anticipated with regard to pedestrian access, consideration has been given to the provision of safe access to and from the development proposal, e.g. footpath or PRow. Safe access is determined to be that which is suitable for wheelchair users and pushchairs.</p> <p>Development proposals which would be expected to provide site end users with adequate access to the surrounding footpath network would be expected to have a minor positive impact on pedestrian access. Development proposals which would not be anticipated to provide adequate access would be expected to result in a minor negative impact on pedestrian access.</p> <p>Road Access:</p> <p>Development proposals have been assessed in terms of their access to the surrounding road network. Development proposals which would be likely to provide site end users with adequate access to the surrounding road network would be expected to have a minor positive impact on road access. Development proposals which would not be anticipated to provide adequate access would be expected to have a minor negative impact on road access.</p>
12 - Education	<p>It is assumed that new residents in the Plan area require access to primary and secondary schools to help facilitate good levels of education, skills and qualifications of residents.</p> <p>In line with Barton <i>et al.</i>'s sustainable distances⁵⁵, for the purpose of this assessment, 800m is assumed to be the target distance for travelling to a primary school and 1.5km to secondary schools. All schools identified are publicly accessible state schools.</p> <p>It is recognised that not all schools within RBWM are accessible to all pupils. For instance, independent and academically selective schools may not be accessible to all. Local primary schools may only be Infant or Junior schools and therefore, would not provide education for all children of primary school age. Some secondary schools may only be for girls or boys and therefore would not provide education for all. This has been considered within the assessment.</p>

⁵⁵ Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010.

SA Objective	Assumptions
	<p>At this stage, there is not sufficient information available to be able to accurately predict the impacts of new development on the capacity of local schools, or to incorporate local education attainment rates into the assessment.</p> <p>Development proposals which would locate site end users within the target distances of a primary school or secondary school would be expected to have a minor positive impact for this objective.</p> <p>Development proposals which would locate site end users outside of the target distances of a primary or secondary school would be expected to have a minor negative impact for this objective.</p> <p>Development proposals which would locate new residents within the target distance to both a primary and secondary school would be expected to have a major positive impact on the education objective.</p> <p>Development proposals which would locate new residents outside of the target distance to both a primary and secondary school would be likely to have a major negative impact on the education objective.</p> <p>Development proposals for employment or non-residential use have not been assessed for their proximity to educational establishments. Sites proposed for non-residential uses would have a negligible impact for this objective.</p>
13 – Waste	<p>For the purpose of this assessment, it is assumed that new residents in RBWM will have an annual waste production of 409.5kg per person, in line with the England average⁵⁶. Between 2017 and 2018, the total household waste collected by RBWM Council was 67,765 tonnes⁵⁷.</p> <p>A minor negative impact would be expected for development proposals which would be likely to increase household waste generation by between 0.1% and 0.99% in comparison to 2017 - 2018 levels. A major negative impact would be expected for development proposals which would be likely to increase household waste generation by 1% or more in comparison to 2017 - 2018 levels.</p> <p>As waste generation has been calculated per person per household, development proposed for employment or non-residential end use have not been included in this assessment.</p>

⁵⁶ Department for Environment and Rural Affairs (2018) Local authority collected waste generation from April 2000 to March 2018 (England and regions) and local authority data April 2017 to March 2018. Available at: <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables> [Date Accessed: 08/10/19]

⁵⁷ Ibid

SA Objective	Assumptions
<p>14 - Employment</p>	<p>Employment Opportunities:</p> <p>It is assumed that, in line with Barton <i>et al.</i>'s sustainable distances⁵⁸, new residents should be situated within 5km of key employment areas to ensure they have access to a range of employment opportunities capable of meeting their needs. Key employment areas are defined as locations which would provide a range of employment opportunities from a variety of employment sectors, including retail parks, industrial estates and major local employers.</p> <p>Development proposals which would locate new residents within the target distance of a key employment area would be expected to have a minor positive impact for this objective. Development proposals which would locate new residents outside the target distance to a key employment area would be expected to have a minor negative impact for this objective.</p> <p>Employment Floorspace:</p> <p>An assessment of current land use at all development proposals has been made through reference to aerial mapping and the use of Google Maps⁵⁹.</p> <p>Development proposals which would result in a net increase in employment floorspace would be expected to have a major positive impact on the local economy. Development proposals which would result in a net decrease in employment floorspace would be expected to have a major negative impact on the local economy.</p> <p>Development proposals for employment floorspace that currently comprise employment floorspace would be likely to have an overall negligible impact on the economy objective.</p>

⁵⁸ Barton, H., Grant, M. & Guise, R. (2010) Shaping Neighbourhoods: For local health and global sustainability, January 2010

⁵⁹ Google Maps (no date) Available at: <https://www.google.co.uk/maps> [Date Accessed: 08/10/19]

5 Reasonable Alternatives

5.1 Reasonable Alternatives

5.1.1 Article 5(1) of the SEA Directive states that:

“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”.

5.1.2 Planning Practice Guidance⁶⁰ states that:

“Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made”.

5.1.3 It is therefore necessary for the SA to show that the Council has considered reasonable alternatives for proposals in the BLPSV-PC. The following sections of this report demonstrate when and where the Council considered reasonable alternatives in the plan making process and how the SA influenced the plan-making.

5.2 Reasonable alternatives: housing numbers and employment floorspace

5.2.1 At the Regulation 18 stage, the Council considered four housing options as part of the strategic scenarios. The four options were for 8,586 dwellings, 9,361 dwellings, 11,898 dwellings or 14,298 dwellings.

⁶⁰ MHCLG (2019) Planning Practice Guidance: Strategic environmental assessment and sustainability appraisal. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal> [Date Accessed: 08/10/19]

- 5.2.2 In response to comments raised during the Regulation 19 consultation, RBWM identified three additional housing number options which identified consider meeting the unmet housing need of Slough Borough. These were presented and assessed in the SA Addendum. These three options were for; a revised OAN of 778dpa (approximately 15,560 dwellings), the original OAN plus the lower end of Slough's expected unmet housing need of 6,000 homes (approximately 20,000 dwellings) and the original OAN plus the higher end of Slough's expected unmet housing need of 11,000 homes (approximately 25,000 dwellings).
- 5.2.3 Housing options 1 and 2 were identified as having a likely major negative impact on housing provision, as the options would be unlikely to satisfy the identified housing need. Options 4, 5 6 and 7 were identified as resulting in major positive impact in regard to housing and employment provision. Uncertain impacts in regard to water and flooding, cultural heritage, health and education were identified for Options 5, 6 and 7. All options would be likely to have negative impacts on air and noise pollution.
- 5.2.4 The SA concluded that option 4 (for 14,298 dwellings) was the best performing option for housing growth, as this option meets the housing requirements of the borough. The BLPSV-PC allocates sites for 14,240 dwellings.

5.3 Reasonable alternatives: spatial strategy

- 5.3.1 As part of the Regulation 18 consultation, the Council considered four strategic scenarios:
- **Option 1** – Urban sites delivering 8,586 homes;
 - **Option 2** – Urban sites and brownfield sites delivering 9,361 homes;
 - **Option 3** – Urban sites and brownfield sites, and low-level Green Belt release, delivering 11,898 homes; and
 - **Option 4** - Urban sites and brownfield sites, and moderate Green Belt release, delivering 14,298 homes.
- 5.3.2 In response to comments raised during the Regulation 19 consultation, RBWM has identified twelve additional spatial distribution options:
- **Option 5A** – strong intensification of urban areas of Maidenhead, Windsor and Ascot;
 - **Option 5B** – new garden village/ settlement of around 1,320 units;

- **Option 5C** - intensification of sites proposed for release from Green Belt on the edge of existing excluded settlements;
- **Option 5D** - release of additional Green Belt sites on edge of existing excluded settlements, predominantly around Maidenhead;
- **Option 6A** - new garden village/ settlement of around 6,000 units;
- **Option 6B** - intensification across all sites plus new garden village/ settlement of 1,500-2,000 units;
- **Option 6C** - intensification across all sites, including around railway stations plus new garden village/settlement of 4,000- 5,000 units;
- **Option 6D** - release of a larger number of employment sites plus new garden village/ settlement of 4,000-5,000 units;
- **Option 6E** - intensification across all sites plus release of additional Green Belt sites on edge of existing excluded settlements;
- **Option 7A** - new garden village/ settlement of around 11,000 units;
- **Option 7B** - intensification across all sites plus release of additional Green Belt sites on edge of existing excluded settlements plus new garden village/settlement of 2,000- 4,000 units; and
- **Option 7C** - intensification across all sites plus new garden village/settlement of around 8,000 units.

5.3.3 The majority of the spatial options were identified as performing poorly against the SA Objectives on climate change, air and noise pollution, biodiversity, landscape, use of resources and waste. All spatial options apart from Options 1 and 2, would be expected to have a positive impact on housing provision across the borough. All options apart from option 6D would be expected to have positive impacts on economy and employment. Mixed, and sometimes uncertain, sustainability impacts were identified for water and flooding, health, community, transport and education.

5.3.4 Following the assessment of these 16 spatial options, the SA concluded that option 4 (focusing development towards urban sites and brownfield sites, and moderate Green Belt release) was the best performing option. The Council has taken this approach for the spatial strategy of the BLPSV-PC. The majority of development is focussed towards three strategic growth areas; Maidenhead, Windsor and Ascot, development proposals shall be focused on urban and brownfield sites where possible, with some release of green Belt where appropriate.

5.4 Reasonable alternatives: policy assessments

- 5.4.1 The first assessment of policies took place in 2016 as part of the Regulation 18 consultation. The Regulation 18 SA report appraised 57 draft policies. Reflecting on comments received during this consultation period, the Council produced 46 final policies which were assessed in the Regulation 19 SA Report in 2017. One policy on affordable housing was assessed within the SA Addendum in 2018. In response to the Regulation 19 consultation and issues raised during the examination hearings.
- 5.4.2 As part of this report, the Council has further revised existing policies and created new policies. This has led to 48 revised or new revisions; the 48 policies have been appraised within this report (see **Appendix B**).
- 5.4.3 The SA findings have influenced the plan-making at each stage of policy writing. Recommendations on how to improve the sustainability performance of each policy has been supplied to the Council at each stage of the SA process. This has enabled the Council to choose the most sustainable and effective policy option within the BLPSV-PC.

5.5 Reasonable alternatives: site assessments

- 5.5.1 Numerous reasonable alternative sites have been considered by the Council throughout the Plan-making process. As the preparation of a Local Plan is an iterative process, the Council has undertaken several 'Call for Sites' as part of the process of updating the HELAA. As a result, sites are added and removed from the site selection process regularly. As a result of this, further site assessment work has been undertaken at intervals throughout the process which aim to consider new sites and discount sites that are no longer considered in the process.
- 5.5.2 In the 2016 Regulation 18 SA Report, approximately 120 reasonable alternative sites and five strategic locations were assessed. Of these sites, 97 were selected for inclusion within the BLPSV and were assessed within the 2017 Regulation 19 SA report. A total of 15 additional sites were assessed as part of the SA Addendum in 2018.
- 5.5.3 To inform this report, the Council has identified 54 reasonable alternative development sites.

5.6 Selection and rejection of reasonable alternatives

- 5.6.1 To inform a process of identifying, describing and evaluating reasonable alternatives, the Council has followed its own methodology for identifying reasonable alternative development sites from the 2019 HELAA⁶¹. This methodology identified 54 reasonable alternative sites to be assessed within the SA process. These sites have been assessed for their sustainability performance. The assessment findings are presented in **Appendix D**. Following this, the Council selected 40 sites as the preferred approach to development within the borough. These 40 sites have been assessed in **Appendix C**. Development sites for employment and housing land were considered by the Council.
- 5.6.2 The Council has allocated three green infrastructure sites in the BLPSV-PC. An exercise in considering reasonable alternatives for green infrastructure locations was explored. It was concluded that all of the sites that might form reasonable alternatives were already greenfield sites and not potential development locations. Many of the potential reasonable alternative green infrastructure sites were already performing green infrastructure functions and having some form of protection or designation.
- 5.6.3 The sustainability performance of each reasonable alternative development site (see **Appendix D**) has been considered in the Council's selection of sites. Besides scoring and proving an assessment narrative on sustainability performance of each reasonable alternative, recommendations on mitigation measures to help overcome some of the identified negative effects were suggested to the Council⁶² in order to assist with decision making. Mitigation recommendations have also been used by the Council when preparing the site proformas which accompanied the preferred sites.

⁶¹ Royal Borough of Windsor and Maidenhead Housing and Economic Land Availability Assessment 2019 (September 2019)

⁶² Internal Advice Note on recommended mitigation measures prepared by Lepus for the Council (26th September 2019).

Selected Housing Allocations

5.6.4 The Council has selected the following development proposals from the assessment of reasonable alternatives. **Table 5.1** below lists the 40 allocated sites and provides an explanation for the selection of the sites. **Table 5.2** provides an outline explanation as to why reasonable alternative sites were rejected. This justification was provided by the Council.

Table 5.1: Reasons for selecting the 40 allocated sites

Allocation Ref	Site Name	Reasons for selection (provided by RBWM Council)
AL1	Nicholsons Centre	High priority location free of flooding and Green Belt constraints. Parameters for development and design not yet set through the development management process. Large site that should make a significant contribution to regeneration of Maidenhead. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Maidenhead.
AL2	Land between High Street and West Street, Maidenhead	Town centre PDL site in high priority growth location free of flooding and Green Belt constraints. Needs to be considered as part of a wider Maidenhead Town Centre area to enable comprehensive development and effective placemaking.
AL3	St Mary's Walk, Maidenhead	Town centre PDL site in high priority growth location free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Key connectivity site that should make a significant contribution to regeneration of Maidenhead. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Maidenhead.
AL4	York Road, Maidenhead	High priority location free of flooding and Green Belt constraints. Planning permissions and design are not advanced far enough to negate effectiveness of allocation. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking.
AL5	West Street Opportunity Area, Maidenhead	Town centre PDL site in high priority growth location free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Prominent site that should make a significant contribution to regeneration of Maidenhead. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Ascot.
AL6	Methodist Church, High Street, Maidenhead	Town centre PDL site in high priority growth location free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Prominent site that should make a significant contribution to regeneration of Maidenhead. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable

Allocation Ref	Site Name	Reasons for selection (provided by RBWM Council)
		comprehensive development and effective placemaking in Maidenhead. The community facilities will either need to be retained or a site in the Town Centre for alternative facilities will need to be found.
AL7	Maidenhead Railway Station	Town centre PDL site in high priority growth location free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Key gateway site that should make a significant contribution to regeneration of Maidenhead. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Maidenhead.
AL8	Employment Allocation - St Cloud Gate, Maidenhead	Town Centre PDL site in high priority growth location free of flooding and Green Belt constraints. Currently in employment use. This has been a site identified in our Employment topic paper as a potential site to deliver additional employment floorspace.
AL9	St Cloud Way, Maidenhead	Town centre brownfield site in high priority growth location free of Green Belt constraints and largely flood risk free. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered in conjunction with adjoining St Cloud's Way site and as part of a wider area to enable comprehensive development and effective placemaking in Maidenhead Town Centre.
AL10	Maidenhead Retail Park, Stafferton Way, Maidenhead, SL6 1AA	Town centre PDL site in high priority growth location. Free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Large prominent site that should make a significant contribution to regeneration of Maidenhead. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Maidenhead.
AL11	Employment Allocation - Crossrail West Outer Depot, Maidenhead	Town Centre PDL site in priority growth location. Free of flooding. Currently in employment use. The site is next to the rail station and line and more suited to employment uses to help meet the identified need for more employment floorspace.
AL12	Land to east of Braywick Gate, Braywick Road, Maidenhead	Town centre PDL site in high priority growth location free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Prominent site that should make a significant contribution to regeneration of Maidenhead. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Maidenhead.
AL13	Desborough, Harvest Hill Road, South West Maidenhead	Very large Green Belt site almost completely free of flooding constraints in South West Maidenhead strategic location. Makes low to moderate contribution to Green Belt purposes. No planning permission in place so parameters for development and design not yet set. Allocation required to ensure delivery of specific objectives for site and that a comprehensive and placemaking approach is taken that takes account of wider South West Maidenhead area.
AL14	Employment Allocation -	The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead. This was initially identified as a

Allocation Ref	Site Name	Reasons for selection (provided by RBWM Council)
	The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead	safeguarded employment site and has been suggested in the Employment topic paper as a site to deliver additional employment floorspace, which is needed in the current plan period. Not suitable for housing as 35% of the site is in Flood Zone 2 and 40% in Flood Zone 3. Site is in Green Belt and only makes a moderate contribution to Green Belt purposes.
AL15	Green Infrastructure Allocation - Braywick Park, Maidenhead	This site is allocated as a strategic site in the Green Belt. The new leisure centre replacing the Magnet leisure centre is currently in development in the west of the site. The site is allocated to be a multifunctional space providing a sports hub, public park, a school and enhancement of the local nature reserve and SSSI.
AL16	Ascot Centre, Ascot	High priority location free of flooding. Part of site in Green Belt but passed Edge of Settlement Study. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Ascot.
AL17	Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot	High priority location free of flooding constraints adjacent to Ascot station. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking in Ascot. In Green Belt but passed Edge of Settlement Study (EoSS).
AL18	Ascot Station Car Park, Ascot	Priority location free of flooding constraints and part of Ascot placemaking area. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable effective placemaking in Ascot.
AL19	Englemere Lodge London Road Ascot	Small Green Belt site on edge of Ascot free of flooding constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure Green Belt release and delivery of specific objectives for site.
AL20	Heatherwood Hospital, Ascot	PDL Green Belt location free of flooding constraints. Planning permissions and design are not advanced far enough to negate effectiveness of allocation. Allocation required to ensure delivery of specific objectives for site.
AL21	Land west of Windsor, north and south of A308, Windsor	Large Green Belt site that makes only a moderate contribution to Green Belt purposes, largely free of flooding constraints (97% in Flood Zone 1), in Windsor growth location. No planning permission in place so parameters for development and design not yet set. Allocation required to ensure delivery of specific objectives for site and that a comprehensive and placemaking approach is taken that takes account of wider Windsor growth area.
AL22	Squires Garden Centre Maidenhead	Growth location on edge of Windsor. When assessed in the EoSS, it was part of a large site that made a moderate contribution to Green Belt purposes. Largely free of flooding constraints (92% in Flood Zone 1). Planning permissions and design are not advanced far enough to negate effectiveness of allocation. Allocation required to

Allocation Ref	Site Name	Reasons for selection (provided by RBWM Council)
	Road Windsor	ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable comprehensive development and effective placemaking for Windsor growth location.
AL23	St. Marks Hospital, Maidenhead	Small urban site based to the west outside of Maidenhead Town Centre. No planning permission in place. None of the site is located within the Green Belt. The site is also wholly within Flood Zone 1. The site would involve the relocation of existing community facilities before the current ones are redeveloped. There are no further absolute or essential constraints on the site.
AL24	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead (West)	Large Green Belt site free of flooding constraints on edge of Maidenhead offering low/moderate contribution to Green Belt purposes. Site a mix of Grades 2 and 3 agricultural land quality. No planning permission in place so parameters for development and design not yet set. Allocation required to ensure delivery of specific objectives for site and to ensure that a comprehensive and placemaking approach is taken.
AL25	Spencer's Farm, Maidenhead	Large Green Belt site on edge of Maidenhead and only makes a moderate contribution to Green Belt purposes. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site. Largely free of flooding (84% in Flood Zone 1).
AL26	Land between Windsor Road and Bray Lake, south of Maidenhead	Small Green Belt site and makes low to moderate contribution to Green Belt purposes. Largely free of flood risk (79% in Flood Zone 1). No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure Green Belt release and delivery of specific objectives for site.
AL27	Green Infrastructure Allocation - Land south of Ray Mill Road East, Maidenhead	This site provides important visual amenity to the surrounding residential area and should be retained as a local green space (pocket park). The site was previously allocated for housing, but it has severe flood risk (parts in Flood Zone 3), and therefore the site is an important flood alleviation site. Due to proximity to river corridor and nearby lake the site is of high value to various wildlife including: birds, bats, frogs and hedgehogs.
AL28	Green Infrastructure Allocation - Land north of Lutman Lane, Spencer's Farm, Maidenhead	This area is connected to the green way, and the strand water (a Local Wildlife Site), towards the east. The site thrives in an existing network of green infrastructure which should be preserved and has potential to be enhanced. The site is also a flood risk area (Flood Zone 3) and so it is an important flood alleviation buffer to the proposed development in the west. There is an important habitat woodland area in the north and a sporting facility in the south east that should be retained. Originally this allocation was part of the housing allocation site (it would not have had housing on it) but added to the complexity of a mainly housing site. It was felt more appropriate to allocate this site as part of the GI network separately. Although this is the use the land was intended for.
AL29	Minton Place, Victoria St, Windsor	Brownfield town centre site free of flooding and Green Belt constraints. Large mixed-use site in Windsor town centre. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site and to ensure it is considered as part of a wider area to enable effective placemaking in Windsor.

Allocation Ref	Site Name	Reasons for selection (provided by RBWM Council)
AL30	Windsor and Eton Riverside Station Car Park	Town centre location free of Green Belt constraints. Largely free of flood risk (72% in Flood Zone 1). No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site and constraints are adequately dealt with.
AL31	King Edward VII Hospital, Windsor	Small urban site based to the eastern side of Windsor Town. No planning permission in place and no design seen through the development management process. None of site is located within the Green Belt. The site is also wholly within Flood Zone 1. The site would involve the relocation of existing community facilities before the current ones are redeveloped. There are no further absolute or essential constraints on the site.
AL32	Sandridge House, London Road, Ascot	Site is a small urban fringe site to the southern edge of north Ascot, opposite Englemere Lodge and Heatherwood Hospital. The site has an application currently pending consideration but has not yet been permitted. None of the site is located within the Green Belt. The site is also wholly within Flood Zone 1. There are no further absolute or essential constraints on the site.
AL33	Sunningdale Broomhall Centre	Small part urban/part Green Belt site free of flood risk. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure Green Belt release and delivery of specific objectives for site.
AL34	White House, London Road, Sunningdale	Settlement location free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site and supply of small sites for SME.
AL35	Sunningdale Park, Sunningdale	Large Green Belt site free of flooding constraints. No planning permission in place so parameters for development and design not yet set. Allocation required to ensure delivery of specific objectives for site and to ensure that a comprehensive and placemaking approach is taken that incorporates the adjoining proposed green infrastructure site.
AL36	Gasholder Station Whyteladyes Lane, Cookham	Settlement location free of flooding and Green Belt constraints. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site.
AL37	Land north of Lower Mount Farm Long Lane Cookham	Large Green Belt site free of flooding constraints on edge of Cookham offering moderate contribution to Green Belt purposes. Site of a mix of Grades 2 and 3 agricultural land quality. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure delivery of specific objectives for site.
AL38	Land East of Strande Park, Strande Lane, Cookham, Maidenhead	Small Green Belt site on edge of Cookham offering low contribution to Green Belt purposes. almost all of the site is in Flood Zone 1. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure Green Belt release and delivery of specific objectives for site.
AL39	Land at Riding Court Road and	Small Green Belt site almost wholly in Flood Zone 2 on edge of Datchet offering moderate contribution to Green Belt purposes. Much of site is Grade 1 agricultural land. However, all of site is in Flood Zones 1 and 2 and site is currently being used as a construction

Allocation Ref	Site Name	Reasons for selection (provided by RBWM Council)
	London Road Datchet	site for smart motorway programme with significant areas of land clearance to allow for portacabin foundations and access routes. Land considered to be urbanised and agricultural land value likely to have been significantly diminished. No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure Green Belt release and delivery of specific objectives for site.
AL40	Land to East of Queen Mother Reservoir	Small Green Belt site making a lower contribution to Green Belt purposes. . The majority of site is in Flood Zone 1 (66%). No planning permission in place so parameters for development and design not yet set through the development management process. Allocation required to ensure Green Belt release, delivery of specific objectives for site and supply of sites suitable for delivery by SME.

Table 5.2: Outline of reasons for rejecting reasonable alternative sites

HELAA Ref	Site Name	Reasons for rejection (provided by RBWM Council)
0031a	Land Rear of 99 To 119 Whyteladyes Lane Cookham Maidenhead (Land West of Whyteladyes Lane)	Green Belt location rejected by EoSS. Greenfield site.
0095	Summerleaze Lake, Summerleaze Road, Maidenhead	None of the site is in Flood Zone 1 and 100% of site is in Flood Zone 3a. No justification given for floating residential development on the site.
0112	Maidenhead Lawn Tennis Club, All Saints Avenue, Maidenhead	Would result in loss of sporting facilities/community space
0115	School on College Avenue, Maidenhead	Would result in loss of community/education facilities.
0127	Land at Oakfield Farm, Ascot	Isolated Green Belt location. Not included in EoSS. Development would be contrary to spatial strategy. Also constrained by ancient woodland. Eastern parts of the site are located within the Wells LWS and the Windsor Great Park and Woodlands biodiversity opportunity area.
01299b	St Edmunds House, Ray Mill Road West, Maidenhead, SL6 8SB	Site too small for allocation and partly affected by 10m (Area TPO) buffer.
0132a	Land at Ascentia House, Lyndhurst Road, Ascot, SL5 9ED	Existing employment site that needs to be retained in employment use.
0146a	The Frith, Brockenhurst Road, South Ascot, SL5 9HA	Site too small for allocation
0222	Sawyers Close, Windsor	Promoted for housing but none of site is in Flood Zone 1, 11.9% in Flood Zone 3a.
0250a	Land at Water Oakley Farm	PDL in Green Belt where intensification of development proposed. Isolated part greenfield, part previously developed site in Green Belt.
0260	Land North and East of Tithe Barn Drive (Land Rear of 55 To	Too small for allocation. Developable area too restricted by constraints such as flooding and TPO.

HELAA Ref	Site Name	Reasons for rejection (provided by RBWM Council)
	65 Windsor Road Maidenhead SL6 2DN)	
0297	Moorbridge Court, 29-41 Moorbridge Road, Maidenhead	Loss of employment site. Site has prior approval granted for office to residential conversion.
0298	Liberty House, 43-53 Moorbridge Road, Maidenhead	Loss of employment site. Site has prior approval granted for office to residential conversion.
030a	The Old Orchard, Dedworth Road, Windsor	Greenfield Green Belt with majority in priority habitats.
0320	Philo Field, Cookham	Isolated greenfield Green Belt location not included in EoSS. Development would be contrary to spatial strategy.
0356	32 Peascod Street Windsor SL4 1EA	Existing employment site that needs to be retained in employment use.

6 The Preferred Approach

6.1 Policies

6.1.1 Following comments received during the Regulation 19 consultations and issues raised during the examination hearings, the Council has revisited the policies of the Local Plan. The final policies within the BLPSV-PC are listed in **Table 6.1** below.

Table 6.1: Policies within the BLPSV-PC

Policy ref.	Policy Name
Strategic	
SP1	Spatial Strategy for the Royal Borough of Windsor and Maidenhead
SP2	Climate Change
Quality of Place	
QP1	Sustainability and Placemaking
QP1a	Maidenhead Town Centre Strategic Placemaking Area
QP1b	South West Maidenhead Strategic Placemaking Area
QP1c	Ascot Centre Strategic Placemaking Area
QP2	Green and Blue Infrastructure
QP3	Character and Design of new Development
QP3a	Building Height and Tall Buildings
QP4	River Thames Corridor
QP5	Rural Development
Housing	
HO1	Housing Development Sites
HO2	Housing Mix and Type
HO3	Affordable Housing
HO4	Gypsies and Travellers
HO5	Loss and Subdivision of Dwellings
Economy	
ED1	Economic Development
ED2	Protected Employment Sites
ED3	Other Sites and Loss of Employment Floorspace
ED4	Farm Diversification
Town Centres and Retail	
TR1	Hierarchy of Centres
TR2	Windsor Town Centre
TR3	Maidenhead Retail Centre
TR4	District Centres
TR5	Local Centres
TR6	Strengthening the Role of Centres

Policy ref.	Policy Name
TR7	Shops and Parades Outside Defined Centres
TR8	Markets
Visitor and Tourism	
VT1	Visitor Development
Historic Environment	
HE1	Historic Environment
HE2	Windsor Castle and Great Park
Natural Resources	
NR1	Managing Flood Risk and Waterways
NR2	Nature Conservation & Biodiversity
NR3	Trees, Woodlands and Hedgerows
NR4	Thames Basin Heaths Special Protection Area
NR5	Renewable Energy
Environmental Protection	
EP1	Environmental Protection
EP2	Air Pollution
EP3	Artificial Light Pollution
EP4	Noise
EP5	Contaminated Land and Water
Infrastructure	
IF1	Infrastructure and Developer Contributions
IF2	Sustainable Transport
IF3	Local Green Space
IF4	Open Space
IF5	Rights of Way and Access to the Countryside
IF6	Community Facilities
IF7	Utilities

6.1.2 These policies have been assessed in **Appendix B. Table 6.2** below provides a summary of the sustainability performance of the 48 policies. This table should be read in conjunction with the text narrative provided in **Appendix B**. This table is intended as an overview of the assessments in order to provide a useful indicator of sustainability performance associated with each policy.

Table 6.2: Sustainability impact matrix of the 48 policies of the BLPSV-PC

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
Spatial Portrait														
Policy SP1	+	0	+	0	+	+	+	++	+	+	+	+	0	++
Policy SP2	+	+	+	+	+	0	0	0	+	+	0	0	0	0
Quality of Place														
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
Housing														
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
Economy														
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	+
Town Centres and Retail														
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	+

6.2 Site Allocations

6.2.1 Following the assessment of reasonable alternative sites (see **Appendix D**) and consideration of other sites identified in the 2019 HELAA, the Council has allocated 40 sites for development. **Table 6.3** below lists the 40 site allocations within the BLPSV-PC.

Table 6.3: Site allocations within the BLPSV-PC

Allocation Ref	Site Name
AL1	Nicholsons Centre
AL2	Land between High Street and West Street, Maidenhead
AL3	St Mary's Walk, Maidenhead
AL4	York Road, Maidenhead
AL5	West Street Opportunity Area, Maidenhead
AL6	Methodist Church, High Street, Maidenhead
AL7	Maidenhead Railway Station
AL8	Employment Allocation - St Cloud Gate, Maidenhead
AL9	St Cloud Way, Maidenhead
AL10	Maidenhead Retail Park, Stafferton Way, Maidenhead, SL6 1AA
AL11	Employment Allocation - Crossrail West Outer Depot, Maidenhead - St Cloud Gate, Maidenhead
AL12	Land to east of Braywick Gate, Braywick Road, Maidenhead
AL13	Desborough, Harvest Hill Road, South West Maidenhead
AL14	Employment Allocation - The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead
AL15	Green Infrastructure Allocation - Braywick Park, Maidenhead
AL16	Ascot Centre, Ascot
AL17	Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot
AL18	Ascot Station Car Park, Ascot
AL19	Englemere Lodge London Road Ascot
AL20	Heatherwood Hospital, Ascot
AL21	Land west of Windsor, north and south of A308, Windsor
AL22	Squires Garden Centre Maidenhead Road Windsor
AL23	St. Marks Hospital, Maidenhead
AL24	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead (West)
AL25	Spencer's Farm, Maidenhead
AL26	Land between Windsor Road and Bray Lake, south of Maidenhead
AL27	Green Infrastructure Allocation - Land south of Ray Mill Road East, Maidenhead
AL28	Green Infrastructure Allocation - Land north of Lutman Lane, Spencer's Farm, Maidenhead

Allocation Ref	Site Name
AL29	Minton Place, Victoria St, Windsor
AL30	Windsor and Eton Riverside Station Car Park
AL31	King Edward VII Hospital, Windsor
AL32	Sandridge House, London Road, Ascot
AL33	Sunningdale Broomhall Centre
AL34	White House, London Road, Sunningdale
AL35	Sunningdale Park, Sunningdale
AL36	Gasholder Station Whyteladies Lane, Cookham
AL37	Land north of Lower Mount Farm Long Lane Cookham
AL38	Land East of Strande Park, Strande Lane, Cookham, Maidenhead
AL39	Land at Riding Court Road and London Road Datchet
AL40	Land to East of Queen Mother Reservoir

6.2.2 **Table 6.4** below provides a summary of the sustainability performance of the 40 sites. This table should be read in conjunction with the text narrative text provided in **Appendix C**. This table is intended as an overview of the assessments in order to provide a useful indicator of sustainability performance associated with each site.

Table 6.4: Sustainability impact matrix of the 40 site allocations within the BLPSV-PC

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

6.3 Whole plan appraisal

6.3.1 The following chapters present an assessment of the likely significant effects associated with the BLPSV-PC in relation to the following topics:

- Air (**Chapter 7**);
- Biodiversity, flora and fauna (**Chapter 8**);
- Climatic factors (**Chapter 9**);
- Cultural heritage (**Chapter 10**);
- Human health (**Chapter 11**);
- Landscape (**Chapter 12**);
- Population and material assets (**Chapter 13**);
- Soil (**Chapter 14**); and
- Water (**Chapter 15**).

6.3.2 Each of the topic sections are presented in terms of baseline, impacts, mitigation and residual effects, where appropriate. The topics have been appraised in terms of plan-wide impacts and draw on all aspects of the SA process, including the findings presented for the assessment of policies and site allocations (see **Appendices B and C**). The assessments include consideration of the impacts arising as a consequence of the inter-relationship between the different topics and identify secondary, cumulative and synergistic effects where they arise.

7 Air

7.1 Baseline

7.1.1 A number of substances when released to the air can have harmful impacts on sensitive receptors such as vulnerable individuals and sensitive habitats. The impact of air pollution depends on how much is emitted, how harmful it is and how it interacts with other substances in the air⁶³. Numerous airborne particulates that are common emissions from the human way of life are now known to adversely impact ecosystem health, many of which are subtle, but long-term⁶⁴.

7.1.2 Poor air quality is directly linked to mortality, such as through heart disease, lung disease and various cancers. In particular, vulnerable groups susceptible to the impacts of air pollution include children and older people, and those with heart and lung conditions. Particulate matter (PM) are particles within the air that are invisible to the naked eye. The smaller the particles, the greater the threat they represent to human health. PM is predominantly associated with vehicular emissions, although agriculture, combustion from domestic heating and the construction industry are also significant sources. The fraction of mortality in the Plan area associated with air pollution is higher than that for the South East of England and England as a whole (see **Table 7.1**).

Table 7.1: Rates of mortality associated with long-term exposure to air borne particulates⁶⁵

Region	Mortality associated with air pollution
RBWM	5.8%
South East England	5.6%
England	5.1%

⁶³ Defra (2019) Clean Air Strategy 2019. Available at: <https://www.gov.uk/government/publications/clean-air-strategy-2019> [Date Accessed: 30/09/19]

⁶⁴ IAQM (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: 30/09/19]

⁶⁵ Public Health Outcomes (2017) Fraction of mortality attributable to particulate air pollution. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/gid/1000043/pat/6/par/E12000008/ati/102/are/E06000040/iid/30101/age/230/sex/4> [Date Accessed: 30/09/19]

- 7.1.3 Poor air quality, and in particular excess atmospheric nitrogen deposition, can also have a variety of impacts on the natural environment which often result in losses in biodiversity⁶⁶. Whilst nitrogen is a major growth nutrient for plants, too much nitrogen can cause eutrophication, acidification and toxicity and is generally accepted as one of the main drivers of biodiversity change across the globe⁶⁷.
- 7.1.4 Local Authorities in the UK have a responsibility under Local Air Quality Management (LAQM) legislation to monitor and report on Air Quality to Defra. The most recent review into air quality in the Plan area was completed in 2018⁶⁸. Where an authority finds that National Air Quality Objectives⁶⁹ are not likely to be met, the authority must establish an Air Quality Management Area (AQMA) and implement an Air Quality Action Plan in order to improve air quality. There are currently five AQMA's within the borough:
- Maidenhead AQMA;
 - Windsor AQMA;
 - Bray/ M4 AQMA;
 - Imperial Street/ Leonard's Road Junction; and
 - Wraysbury/ M25.
- 7.1.5 The issue of air quality was taken into account under SA Objective 3 'Air and noise pollution', which seeks to reduce air, noise and odour pollution. Indicators of this objective include the location of AQMAs and the proximity of development to main roads and railway lines.

⁶⁶ Sala, O. E.; *et al.*, (2000) Global biodiversity scenarios for the year 2100. *Science*. 287:1770-1774

⁶⁷ Air Pollution Information System (2016) Nitrogen Oxides (NOx). Available at: http://www.apis.ac.uk/overview/pollutants/overview_NOx.htm [Date Accessed: 30/09/19].

⁶⁸ Royal Borough of Windsor and Maidenhead (2018) Air Quality Annual Status Report (ASR). Available at: https://www3.rbwm.gov.uk/downloads/download/358/air_quality [Date Accessed: 30/09/19]

⁶⁹ Defra (no date) UK and EU Air Quality Limits. available at: <https://uk-air.defra.gov.uk/air-pollution/uk-eu-limits> [Date Accessed: 30/09/19]

7.2 Impacts on air

7.2.1 **Box 7.1** presents a plan-wide summary of the adverse impacts on air that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 7.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on air. Where there are no mitigating policies or proformas, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 7.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

Box 7.1: Summary of identified impacts on air

Reduction in air quality with implications for human health

1 The proposed development within the BLPSV-PC would be likely to situate approximately 14,896 new residents within 200m of a main road. In addition, 15 of the allocated sites are coincident with, or within 200m of, nearby AQMAs. The proposed development in these locations would be likely to situate new residents in areas where air quality is below the National Air Quality Objectives⁷⁰. This could potentially have negative impacts on the health of local residents, with children, the elderly and those of poor health identified as the most vulnerable.

It should also be noted that the proposed development within, or in close proximity to, AQMAs, would be likely to make it more difficult to achieve National Air Quality Objectives in these areas.

The proposed development within the BLPSV-PC would be likely to increase the volume of traffic within the Plan area. This would be likely to result in an increase in traffic-related emissions and consequently, further decrease air quality within RBWM. This would be expected to have negative health implications for current and new residents.

Reduction in air quality with implications for biodiversity

2 A reduction in local air quality, due to the construction and occupation of new dwellings, could potentially result in adverse impacts on local biodiversity assets and habitats. The occupation of new dwellings would be expected to increase local traffic volumes and, in turn, result in increased traffic-related emissions. An increase in air pollution from vehicle emissions could potentially have adverse impacts on biodiversity assets through mechanisms such as eutrophication, acidification and toxicity. Some sensitive ecosystems, including Chiltern Beechwood SAC, are identified to be vulnerable to the impact of

⁷⁰ Defra (no date) UK and EU Air Quality Limits. available at: <https://uk-air.defra.gov.uk/air-pollution/uk-eu-limits> [Date Accessed: 01/10/19]

Box 7.1: Summary of identified impacts on air

atmospheric nitrogen deposition, which would be expected following an increase in vehicular emissions.

Increased pollutant emissions, including greenhouse gases**3**

The proposed development within the BLPSV-PC would be likely to increase the volume of traffic within the Plan area and as such, associated transport-related emissions would be released into the atmosphere. The likely impact of the BLPSV-PC on greenhouse gases and climate change is discussed further in **Chapter 9**.

7.3 Local Plan mitigation

7.3.1 The BLPSV-PC proposes the development of at least 14,240 dwellings over the Plan period. Whilst several allocated sites are located adjacent, or in close proximity, to main roads and AQMA's, several policies and some site proforma information aim to prevent the reduction of local air quality and seek to mitigate the impact of air pollution. Many of the policies within the BLPSV-PC aim to promote sustainable transport use and reduce residents' reliance on personal car use and promote the provision of green infrastructure. The mitigating effects of the BLPSV-PC on increases in greenhouse gases are discussed in **Chapter 9**. The mitigating effects of the BLPSV-PC in relation to air quality and human health and biodiversity are discussed further in **Chapters 11 and 8** respectively. Policies and proformas which would be expected to help mitigate the impact of development on air quality are presented in **Box 7.2**.

Box 7.2: Local Plan policy/ proforma mitigation in relation to identified impacts on air quality

Air quality impacts 1 & 2: Local Plan policy/ proforma mitigation which could help avoid or reduce a reduction in air quality which could have implications for human health and/or ecosystems (see impact 1 and 2, Box 7.1)

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

This policy would be expected to help reduce personal car use across the borough, and subsequently help reduce the volume of traffic related emissions which could potentially be harmful to human and ecosystem health.

Policy SP2 – Climate Change

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.

Policy QP2 – Green and Blue Infrastructure

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.

Policy QP3 – Character and Design of New Development

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”*.

Policy NR2 – Nature Conservation & Biodiversity

This policy 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. Enhancing the natural environment would be expected to provide increased carbon storage capacity and natural filtration of pollutants.

Policy NR3 – Trees, Woodlands and Hedgerows

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.

Policy EP1 – Environmental Protection

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.

Policy EP2 – Air Pollution

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 unacceptably high levels of air pollution.

Policy IF2 – Sustainable Transport

By promoting sustainable transport options under this policy, it would be anticipated that there would be a reduction of vehicle-related air pollution within the borough. The policy also aims to reduce traffic flows, which would be likely to reduce localised air pollution.

Policy IF4 – Open Space

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.

Site Proformas AL4, AL7, AL10 and AL30

These four proformas ensure development proposals *“provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality”* from nearby railway lines.

Site Proformas AL5, AL7, AL9, AL11, AL19, AL30, AL32, AL36 and AL39

These proformas seek to ensure development proposals *“provide appropriate mitigation measures to address the impacts of noise and air quality”* from nearby roads.

Site Proformas AL15, AL27 and AL28

These site proformas are for Strategic Green Infrastructure allocations, including ‘wildlife zones’ and habitat areas. This would be likely to have benefits in terms of air filtering.

Site Proforma AL6

This proforma aims to ensure development proposals *“focus residential units away from Castle Hill and Frascati Way to mitigate noise and air quality impacts arising from traffic”*.

Site Proforma AL12

This proforma aims to ensure development proposals are *“designed sensitively to mitigate air and noise pollution”*.

Site Proforma AL14

This proformas seeks to ensure development proposals *“provide appropriate mitigation measures to address any impacts of the site in terms of noise, pollution and air quality on adjoining residential areas”*.

Site Proforma AL23

Development proposals at Site AL23 should *“provide appropriate mitigation measures to address the impact of air quality so as to protect residential amenity”*.

Site Proforma AL29

Development proposals at Site AL29 should *“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”*.

Site Proforma AL31

Development proposals under this proforma should *“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 Proforma AL40

This site proforma aims to *“address the impacts of noise and air quality from Heathrow Airport”*.



Air quality impact 3: Local Plan policy/ proforma mitigation which could help avoid or reduce increased pollutant emissions, including greenhouse gases (see impact 3, Box 7.1)

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

Development within these existing built-up locations and the promotion of sustainable transport options could potentially help to reduce the requirement for personal cars and subsequently, helping to reduce greenhouse gas emissions within the Plan area.

Policy SP2 – Climate Change

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.

Policy QP1 – Sustainability and Placemaking

This policy promotes walkable neighbourhoods and attractive routes to encourage walking and cycling. This would be likely to help reduce reliance on personal car use, and therefore, reduce greenhouse gas emissions.

Policy QP3 – Character and Design of New Development

Reductions in GHG emissions would be likely to be associated with sustainable transport and increased uptake of active travel which is promoted under this policy.

Policy NR5 – Renewable Energy

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.

Policy IF2 – Sustainable Transport

The policy aims to promote walking and cycling, through provision of suitable infrastructure such as cycle parking. This policy would also encourage the use of electric vehicles. 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. This would be expected to help reduce the volume of traffic related emissions across the Plan area.

Policy IF5 – Rights of Way and Access to the Countryside

The improvement of the local PRoW and cycle network promoted within this policy would help to encourage a healthy lifestyle and travel via walking or cycling rather than personal car use. Increased facilitation of sustainable transport options could potentially help to manage traffic flows and reduce road transport related emissions of greenhouse gases.

7.4 Residual effects on air

7.4.1 Following the implementation of the BLPSV-PC mitigation, residual adverse effects on air quality would be anticipated. These impacts primarily relate to increases in vehicular emissions and subsequently pollutant emissions such as, greenhouse gases. The residual effects are discussed in **Box 7.3**.

Box 7.3: Residual effects and recommendations for air

Residual effects	Further details of the residual effect
Reduction in air quality with implications for human health and/or ecosystems	<p>The introduction of 33,606 new residents under the BLPSV-PC would be expected to increase vehicle emissions in the Plan area, with adverse implications for human and ecosystem health. The policies and site proformas outlined in Box 7.2 would be expected to reduce the likelihood of adverse impact occurring and could potentially help reduce these adverse impacts. However, due to the volume of development proposed, an increase in traffic flows and subsequent reduction of air quality would be expected to have residual adverse effects on human and ecosystem health.</p> <p>Over time, advances in technologies would be expected to help reduce the volume of pollutants released into the atmosphere from vehicles. This may be in the form of increased use of electric vehicles or promoting the use of sustainable transport options rather than personal car use. Advances in legislation, national policy and behavioural changes would also be expected to lead to improvements in local air quality. Strategies implemented through the Local Transport Plan⁷¹ and AQMA Air Quality Action Plan⁷² would complement BLPSV-PC policies. The Clean Air Strategy⁷³ also sets out strategies to reduce emissions. Together, this would be expected to target specific mitigation and reduce air pollution due to development, to some extent.</p> <p>A reduction in air quality in the borough would be expected to be a long-term but reversible impact.</p> <p>Recommendations: It is recommended that traffic flows are monitored on main roads within the borough. This would help indicate any potential harmful reductions in air quality due to increases in vehicular emissions.</p>
Increased pollutant emissions, including greenhouse gases	<p>Whilst the policies and site proformas outlined in Box 7.2 would be expected to reduce the likelihood of adverse impacts occurring, an increase in pollutants including greenhouse gases would be expected following the development proposed within the BLPSV-PC. The introduction of 33,606 residents would be expected to increase traffic volumes and energy demand, which would be expected to result in an increase of pollutant emissions. This would in turn exacerbate the effects of climate change. However, it would be expected that over time, advances in technologies and alternative solutions to energy generation would be expected to reduce this adverse impact by some extent.</p> <p>An increase in pollutant emissions in RBWM would be likely to be a long-term but potentially reversible impact.</p> <p>Recommendations: It is recommended that uptake of public transport is monitored within the borough and the proportion of energy generated from renewable sources should be monitored. In addition, a climate change management plan should be prepared. This should indicate a reduction of pollutant, including greenhouse gas in RBWM.</p>

⁷¹ RBWM Council (2012) Local Transport Plan 2012 – 2026. Available at: https://www3.rbwm.gov.uk/downloads/download/90/local_transport_plan_documents [Date Accessed: 11/10/19]

⁷² RBWM Council (2015) Air Quality Action Plan – update for The Royal Borough of Windsor and Maidenhead. Available at: https://www3.rbwm.gov.uk/downloads/download/358/air_quality [Date Accessed: 11/10/19]

8 Biodiversity, flora and fauna

8.1 Baseline

- 8.1.1 Individually and collectively, ‘ecosystem services’ provide significant environmental, economic and social benefits that support sustainable development and prosperous communities⁷⁴. The range of ecosystem services provided by the natural environment can include crop production, water regulation, climate regulation, green energy and spaces for recreation and education.
- 8.1.2 Paragraph 170 of the NPPF⁷⁵ states that *“planning policies and decisions should contribute to and enhance the natural and local environment by ... recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services”*.
- 8.1.3 The Plan area’s natural capital (i.e. its natural resources and ecological processes that contribute to human welfare) yield the flow of valuable ecosystem services into the future. Flows of ecosystem services are diminished when natural capital is degraded.
- 8.1.4 The 2011 White Paper ‘The Natural Choice: securing the value of nature’⁷⁶ highlighted a continued loss of biodiversity in the UK, increasing fragmentation of habitats and a need for coordinated action across sectors to put the value of nature at the heart of decision making.

⁷³ DEFRA (2019) Clean Air Strategy 2019. Available at: <https://www.gov.uk/government/publications/clean-air-strategy-2019> [Date Accessed: 11/10/19]

⁷⁴ UK National Ecosystem Assessment (2012) Millennium Ecosystem Assessment. Available at: <http://uknea.unep-wcmc.org/About/ConceptualFramework/MillenniumEcosystemAssessment/tabid/112/Default.aspx> [Date Accessed: 30/09/19]

⁷⁵ MHCLG (2019) National Planning Policy Framework. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2> [Date Accessed: 30/09/19]

⁷⁶ Defra (2011) The Natural Choice: securing the value of nature. Available at: <https://www.gov.uk/government/publications/the-natural-choice-securing-the-value-of-nature> [Date Accessed: 30/09/19]

- 8.1.5 The 'State of Nature'⁷⁷ report found that of the 7,616 species monitored across the UK since 1970, 56% are in decline whilst 40% showed strong or moderate declines. This has largely been the result of climate change and land use change induced habitat loss⁷⁸, a phenomenon which leads to a reduction in total habitat area and increasingly fragmented habitats⁷⁹. The movement of species between fragmented habitats is restricted by barriers, such as roads, fences and buildings, which leads to populations of species being isolated in small gene pools⁸⁰. The consequences of this are local extinctions, which erodes the resilience of ecosystems and undermines their functions and service provision⁸¹.
- 8.1.6 The ecological network of the Plan area includes a range of designated statutory and non-statutory sites including Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs) and stands of ancient woodland. The Plan area also supports a plethora of Priority Habitats protected under the Natural Environment and Rural Communities (NERC) Act⁸². These priority habitats support a diverse range of Priority Species.
- 8.1.7 Biodiversity, flora and fauna were predominantly considered under SA Objective 4 'Biodiversity and geodiversity' which, in part, aims to help protect and enhance the natural environment of the borough. Impacts on this objective are considered to be indicated by factors including:
- The location and condition of areas considered important in terms of biodiversity, including SPAs, SACs, Ramsar sites, SSSIs, NNRs and LNRs;
 - The impact of the proposal on Local Wildlife Sites. Local Geological sites, ancient woodland and priority habitats.

⁷⁷ State of Nature (2016) State of Nature Report 2016. Available at: <https://www.rspb.org.uk/our-work/conservation/projects/state-of-nature-reporting> [Date Accessed: 12/03/19]

⁷⁸ UK National Ecosystem Assessment (2014) The UK National Ecosystem Assessment: Synthesis of the Key Findings. Available at: <https://www.unep-wcmc.org/resources-and-data/the-uk-national-ecosystem-assessment--synthesis-of-the-key-findings-and-technical-reports> [Date Accessed: 30/09/19]

⁷⁹ Landscape Institute (2016) Connectivity and Ecological Networks, Technical Information Note. Available at: <https://www.landscapeinstitute.org/publication/connectivity-and-ecological-networks-tin/> [Date Accessed: 30/09/19]

⁸⁰ Krosby, M., *et al.*, (2010) Ecological connectivity for a changing climate. *Conservation Biology*, 24:1686-1689.

⁸¹ Oliver, TH., *et al.*, (2015) Declining resilience of ecosystem functions under biodiversity loss. *Nature Communications*, 8:10122

⁸² Natural Environment and Rural Communities Act 2006. Available at: <https://www.legislation.gov.uk/ukpga/2006/16/contents> [Date Accessed: 30/09/19]

8.2 Impacts on biodiversity, flora and fauna

8.2.1 **Box 8.1** presents a plan-wide summary of the adverse impacts on biodiversity, flora and fauna that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 8.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on biodiversity, flora and fauna. Where mitigating policies or proformas are silent, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 8.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

Box 8.1: Summary of identified impacts on biodiversity, flora and fauna

Threats or pressures to internationally and European designated biodiversity sites

1 There are several Natura 2000 sites located in and around the borough, namely; Chilterns Beechwoods SAC, Windsor Forest and Great Park SAC, Thursley, Ash, Pirbright and Chobham SAC, Burnham Beeches SAC, Thames Basin Heaths SPA and South West London Waterbodies SPA and Ramsar site. Many of these sites are vulnerable to threats and pressures which may arise due to development, including poor air quality, hydrological changes and increased recreational disturbances. Increased volumes of traffic which would be likely to arise as a result of the development proposed within the BLPSV-PC, would be expected to increase localised vehicle emissions, having adverse impacts on nearby biodiversity. The Appropriate Assessment will explore this matter, along with hydrology and recreation, and will make recommendations to mitigate identified adverse impacts

Threats or pressures to nationally designated biodiversity sites

2 Although none of the site allocations within the BLPSV-PC are coincident with, or located adjacent to, a SSSI or NNR, many of the sites are located within a SSSI IRZ, which states that development proposals in these zones should be consulted upon with Natural England (see **Table 4.6** and **Appendix C** for further details).

Threats or pressures to locally designated biodiversity sites

3 None of the sites allocated within the BLPSV-PC are coincident with an LNR, LWS or LGS. Several of the sites are located in close proximity to an LNR, or adjacent to an LWS. Adverse impacts due to development on these locally designated sites could potentially include increased recreational disturbance and localised poor air quality.

Box 8.1: Summary of identified impacts on biodiversity, flora and fauna**Impacts on priority habitats and ancient woodland**

4

Sites AL13, AL14, AL16, AL17, AL21, AL24, AL35 and AL40 are coincident with priority habitats, including deciduous woodlands and traditional orchards. These habitats are capable of supporting a range of priority species. The scale of development proposed within the BLPSV-PC could potentially make it difficult to protect and enhance priority habitats and prevent the direct loss of these biodiversity assets.

Stands of ancient woodland are primarily located within Windsor Great Park and in more rural areas of the borough to the west and south. Site AL24 is located approximately 350m north of a stand of ancient woodland. However, the proposed development at this site, or any other allocated site, would not be expected to result in adverse impacts on ancient woodlands.

Fragmentation of the local ecological network

5

The Plan area has a functioning ecological network comprised of species and habitats. Several site allocations within the BLPSV-PC are located on previously undeveloped land. Some of this land is thought to provide links between important habitats (e.g. due to the presence of hedgerow, mature trees or scrubland). Whilst in many cases these linkages can be conserved despite development, it would be likely that in some cases there will be a direct loss of links. It is considered to be likely that development could reduce the effectiveness of links in some circumstances, such as disturbance from new houses and residents.

8.3 Local Plan mitigation

- 8.3.1 Several policies within the BLPSV-PC aim to protect and enhance biodiversity features within the Plan area, including Policies QP2, NR2 and NR4. The policies and site proformas discussed in **Box 8.2** below would be expected to provide effective and significant levels of protection for biodiversity assets, and therefore, would be expected mitigate some of the adverse impacts identified in **Box 8.1**.

Box 8.2: Local Plan policy/ proforma mitigation for identified impacts on biodiversity

Biodiversity impacts 1, 2 and 3: Local Plan policy/ proforma mitigation which could help avoid or reduce threats or pressures to internationally/ European/ nationally and locally designated biodiversity sites (see impact 1, 2 and 3, Box 8.1)

Policy NR2 – Nature Conservation & Biodiversity

This policy would help to ensure that new development does not result in adverse impacts on designated biodiversity sites or sites of nature conservation importance.

Policy NR4 – Thames Basin Heaths Special Protection Area

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.

Site Proformas AL16, AL17, AL18, AL19, AL32 and AL34

The proformas of these six sites seek to ensure that development proposals “mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area”.

Site Proforma AL33

This proforma aims to ensure development proposals at Site AL33 “provide a financial contribution to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area”.

Site Proformas AL20 and AL35

The site proformas at these two locations seek to ensure that development proposals at these two sites provide Suitable Alternative Natural Greenspaces (SANGs) as mitigation for potential adverse impacts on Thames Basin Heaths SPA.

Site Proformas AL4, AL9, AL10 and AL28

These site proformas seek to ensure that development proposals protect and enhance nearby Local Wildlife Sites.

Site Proforma AL32

This proforma aims to ensure that development proposals at Site AL32 “mitigate impacts on the nearby Englemere Pond SSSI/Local Nature Reserve”.

Site Proforma AL15

Development proposals at Site AL15 should “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”.

Site Proforma AL19

Site proforma AL19 aims to ensure that development proposals at the site are “considerate of the proximity to the nearby SSSI – Englemere Pond”.



Biodiversity impact 4: Local Plan policy/ proforma mitigation which could help avoid or reduce impacts on priority habitats and ancient woodland (see impact 4, Box 8.1)

Policy NR2 – Nature Conservation & Biodiversity

This policy would help to ensure that development proposals throughout the Plan area “*maintain, protect and enhance ... the presence of protected species*”. This policy also helps to ensure that development proposals do not result in adverse impacts on protected habitats and species.

Site Proformas AL14 and AL16

These site proformas aim to ensure development proposals “*conserve and enhance local biodiversity and local Priority Habitat areas*”.

Site Proforma AL24

Site AL24 is located in close proximity to ancient woodland. The site proforma states that development proposals at this site should “*retain valuable trees at site boundaries and enhance biodiversity across the site by placing sports pitches in a woodland setting*”.



Biodiversity impact 5: Local Plan policy/ proforma mitigation which could help avoid or reduce fragmentation of the local ecological network (see impact 5, Box 8.1)

Policy SP2 – Climate Change

Through the “*use of trees and other planting*” and encouraging the use of green and brown roofs and walls, including use of native plants, this policy could potentially help to prevent the fragmentation of the ecological network in the local area.

Policy QP1 – Sustainability and Placemaking

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.

Policy QP2 – Green and Blue Infrastructure

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.

Policy QP3 – Character and Design of New Development

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.

Policy QP4 – River Thames Corridor

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. This policy states

that new development should seek *“opportunities for the restoration and enhancement of natural elements of the river environment”*.

Policy NR1 – Managing Flood Risk and Waterways

This policy would help to ensure that development proposals do not impact the ecological quality of surrounding waterways.

Policy NR2 – Nature Conservation & Biodiversity

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”*.

Policy NR3 – Trees, Woodlands and Hedgerows

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.

Policy EP1 – Environmental Protection

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.

Policy EP3 – Artificial Light Pollution

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 be expected to minimise disturbance and facilitate connectivity of natural, unlit habitats.

Policy EP4 – Noise

This policy would help to reduce noise pollution created due to new developments which could potentially reduce impacts from noise pollution on local biodiversity.

Policy IF3 – Local Green Space

This policy aims to protect existing Local Green Spaces. This would be expected to help protect the local ecological network and prevent fragmentation.

Policy IF4 – Open Space

This policy seeks to provide *“new or upgraded open space as part of the Borough’s Green Infrastructure network”*. This would be likely to help protect and enhance the local ecological network.

Site Proformas AL15, AL27 and AL28

These site proformas are for Strategic Green Infrastructure allocations, including ‘wildlife zones’ and habitat areas, which would be expected to help protect the existing ecological network.

All Site Proformas

All proformas include provision of green infrastructure, to some extent. Many of the proformas state there will be biodiversity enhancements. This would be likely to result in an increase in the provision of green infrastructure across the Plan area and help reduce the risk of fragmentation of the ecological network.

8.4 Residual effects on biodiversity, flora and fauna

8.4.1 Following the implementation of BLPSV-PC policies and site proformas, a residual adverse effect in regard to threats and pressures to designated biodiversity sites would be expected. The BLPSV-PC proposes the provision of green infrastructure and other benefits to the local ecological network, but specific threats and pressures to designated biodiversity sites, such as Chiltern Beechwoods SAC remain. The residual effects of the BLPSV-PC on biodiversity is discussed in **Box 8.3**.

Box 8.3: Residual effects and recommendations for biodiversity, flora and fauna

Residual effects	Further details of the residual effect
Threats or pressures to internationally/ European/ nationally and locally designated biodiversity sites	<p>Policies and information within the site proformas aim to mitigate potential adverse impacts associated with the proposed development on designated sites. However, in the absence of the completed HRA report, it is uncertain if the proposed development within the BLPSV-PC would result in adverse impacts on designated biodiversity sites in regard to public access and disturbance, hydrological change and air quality. On a precautionary basis, it has been assumed that there would be a residual adverse effect on surrounding internationally designated biodiversity sites.</p> <p>Threats and pressures on designated biodiversity sites could potentially be a long-term but reversible impact.</p> <p>Recommendations: It is recommended that the conclusions of the HRA are incorporated into the BLPSV-PC to ensure that site allocations would not result in adverse impacts to nearby designated sites.</p>
Impacts on priority habitats and ancient woodland	<p>None of the allocated sites within the BLPSV-PC would be likely to a stand of ancient woodland. Sites AL13, AL14, AL16, AL17, AL21, AL24, AL35 and AL40 are coincident with priority habitats, including deciduous woodlands and traditional orchards. Policy NE2 within the BLPSV-PC would be expected to ensure that development proposals would not result in adverse impacts to these protected habitats and associated protected species.</p>
Fragmentation of the local ecological network	<p>Numerous policies and information within the site proformas aim to ensure development proposals incorporate green and blue infrastructure and propose the increased provision of the local green infrastructure network. Although the proposed development would be expected to result in the loss of greenfield land and associated biodiversity to some extent, policies and</p>

Residual effects	Further details of the residual effect
	site proforma information would be expected to result in a positive residual effect on the local ecological network.

9 Climatic factors

9.1 Baseline

9.1.1 Mitigating and adapting to climate change is a priority in the UK. It is necessary for local authorities to help minimise their contribution to its causes, such as by reducing greenhouse gas (GHG) emissions and enhancing natural carbon sinks, such as through increasing tree cover. Site allocations that are proposed for the development of a significant number of residential dwellings would be likely to result in negative impacts in terms of carbon emissions.

9.1.2 The estimated per capita emissions in the Plan area was 5.7 tonnes in 2017, which is a decline of 2.1 tonnes for residents since 2010⁸³. The estimated total carbon emissions in the Plan area was 850,900 tonnes in 2017, which is a decline of approximately 280,000 tonnes since 2010⁸⁴.

9.1.3 A major source of GHGs is from vehicle emissions. The vast majority of residents would be likely to have at least one vehicle per household. It is likely that residential development proposed within the Local Plan would result in an associated increase in the number of vehicles on the road in the Plan area, and as such a consequent increase in GHG emissions would be expected, contributing to the Greenhouse Effect and exacerbating anthropogenic climate change. These GHG emissions are also likely to have implications for human health and biodiversity (see **Chapters 7, 8 and 11**).

⁸³ Department for Business, Energy and Industrial Strategy (2019) UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017> [Date Accessed: 30/09/19]

⁸⁴ Ibid

- 9.1.4 One strategy to combat GHG emissions is to reduce the quantity of energy produced via fossil fuel led energy production⁸⁵. In the last two decades, there has been a significant increase in the volume of energy generated through renewable energy sources. In 2017, 29.3% of the electricity generated in the UK was from renewable sources, compared to 24.5% in 2016⁸⁶.
- 9.1.5 Vegetation acts as a carbon sink, providing an important ecosystem service. Some site allocations proposed in the BLPSV-PC would be likely to result in a net loss in vegetation cover (i.e. those comprising previously undeveloped land), and as such, may compromise the carbon storage capacity of the natural environment.
- 9.1.6 Climate change is anticipated to increase the risk of natural disasters to the borough, particularly through flooding. The issue is was taken into account in SA Objective 1 'Climate Change', which seeks to reduce emissions of greenhouse gases and ensure that the borough is prepared for the impacts of climate change.

9.2 Impacts on climatic factors

- 9.2.1 **Box 9.1** presents a plan-wide summary of the adverse impacts on climatic factors that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 9.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on climatic factors. Where mitigating policies or proformas are silent on climatic factors, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 9.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

⁸⁵ RTPI (2018) Renewable Energy: Planning's role in delivering renewable energy in the new low carbon economy. Available at: <https://www.rtpi.org.uk/knowledge/practice/renewable-energy/> [Date Accessed: 30/09/19]

⁸⁶ Department for Business, Energy and Industrial Strategy (2018) UK Energy in Brief. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728374/UK_Energy_in_Brief_2018.pdf [Date Accessed: 30/09/19]

Box 9.1: Summary of identified impacts on climatic factors**1 Increased greenhouse gas and carbon emissions**

The proposed development within the BLPSV-PC could potentially increase local carbon emissions by approximately 22.5%. This would be likely to result in adverse impacts, due to the acceleration of anthropogenic climate change.

2 Loss of green infrastructure

The proposed development within the BLPSV-PC could potentially result in the loss of approximately 176.5ha of previously undeveloped land. Some of the proposed development could potentially also result in the loss of trees, hedgerows and other vegetation currently on site. Green infrastructure is vital in helping to reduce the adverse impacts of climate change.

9.3 Local Plan mitigation

- 9.3.1 The contents of the BLPSV-PC would be likely to help reduce the adverse impacts of the Plan in relation climatic factors, with policies and site proformas focusing on the integration of green infrastructure. Policies and proformas which are anticipated to help mitigate the impacts identified in **Box 9.1**, are discussed in **Box 9.2**.

Box 9.2: Local Plan policy/ proforma mitigation for identified impacts on climatic factors

Climatic factors, impact 1: Local Plan policy/ proforma mitigation which could help avoid or reduce Increased greenhouse gases and carbon emissions (see impact 1, Box 9.1)

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

Development within these existing built-up locations and the promotion of sustainable transport options could potentially help to reduce the use of personal cars and subsequently, helping to reduce greenhouse gas emissions within the Plan area.

Policy SP2 – Climate Change

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.

Policy QP1 – Sustainability and Placemaking

This policy promotes walkable neighbourhoods and attractive routes to encourage walking and cycling. This would be likely to help reduce reliance on personal car use and therefore, reduce greenhouse gas emissions.

Policy QP3 – Character and Design of New Development

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. Reductions in greenhouse gas emissions would be likely to be associated with sustainable transport and increased uptake of active travel, which is promoted under this policy.

Policy QP4 – River Thames Corridor

This policy promotes renewable energy generation, which would be likely help reduce greenhouse gas emissions.

Policy NR2 – Nature Conservation & Biodiversity

This policy would be likely to increase vegetation and habitats and as such, help to introduce greater resilience to climate change into the ecosystem. Enhancing the natural environment would be expected to provide increased carbon storage capacity and natural filtration of pollutants.

Policy NR5 – Renewable Energy

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.

Policy EP2 – Air Pollution

This policy encourages the provision of sustainable transport methods and electric car charging points in order to minimise reliance on personal car use and would be expected to minimise the Plan area's contributions to climate change by offering alternative, lower emission and more sustainable means of transport.

Policy IF2 – Sustainable Transport

The policy aims to promote walking and cycling, through provision of suitable infrastructure. This policy also encourages the use of electric vehicles. 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. This would be expected to help reduce the volume of traffic related emissions across the Plan area.

Policy IF5 – Rights of Way and Access to the Countryside

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 sustainable transport options could potentially help to manage traffic flows and reduce road transport related emissions of greenhouse gases.

Site Proformas AL1, AL2, AL3, AL4, AL5, AL7, AL8, AL9, AL10, AL13, AL14, AL16, AL17, AL18, AL20, AL21, AL22, AL24, AL25, AL26, AL29, AL35, AL36, AL37, AL39 and AL40

These site proformas seek to improve public transport, aiming to ensure that *“the bus is an attractive alternative to the private car for local journeys”*, which would be likely to help reduce vehicular emissions to some extent.

All Site Proformas

All of the site proformas aim to ensure the provision of green infrastructure within development proposals, which would be expected to help mitigate some of the adverse impacts of carbon emissions, including increases in vegetation acting as a carbon sink.



Climatic factors, impact 2: Local Plan policy/ proforma mitigation which could help avoid or reduce loss of green infrastructure (see impact 2, Box 9.1)

Policy QP2 – Green and Blue Infrastructure

Increased vegetation would be expected to mitigate the potential loss of green infrastructure across the borough and contribute towards the increased uptake of carbon dioxide and filtration of pollutants.

Policy NR2 – Nature Conservation & Biodiversity

This would be likely to protect existing vegetation and promote habitat connectivity across the Plan area.

Policy NR3 – Trees, Woodlands and Hedgerows

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.

Policy IF4 – Open Space

This policy proposed the allocation of three sites as new or enhanced open space, which would be likely to help contribute to the green infrastructure network across the borough.

All Site Proformas

All of the site proformas aim to ensure the provision of green infrastructure within development proposals, which would be expected to help mitigate some of the adverse impacts of carbon emissions, including increases in vegetation acting as a carbon sink.

Site Proformas AL15, AL27 and AL28

These site proformas are for Strategic Green Infrastructure allocations, including ‘wildlife zones’ and habitat areas. The proposed increase in green infrastructure would be likely to be beneficial in terms of enhancing carbon sinks.

9.4 Residual effects on climatic factors

- 9.4.1 The BLPSV-PC sets out several policies and includes numerous site-specific requirements within the site proformas which aim to help mitigate the adverse impacts relating to climatic factors (see **Boxes 9.1** and **9.2**). However, the implementation of these requirements would not be expected to fully mitigate the adverse impacts associated with net increases in greenhouse gases. **Box 9.3** below lists the likely residual effects of the BLPSV-PC in relation to climatic factors and, where applicable, provides further mitigation or enhancement recommendations.

Box 9.3: Residual effects and recommendations for climatic factors

Residual effects	Further details of the residual effect
Increased greenhouse gas and carbon emissions	<p>The proposed development of 14,240 dwellings across the Plan area would be expected to increase the local population by 33,606 residents. These residents would be expected to increase traffic flows and vehicular emissions, as well as increase energy demand in the borough. This would, in turn, exacerbate the effects of climate change. The construction and occupation of at least 14,240 dwellings, as well as the development of large areas of employment floorspace to help create at least 11,200 new employment opportunities, would be likely to rely on the use of materials known to have a high carbon footprint, such as concrete, cement and steel. The policies and proforma information described in Box 9.2 above would not be expected to fully mitigate the adverse impacts on the climate as a result of this volume of new development. However, it would be expected that over time, advances in technologies and alternative solutions to energy generation would be expected to reduce this adverse impact by some extent.</p> <p>An increase in greenhouse gas emissions in RBWM would be likely to be a long-term but potentially reversible impact.</p> <p>Recommendations: It is recommended that uptake of public transport is monitored within the borough. In addition, the proportion of energy generated from renewable sources should be monitored. This should indicate a reduction of pollutant, including greenhouse gases in RBWM.</p>
Loss of green infrastructure	<p>Numerous policies and information within the site proformas aim to ensure development proposals incorporate green and blue infrastructure and propose the increased provision of the local green infrastructure network. Although the proposed development would be expected to result in the loss of greenfield land and associated green infrastructure to some extent, policies and site proforma information would be expected to mitigate this loss of green infrastructure.</p>

10 Cultural heritage

10.1 Baseline

10.1.1 England has one of the greatest diversities of historic places⁸⁷. Heritage designations help to celebrate and conserve buildings and places that provide a source of prosperity, wellbeing and community cohesion.

10.1.2 The borough has a rich cultural heritage, with multiple landmarks of national significance, including Windsor Castle and Windsor Great Park. There is a broad range of Listed Buildings, Scheduled Monuments, Registered Parks and Gardens and Conservation Areas throughout the borough. These assets enhance sense of place and create a distinctive character to the Plan area.

10.1.3 New development brings potential threats as well as opportunities in relation to the historic environment. Economic success within historic towns and villages can have a direct link to the quality of the historic environment⁸⁸.

10.1.4 Maintaining local distinctiveness, character and sense of place alongside delivering development can present challenges. However, new development can also stimulate new investment and potentially enhance the local townscape or improve the accessibility of heritage assets for local residents.

10.1.5 Building in Context⁸⁹ is a toolkit which aims to help local authorities enhance development proposals to better reflect its historic surroundings and local context. The eight Building in Context principles are that a successful project will:

- Start with an assessment of the value of retaining what is there;
- Relate to the geography and history of the place and lie of the land;
- Be informed by its own significance so that its character and identity will be appropriate to its use and context;

⁸⁷ Historic England (2018) Places Strategy. Available at: <https://historicengland.org.uk/advice/planning/place-making-and-design/#Section5Text> [Date Accessed: 30/09/19]

⁸⁸ Ibid

⁸⁹ Building in Context (no date) The BiC Toolkit. Available at: <http://www.building-in-context.org/the-bic-toolkit/> [Date Accessed: 30/09/19]

- Sit happily in the pattern of existing development and the routes through and around it;
- Respect important views;
- Respect the scale of neighbouring buildings;
- Use materials and building methods which are as high quality as those used in existing buildings; and
- Create new views and juxtapositions which add to the variety and texture of the setting.

10.1.6 Historic England administers the list of nationally designated heritage assets, which includes Scheduled Monuments, Listed Buildings and Registered Parks and Gardens. Conservation Areas are also designated heritage assets, protected at the national level. Berkshire Archaeology⁹⁰ hold records on local Historic Environment Records.

10.1.7 Heritage assets are predominantly considered under SA Objective 6 'Cultural heritage', which seeks to enhance, conserve and manage sites, features and areas of historic and cultural importance.

10.2 Impacts on cultural heritage

10.2.1 **Box 10.1** presents a plan-wide summary of the adverse impacts on cultural heritage that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 10.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on cultural heritage. Where mitigating policies or proformas are silent, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 10.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

Box 10.1: Summary of identified impacts on cultural heritage

Alter character and/ or setting of Scheduled Monuments (SMs)

1

Any proposed development in close proximity to an SM could potentially result in substantial harm to a nationally designated asset and/or its setting. SMs comprise a variety historic features including below ground remains, burial mounds and standing stones, for example. Sites AL14 and AL20 are coincident with 'Mesolithic site, Moor Farm, Holyport,

⁹⁰ Heritage Gateway (2018) Berkshire Archaeology. Available at:

<https://www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=97&id=4769> [Date Accessed: 30/09/19]

Box 10.1: Summary of identified impacts on cultural heritage

Bray Wick' and 'Bell barrow on Bowledge Hill' SMs, respectively. Sites AL13, AL29 and AL30 are located in close proximity to SMs. The proposed development at these five sites could potentially alter the character and/ or setting of these SMs.

2 Alter character and/ or setting of Registered Parks and Gardens (RPGs)

Registered Parks and Gardens (RPGs) are designated heritage assets which Local Planning Authorities must consider within in their decision-making processes. Site AL35 is partly coincident with 'Sunningdale Park (Civil Service College)' RPG. Sites AL13, AL29, AL30, AL31 and AL39 are located adjacent, or in close proximity, to RPGs. The proposed development at these five sites could potentially alter the character and/ or setting of these RPGs.

3 Alter character and/ or setting of Listed Buildings

Any proposed development which is coincident with, or is located in close proximity to, a Listed Building has the potential to affect both the asset itself and its setting. Grade I and II* Listed Buildings are considered to be those of greatest historic or architectural significance. The majority of the Listed Buildings located within the Plan area are Grade II Listed. Sites AL29 and AL32 coincide with Listed Buildings, Sites AL9, AL20, AL21, AL32 and AL40 are located adjacent to Listed Buildings and many of the site allocations are located within close proximity to surrounding Listed Buildings. The proposed development at these sites could potentially alter the character and/ or setting of these Listed Buildings.

4 Alter character and/ or setting of Conservation Areas

Conservation Areas are identified as areas of architectural or historic interest, the characteristics of which should be preserved or enhanced. Any proposed development within or in proximity to a Conservation Area has the potential to adversely impact on the heritage asset and its setting. Sites AL3 and AL29 are coincident with Conservation Areas. Sites AL30, AL31 and AL39 are located adjacent, or in close proximity, to Conservation Areas and many of the site allocations are located within close proximity to surrounding Conservation Areas. The proposed development at these five sites could potentially alter the character and/ or setting of these Conservation Areas.

5 Alter character and/ or setting of archaeological features

Approximately half of the allocated sites are coincident with, or are located in close proximity to, archaeological features identified by Berkshire Archaeology⁹¹. Where archaeological features have been identified, there is greater potential for further, undiscovered archaeological features to also be present in the area. Development in these

⁹¹ Heritage Gateway (2018) Berkshire Archaeology. Available at:

<https://www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=97&id=4769> [Date Accessed: 01/10/19]

Box 10.1: Summary of identified impacts on cultural heritage

locations could potentially result in damage of discovered or undiscovered archaeological features.

10.3 Local Plan mitigation

- 10.3.1 The BLPSV-PC considers cultural heritage of the Plan area closely, particularly in the historic town of Windsor. Policies HE1 and HE2 seek to conserve and enhance the historic environment in proportion to the significance of the asset. Particular emphasis is given to Windsor Castle and Windsor Great Park. All policies and proformas which are anticipated to help protect and enhance the historic environment are listed in **Box 10.2** below.

Box 10.2: Local Plan policy/ proforma mitigation for identified impacts on cultural heritage



Cultural Heritage impacts 1-5: Local Plan policy/ proforma mitigation which could help avoid or reduce alterations to the character and/ or setting of heritage assets (including Scheduled Monuments, Registered Parks and Gardens, Listed Buildings, Conservation Areas and archaeological features); see Box 10.1.

Policy HE1 – Historic Environment

Under this policy, any proposed development which could potentially cause harm to the significance of a 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 or archaeological assessment

Policy HE2 – Windsor Castle and Great Park

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.

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

This policy limits growth within Windsor, aiming to protect and conserve heritage assets and to “*enhance the quality of the built environment*”.

Policy QP1 – Sustainability and Placemaking

This policy requires larger developments to “*conserve and enhance the Borough’s rich historic environment*”.

Policy QP3 – Character and Design of New Development

Good design would help to ensure that new development does not have an adverse impact on surrounding heritage assets. This policy requires development to respect and enhance the

historic character, as well as to seek opportunities for retaining and improving important local views of heritage assets.

Policy QP3a - Building Height and Tall Buildings

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 topography.

Policy QP4 - River Thames Corridor

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”*.

Policy TR2 - Windsor Town Centre

This policy aims to ensure development is appropriate to the local character, enhances vitality and viability, and seeks to retain important frontages.

Policy VT1 - Visitor Development

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”*.

Site Proformas AL1, AL2, AL4 and AL7

Proformas for Sites AL1, AL2, AL4, AL7 require development proposals to *“respond positively and sensitively to the character and scale of heritage assets in the surrounding area”*.

Site Proformas AL5, AL9, AL11, AL14, AL16, AL17, AL18, AL19, AL22, AL26, AL29, AL30, AL32, AL33, AL34, AL36 and AL37

These site proformas seek to ensure development proposals are built of *“high quality design which supports the character of the area”*.

Site Proformas AL4, AL8, AL9, AL23, AL24, AL29, AL31, AL32, AL35 and AL40

These site proformas aim to ensure that development proposals *“conserve and enhance the setting”* of nearby Conservation Areas/Listed Buildings/Park and Gardens.

Site Proformas AL6, AL31 and AL35

Site proformas AL6 and AL35 state that development proposals should *“provide a Heritage Management Plan”*, and site proforma AL31 states that development proposals should *“be based on a Heritage Assessment (agreed with the Local Planning Authority) of the listed buildings on and near the site and their setting”*.

Site Proformas AL5 and AL6

These two site proformas aim to ensure that development proposals within these two locations retain heritage assets on the sites ‘United Reformed Church’ and ‘Maidenhead Town Centre Conservation Area’ respectively.

Site Proformas AL16, AL17, AL18, AL29 and AL39

These proformas seek to ensure that future development at these five sites consider long-distance views, and therefore, help protect the local historic environment and the setting of nearby heritage assets.

10.4 Residual effects on cultural heritage

- 10.4.1 The BLPSV-PC policies and site proformas seek to mitigate potential adverse impacts on heritage assets due to the proposed development. This is discussed in **Box 10.3**.

Box 10.3: Residual effects and recommendations for cultural heritage

Residual effects	Further details of the residual effect
Alter character and/ or setting of heritage assets	Policy HE1 aims to ensure that development proposals which could potentially harm a heritage would not be supported, and development proposals located in close proximity to heritage assets should prepare a heritage statement. Although the policies and site proformas would ensure development proposals do not result in harm to a heritage asset, it is uncertain if the BLPSV-PC would result in positive impacts towards locally heritage assets. Therefore, the BLPSV-PC would be expected to result in a residual negligible effect on the historic environment.

11 Human health

11.1 Baseline

- 11.1.1 In order to facilitate good health and wellbeing of a sustainable community, it is necessary for residents to have good access to GP surgeries, NHS hospitals, leisure centres, recreation facilities, greenspaces and natural habitats.
- 11.1.2 The health of residents in Windsor and Maidenhead⁹² is generally better than the England average. The borough does not contain Lower Super Output Areas⁹³ that are ranked within the top 10% most deprived areas nationally in terms of their Indices of Multiple Deprivation^{94,95}.
- 11.1.3 Priorities for health in the Plan area are outlined in Buckinghamshire's Joint Strategic Needs Assessment⁹⁶. Priority concerns for healthy lifestyles include weight, exercise, substance misuse and sexual health. Priorities are set out for children, young adults, families, adults and the elderly, with mental health a priority concern for each.

⁹² Public Health England (2018) Windsor and Maidenhead: Local Authority Health Profile. Available at: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/cid/1938132696/pat/6/bar/E12000008/ati/102/are/E06000040> [Date Accessed: 30/09/19]

⁹³ A Lower Super Output Area is a geographic area designed to improve the reporting of small area statistics in England and Wales. LSOAs are defined by the Office for National Statistics as containing between 1,000 and 3,000 people, and between 400 to 1,200 households.

⁹⁴ The English Indices of Deprivation 2015 (also known as the Index of Multiple Deprivation, or IMD) is a nationally recognised measure of deprivation at the Lower Super Output Area.

⁹⁵ English Indices of Deprivation 2015 - Summaries at Local Authority Level. <https://data.gov.uk/dataset/e86eab0e-4c31-46b4-b034-064a3cf7f46d/english-indices-of-deprivation-2015-summaries-at-local-authority-level> [Date accessed: 30/09/19].

⁹⁶ Buckinghamshire County Council (2017) Joint Strategic Needs Assessment. Available at: <http://www.healthandwellbeingbucks.org/what-is-the-jsna> [Date Accessed: 30/09/19]

- 11.1.4 As discussed in detail in **Chapter 6**, air pollution is a significant concern internationally, nationally and locally, with 5.1% of mortality in England and 5.8% of mortality in Windsor and Maidenhead being attributable to particulate air pollution⁹⁷. It is assumed that the impacts of road transport associated air pollution primarily occur within 200m of source⁹⁸. Residents within 200m of a road may therefore expect to have their health adversely impacted by road transport associated air pollution to some extent, in addition to the potential impacts of road transport associated noise and light pollution. AQMAs have been designated to manage local air quality in areas where National Air Quality Objectives are unlikely to be achieved.
- 11.1.5 The issue of health is dealt with under SA Objective 12 'Health'. Indicators for the objective include the proximity and access to GP surgeries, NHS hospitals and natural greenspaces.

11.2 Impacts on human health

- 11.2.1 **Box 11.1** presents a plan-wide summary of the adverse impacts on human health that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 11.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on human health. Where mitigating policies or proformas are silent, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 11.3** explores the nature of these residual effect and, where applicable, provides further recommendations for mitigation or enhancement.

⁹⁷ Public Health Outcomes (2017) Fraction of mortality attributable to particulate air pollution. Available at: <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/gid/1000043/pat/6/par/E12000008/ati/102/are/E06000040/iid/30101/age/230/sex/4> [Date Accessed: 30/09/19]

⁹⁸ The Highways Agency, Transport Scotland, Welsh Assembly Government and The Department for Regional Development Northern Ireland (2007) Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1 HA207/07 Air Quality. Available at: <http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol11/section3.htm> [Date Accessed: 30/09/19]

Box 11.1: Summary of identified impacts on human health

1	<p>Reduction local air quality with implications for human health</p> <p>Due to the proposed development of 14,240 dwellings within the Plan area under the BLPSV-PC, it would be likely that air quality within the borough would be adversely impacted by this quantum of development. Impacts would be likely to be greatest where new development increases local congestion. The long-term health of residents, in particular vulnerable groups including children and the elderly, would be likely to be adversely impacted by local reductions in air quality. This impact is considered in detail in Chapter 7.</p>
2	<p>Reduced accessibility to NHS hospitals and GP surgeries</p> <p>Thirteen of the site allocations are located outside of the sustainable distance to an NHS hospital or a GP surgery. In such cases, it may be difficult for residents to reach essential health care services, which could potentially have detrimental impacts on human health.</p>
3	<p>Access to leisure centres and encouraging healthy lifestyles</p> <p>Thirteen of the site allocations are located outside of the sustainable distance to a leisure centre. Local residents with limited access to these facilities could potentially be discouraged from living active and healthy lifestyles, which could potentially have adverse impacts on mental wellbeing as well as physical health. Good access to green spaces and travelling via walking and cycling are known to have physical and mental health benefits.</p>
4	<p>Improved community cohesion</p> <p>Community cohesion is important to help ensure residents are living happy and healthy lifestyles. Interactive and vibrant communities often benefit from a strong sense of place, a reduced fear of crime and have economic benefits.</p>

11.3 Local Plan mitigation

11.3.1 Several policies and site proformas aim to promote healthy and active lifestyles for new and existing residents within the Plan area. Many of these policies and proformas would be expected to result in benefits to human health, through the provision of open spaces, improvements to walking and cycling networks and improved sustainable transport to healthcare facilities. Reductions in air quality which would be expected following the proposed development of 14,240 dwellings would not be expected to be fully mitigated through BLPSV-PC policies or proformas. All mitigation is discussed further in **Box 11.2** below.

Box 11.2: Local Plan policy/ proforma mitigation for identified impacts on human health

Health impact 1: Local Plan policy/ proforma mitigation which could help avoid or reduce degradation of local air quality with implications for human health (see impact 1, Box 11.1)

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

This policy would be expected to help reduce personal car use across the borough, and subsequently help reduce the volume of traffic related emissions which could potentially be harmful to human and ecosystem health.

Policy SP2 – Climate Change

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.

Policy QP2 – Green and Blue Infrastructure

Increased vegetation 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.

Policy QP3 – Character and Design of New Development

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”*.

Policy NR2 – Nature Conservation & Biodiversity

This policy would be likely to increase vegetation and promote habitat connectivity across the Plan area, and as such help to introduce greater resilience to climate change into the ecosystem. Enhancing the natural environment would be expected to provide increased carbon storage capacity and natural filtration of pollutants.

Policy NR3 – Trees, Woodlands and Hedgerows

The retention and enhancement of trees and woodland supported under this policy would be likely to enhance 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.

Policy EP1 – Environmental Protection

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.

Policy EP2 – Air Pollution

This policy aims to ensure that new developments do not result in significant increases in air pollution, and in particular ensure that air quality within or adjacent to AQMAs is not worsened. This policy provides details 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 unacceptably high levels of air pollution.

Policy IF2 – Sustainable Transport

By promoting sustainable transport options under this policy, it would be anticipated that there would be a reduction of vehicle-related air pollution within the borough. The policy also aims to reduce traffic flows, which would be likely to reduce localised air pollution.

Policy IF4 – Open Space

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 and filtering of particulates.

Site Proformas AL5, AL7, AL9, AL11, AL19, AL30, AL32, AL36 and AL39

These proformas seek to ensure development proposals *“provide appropriate mitigation measures to address the impacts of noise and air quality”* from nearby roads.

Site Proformas AL15, AL27 and AL28

These site proformas are for Strategic Green Infrastructure allocations, including ‘wildlife zones’ and habitat areas. This would be likely to have benefits in terms of filtering pollutants.

Site Proforma AL6

This proforma aims to ensure development proposals *“focus residential units away from Castle Hill and Frascati Way to mitigate noise and air quality impacts arising from traffic”*.

Site Proforma AL12

This proforma aims to ensure development proposals are *“designed sensitively to mitigate air and noise pollution”*.

Site Proforma AL14

This proformas seeks to ensure development proposals *“provide appropriate mitigation measures to address any impacts of the site in terms of noise, pollution and air quality on adjoining residential areas”*.

Site Proforma AL23

Development proposals at Site AL23 should *“provide appropriate mitigation measures to address the impact of air quality so as to protect residential amenity”*.

Site Proforma AL29

Development proposals at Site AL29 should *“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”*.

Site Proforma AL31

Development proposals under this proforma should *“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 Proforma AL40

This site proforma aims to *“address the impacts of noise and air quality from Heathrow Airport”*.



Health impact 2: Local Plan policy/ proforma mitigation which could help avoid or reduce impacts on accessibility to NHS hospitals, GP surgeries and leisure centres degradation of local air quality with implications for human health (see impact 2, Box 11.1)

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

Development within existing centres would be expected to provide good accessibility to social infrastructure such as healthcare facilities.

Policy QP1 – Sustainability and Placemaking

This policy aims to ensure that larger developments “contribute to the provision of social, transport and utility infrastructure” and aims to encourage walking and cycling. This would be likely to improve access to healthcare facilities in the borough.

Policy QP3 – Character and Design of New Development

Under this policy, well-connected layouts would be provided. This includes pedestrian and cycling routes, which would be expected to provide alternative sustainable modes of transport, improving access to local healthcare facilities.

Policy HO1 – Housing Development Sites

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 residents have good access to local services and facilities, including healthcare facilities.

Policy HO4 – Gypsies and Travellers

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”.

Policy TR1 – Hierarchy of Centres

This policy aims to support and strengthen centres. This would be expected to provide benefits in terms of residents’ access to local healthcare facilities.

Policy EP2 – Air Pollution

This policy would be expected to encourage the use of sustainable transport methods and help improve access to healthcare facilities.

Policy IF1 – Infrastructure and Developer Contributions

Suitable supporting infrastructure would be provided under this policy, through on-site provision or funding including via the Community Infrastructure Levy (CIL). This would be expected to include a range of infrastructure including leisure and healthcare facilities.

Policy IF5 – Rights of Way and Access to the Countryside

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”.

Site Proformas AL22, AL25, AL26 and AL27

These four site proformas seek to improve public transport to improve access to facilities *“including to nearby GP surgeries”*.

Site Proforma AL22, AL26, AL36 and AL37

These four site proformas seek to improve public transport to improve access to facilities *“including to nearby ... leisure facilities”*.

Site Proforma AL13

The site proforma aims to ensure development proposals *“provide a range of services and facilities within the Local Centre including ... leisure, community facilities, ... health”*.

Site Proforma AL15

This site proforma seeks to ensure development proposals incorporate the *“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”*.

Site Proforma AL9

This proforma helps to ensure that the development proposal is constructed in phases, to ensure the Magnet Leisure Centre is retained until the new facilities at Braywick Park are open.

Site Proformas AL29, AL35 and AL36

These three proformas help to ensure that public transport improvements are incorporated into development proposals.



Health impact 3: Local Plan policy/ proforma mitigation which could help avoid or reduce impacts that restrict the encouragement of active and healthy lifestyles (see impact 3, Box 11.1)

Policy SP2 – Climate Change

Enhanced green infrastructure alongside amenity areas, buildings and streets could potentially help provide a more attractive local area and encourage walkable neighbourhoods.

Policy QP1 – Sustainability and Placemaking

This policy aims to ensure larger developments *“foster biodiversity and enhance green infrastructure”*, which would be expected to have benefits in terms of physical and mental wellbeing.

Policy QP2 – Green and Blue Infrastructure

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.

Policy QP3 – Character and Design of New Development

Under this policy, well-connected layouts would be provided. This includes pedestrian and cycling routes, which would be expected to encourage physical exercise. The policy also aims to protect trees and vegetation and include comprehensive green infrastructure, which would be expected to benefit mental health.

Policy QP4 – River Thames Corridor

The conservation and enhancement of the River Thames corridor would be likely to provide space for physical exercise and have benefits for mental wellbeing.

Policy TR1 – Hierarchy of Centres

This policy aims to support and strengthen centres. This would be expected to increase the provision of facilities located in close proximity to dwellings, and therefore, encourage access to these facilities via walking or cycling.

Policy NR2 – Nature Conservation & Biodiversity

This policy would be likely to result in benefits to local residents, through improving access to natural outdoor spaces, encouraging physical activity and having benefits for mental wellbeing

Policy NR3 – Trees, Woodlands and Hedgerows

The retention and enhancement of trees and woodland supported under this policy would be likely to result in mental health benefits to local residents.

Policy NR4 – Thames Basin Heaths Special Protection Area

This policy also requires the creation of bespoke SANGs as part of some new developments, which could potentially provide outdoor space with benefits to physical and mental health of residents.

Policy IF2 – Sustainable Transport

This policy encourages travel via walking or cycling, which would be expected to facilitate active and healthy lifestyles.

Policy IF3 – Local Green Space

This policy aims to protect designated Local Green Spaces, which are known to have benefits to physical and mental human health.

Policy IF4 – Open Space

By preserving and enhancing open spaces, this policy would be likely to help ensure new residents have good access to natural and open spaces, providing opportunities for recreation and leisure, including play facilities for children.

Policy IF5 – Rights of Way and Access to the Countryside

The improvement of the local PRoW and cycle network promoted within this policy would help to encourage a healthy lifestyle and travel via walking or cycling rather than personal car use.

Site Proformas AL1, AL2, AL3, AL4, AL5, AL7, AL8, AL9, AL10, AL12, AL13, AL14, AL15, AL16, AL17, AL18, AL19, AL20, AL21, AL22, AL23, AL24, AL25, AL27, AL28, AL29, AL30, AL31, AL33, AL34, AL35, AL36, AL37, AL38, AL39 and AL40

The majority of the site proformas set out requirements for the provision of pedestrian and/or cycle access, which would be expected to help encourage residents to live active lifestyles.

Site Proforma AL25

This site proforma sets out the requirement for development proposals to ensure *“improved connectivity to the PRow network and adjoining green infrastructure site”*.

All Site Proformas

All of the site proformas require development proposals to include green infrastructure, which would be likely to help encourage residents to access to open spaces and live active lifestyles.

Site Proforma AL15

This site proforma sets out the provision of a sports hub, public park and games area, with benefits for physical and mental health.

Site Proformas AL13, AL24 and AL28

These three site proformas include the provision of sports pitches, which would help to encourage physical activity.



Health impact 4: Local Plan policy/ proforma mitigation which could help avoid or reduce impacts that restrict community cohesion (see impact 4, Box 11.1)

Policy SP2 – Climate Change

This policy seeks to ensure that *“future communities can live, work, rest and play in a comfortable and secure environment”*.

Policy HO2 – Housing Mix and Type

This policy supports the development of specialist accommodation for elderly people as well as community-led housing approaches.

Policy HO3 – Affordable Housing

This policy requires *“all development for 10 dwellings gross, or more than 1,000 sqm of residential floorspace, to provide on-site affordable housing”*, which would be expected to ensure that a suitable mix and tenure of residential development is provided to meet the needs of the population.

Policy TR6 – Strengthening the Role of Centres

This policy aims to strengthen the role of centres within the orough, 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.

Policy TR8 – Markets

Markets would be expected to provide opportunities for local shopping, employment and community events.

Policy HE2 – Windsor Castle and Great Park

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.

Policy NR2 – Nature Conservation & Biodiversity

This policy would be likely to result in benefits to local residents, through improving access to natural outdoor spaces, providing opportunities for community cohesion.

Policy NR4 – Thames Basin Heaths Special Protection Area

This policy also requires the creation of bespoke SANGs as part of some new developments, and measures to ensure the continued provision of SANGs to meet future needs throughout the Plan period. This would be expected to provide opportunities to facilitate interactive communities.

Policy IF6 – Community Facilities

This policy would be expected to ensure that existing local services are retained, maintained and enhanced, which would be likely to improve local residents' access to essential services, providing benefits to the local community.

Policy IF7 – Utilities

With improvements to telecommunications in the area under this policy, residents would have a greater opportunity to access essential services from home.

Site Proformas AL1, AL3, AL4, AL5, AL6, AL9, AL13, AL16, AL21, AL24 and AL26

These site proformas include provisions for community facilities, which would be expected to have benefits to the local community.

11.4 Residual effects on human health

- 11.4.1 Residual adverse effects are those that remain after the application of the mitigating policies and proformas within the BLPSV-PC. Many of the policies and proformas would be expected to mitigate and result in positive impacts in relations to community cohesion, healthy lifestyle and access to healthcare facilities. The residual adverse effect which remains relates to the reduction in air quality, with implications for human health. This, and residual positive effects of the BLPSV-PC on human health, are discussed further in **Box 11.3** below.

Box 11.3: Residual effects and recommendations for human health

Residual effects	Further details of the residual effect
Reduction in local air quality with implication for human health	The introduction of 33,606 new residents under the BLPSV-PC would be expected to increase vehicle emissions in the Plan area, with adverse implications for human health, in particular, increasing the risk of respiratory diseases. The policies and site proformas outlined in Box 7.2 would be expected to reduce the likelihood of adverse impact occurring and could potentially help reduce these adverse impacts. However, due to the volume of development proposed, an increase in traffic flows and subsequent reduction of air quality would be expected to have residual adverse effects on human health.

Residual effects	Further details of the residual effect
	<p>Over time, advances in technologies would be expected to help reduce the volume of pollutant released into the atmosphere from vehicles. This may be in the form of increased uptake of electric vehicle use or promoting the use of sustainable transport options rather than personal car use. Advances in legislation, policy and behavioural changes would also be expected to improve local air quality. Strategies implemented through the Local Transport Plan⁹⁹ and AQMA Air Quality Action Plan¹⁰⁰ would complement BLPSV-PC policies. The Clean Air Strategy¹⁰¹ also sets out strategies to reduce emissions. Together, this would be expected to target specific mitigation and reduce air pollution due to development, to some extent.</p> <p>A reduction in air quality in the borough would be expected to be a long-term but reversible impact.</p> <p>Recommendations: It is recommended that traffic flows are monitored on main roads within the borough. This would help indicate any potential harmful reductions in air quality due to increases in vehicular emissions.</p>
Reduced accessibility to NHS hospitals, GP surgeries and leisure centres	<p>Many of the development proposals within the BLPSV-PC would locate new residents in close proximity to healthcare facilities. For the new residents which would be located outside a sustainable distance to a healthcare facility, policies and site proforma information within the BLPSV-PC would be anticipated to improve residents' accessibility to healthcare facilities via sustainable transport options, including frequent bus services and improved pedestrian and cycle networks.</p>
Encouraging active and healthy lifestyles	<p>The BLPSV-PC contains numerous policies and site proformas which aim to improve the local pedestrian and cycle networks, to encourage residents to reduce reliance on personal car use. This would be expected to encourage residents to participate in physical exercise. The increased provision of open space and green infrastructure within the borough would be expected to help facilitate healthy and active lifestyles. This would be expected to increase residents' access to outdoor space for physical exercise, as well as access to natural habitats, which are known to have mental health and wellbeing benefits.</p>
Community Cohesion	<p>The site allocations and policies within the BLPSV-PC would be likely to increase the provision of community facilities within the Plan area. This would be expected to help facilitate vibrant and interactive communities, and lead to a greater sense of place within settlements. In turn, this would be likely to have benefits to the local economy.</p>

⁹⁹ RBWM Council (2012) Local Transport Plan 2012 – 2026. Available at: https://www3.rbwm.gov.uk/downloads/download/90/local_transport_plan_documents [Date Accessed: 11/10/19]

¹⁰⁰ RBWM Council (2015) Air Quality Action Plan – update for The Royal Borough of Windsor and Maidenhead. Available at: https://www3.rbwm.gov.uk/downloads/download/358/air_quality [Date Accessed: 11/10/19]

¹⁰¹ DEFRA (2019) Clean Air Strategy 2019. Available at: <https://www.gov.uk/government/publications/clean-air-strategy-2019> [Date Accessed: 11/10/19]

12 Landscape

12.1 Baseline

12.1.1 Landscape is described as comprising natural, cultural, social, aesthetic and perceptual elements. This includes flora, fauna, soils, land use, settlement, sight, smells and sound¹⁰². The Plan area is predominantly rural in character, with some larger settlements and urbanising influences.

12.1.2 The Chiltern Hills AONB, a nationally protected landscape, is located to the north west of the borough. The Chilterns AONB extends to 324 square miles of countryside, stretching from the River Thames in southern Oxfordshire up through Buckinghamshire and Bedfordshire to Hitchin in Hertfordshire. It is one of 38 AONBs in England and Wales, which belong to the same family as National Parks. Its designation as an AONB in 1965 recognised that the Chiltern Hills contain some of the finest landscapes in the country which are worthy of protection at the highest level. Although any proposed development within the borough would not coincide with this nationally designated landscape, development could potentially result in long-term adverse impacts on the setting of this AONB.

12.1.3 No local landscape designations have been identified, instead a landscape character approach has been taken. The Landscape Character Assessment of the borough¹⁰³ suggests that the pressure for housing development is a key issue with regards to protecting the landscape. The LCA records the borough as having 32 different landscape areas. The degree to which these areas are sensitive and have a capacity for change varies.

12.1.4 There are no National, Regional or County Parks within the Plan area. The Thames Path National Trail passes through the borough to the south east and follows the borough's northern boundary.

¹⁰² Natural England (2014) An Approach to Landscape Character Assessment. Available at: <https://www.gov.uk/government/publications/landscape-character-assessments-identify-and-describe-landscape-types> [Date Accessed: 13/03/19]

¹⁰³ LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead. Available at: <http://consult.rbwm.gov.uk/file/4861318> [Date Accessed: 30/09/19]

12.1.5 The issue of landscape was considered under SA Objective 5 ‘Landscape quality’, which aims to conserve, enhance and manage the character and appearance of the landscape and townscape whilst maintaining and strengthening its distinctiveness.

12.2 Impacts on landscape

12.2.1 **Box 12.1** presents a plan-wide summary of the adverse impacts on landscape that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 12.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on landscape. Where mitigating policies or proformas are silent, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 12.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

Box 12.1: Summary of identified impacts on landscape

1	<p>Alteration of the landscape character</p> <p>Development proposals within the BLPSV-PC could potentially result in the loss of ‘sense of place’ and have adverse impacts in the landscape character of the sites and their surroundings. The introduction of built form which does not compliment and respect the local distinctive character of existing landscapes and settlements would be likely to result in adverse impacts on the local landscape character. Some development proposals could potentially result in the loss of locally important landscape features, such as trees, hedgerows and walls.</p>
2	<p>Alteration of views</p> <p>Some development proposals within the BLPSV-PC could potentially adversely impact views experienced towards or from sensitive landscape and locations such as the River Thames National Trail. Views experienced from users of the local Public Right of Way (PRoW) network and from local residential properties could also be altered following the proposed development within the BLPSV-PC.</p>
3	<p>Increase in urban sprawl</p> <p>Twelve site allocations within the BLPSV-PC are located on previously undeveloped land. The proposed development at these sites would be likely to result in the urbanisation of the countryside, with settlement boundaries extending into the open countryside of RBWM.</p>

Box 12.1: Summary of identified impacts on landscape

This urban sprawl could potentially have adverse impacts on the landscape character of the borough.

Loss of tranquillity

4

Tranquillity is considered to be a significant asset of landscape. Common themes in regard to tranquillity include the association with nature and access to the countryside. Increased light pollution and consequently impacts on Dark Skies¹⁰⁴ may arise as a consequence of the development proposed in the Plan. Darkness at night is one of the key characteristics of rural areas and it represents a major difference between what is rural and what is urban. Reductions in tranquillity are likely as a result of some development proposals. The introduction of both noise and night time lighting is likely to reduce tranquillity at these locations.

12.3 Local Plan mitigation

12.3.1 The BLPSV-PC focuses development within urban areas and on previously developed land. However, to meet the identified housing requirements, a proportion of growth within the Plan is located on previously undeveloped land. This includes land formerly included in the Metropolitan Green Belt.

12.3.2 Policies and site proformas within the BLPSV-PC aim to protect and, where appropriate, enhance the local character and distinctiveness of landscape in the Plan area. These policies and proformas are discussed in **Box 12.2**.

Box 12.2: Local Plan policy/ proforma mitigation for identified landscape impacts**Landscape impact 1: Local Plan policy/ proforma mitigation which could help avoid or reduce impacts that alter landscape character (see impact 1, Box 12.1)****Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead**

This policy limits growth within Windsor, aiming to “*enhance the quality of the built environment*”.

Policy SP2 – Climate Change

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 landscape character in the local area.

¹⁰⁴ Campaign to Protect Rural England (no date) NightBlight: Reclaiming our dark skies. Available at: https://www.nightblight.cpre.org.uk/?gclid=Cj0KCQjwn8_mBRCLARIsAKxiOGKSp30whEredoviY2COBQZyTOScw_AHFipqf8-mqXSnrCREne3FYgaAhdVEALw_wcB [Date Accessed: 01/10/19]

Policy QP1 – Sustainability and Placemaking

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”*.

Policy QP2 – Green and Blue Infrastructure

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.

Policy QP3 – Character and Design of New Development

This policy would be likely to help integrate new development into the surrounding landscape and townscape through the requirement for new development to *“respect and enhance the local, natural or historic character of the environment”*. In addition, the policy ensures new development *“retains important local views of historic buildings or features and makes the most of opportunities to improve views wherever possible”* and *“respects and retains existing high-quality townscapes and landscapes and helps create attractive new skylines, townscapes and landscapes”*.

Policy QP4 – River Thames Corridor

This policy would help to ensure all new developments are in-keeping with the landscape character surrounding the River Thames.

Policy VT1 – Visitor Development

This policy aims to ensure development *“contribute[s] positively to the character of the area”*, including rejuvenation of the town centres where possible.

Policy HE2 – Windsor Castle and Great Park

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.

Policy NR1 – Managing Flood Risk and Waterways

This policy would be expected to help enhance the local landscape character through incorporation of green spaces amongst new development

Policy NR2 – Nature Conservation & Biodiversity

Enhanced green infrastructure which would be expected under this policy, would be expected to contribute positively towards the character and attractiveness of the landscape.

Policy EP1 – Environmental Protection

The policy would be likely to help 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.

Site Proformas AL5, AL9, AL11, AL14, AL16, AL17, AL18, AL19, AL22, AL26, AL29, AL30, AL32, AL33, AL34, AL36 and AL37

These site proformas aim to ensure that development proposals are of *“high quality design which supports the character of the area”* which would be likely to help protect the local landscape character.

Site Proformas AL17, AL21 and AL26

These three site proformas aim to ensure development proposals *“provide a series of high quality character areas across the site each with its own identity”*.



Landscape impact 2: Local Plan policy/ proforma mitigation which could help avoid or reduce impacts that alter views (see impact 2, Box 12.1)

Policy QP2 – Green and Blue Infrastructure

The conservation and enhancement of the green and blue infrastructure networks could potentially be used as a tool for screening new development proposals from nearby sensitive receptors, including National Trails and local residents.

Policy QP3 – Character and Design of New Development

This policy requires new development to provide *“high quality soft and hard landscaping where appropriate”* which would be expected to mitigate adverse impacts associated with the alteration of surrounding views.

Policy QP3a - Building Height and Tall Buildings

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 built form and ensure development height does not substantially alter views experienced from sensitive receptors.

Policy QP4 – River Thames Corridor

This policy aims to preserve, and where possible enhance, important views of the River Thames.

Policy NR3 – Trees, Woodlands and Hedgerows

Trees, woodlands and hedgerows are used as a useful tool to help integrate new development into the existing landscape, for example in terms of protecting or enhancing views, or providing visual interest.

Site Proformas AL6, AL13, AL14, AL15, AL16, AL17, AL18, AL19, AL25, AL26, AL27, AL29, AL30, AL33, AL35, AL37 and AL39

These site proformas seek to ensure that development proposals consider and/ or retain important views surrounding the sites.

Site Proforma AL21

The site proforma aims to ensure future developments *“retain the hidden nature of the site in the landscape”*.



Landscape impact 3: Local Plan policy/ proforma mitigation which could help avoid or reduce increased urban sprawl (see impact 3, Box 12.1)

Policy QP3 – Character and Design of New Development

This policy would be likely to help integrate new development into the surrounding landscape and townscape through the requirement for new development to *“respect and enhance the local, natural or historic character of the environment”* and ensures that new development *“respects and retains existing high-quality townscapes and landscapes and helps create attractive new skylines, townscapes and landscapes”*. This could potentially help mitigate the adverse impacts of urbanisation into the surrounding countryside.

Policy QP5 – Green Belt

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.

Site Proformas AL21, AL23, AL24, AL25, AL37 and AL38

These site proformas set out the requirement for development proposals to have *“appropriate edge treatment and transition to the countryside”*, which would be expected to reduce the risk of urban sprawl into the countryside.

Site Proforma AL13

This site proforma ensures that development proposals *“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”*.



Landscape impact 4: Local Plan policy/ proforma mitigation which could help avoid or reduce loss of tranquillity (see impact 4, Box 12.1)

Policy QP2 – Green and Blue Infrastructure

The conservation and enhancement of the green and blue infrastructure networks could potentially provide opportunities to prevent the loss of tranquillity across the Plan area.

Policy QP3 – Character and Design of New Development

This policy helps to ensure that new development *“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”* which would be expected to help prevent the loss of tranquillity in the Plan area.

Policy EP1 – Environmental Protection

The policy aims to ensure that *“residential amenity should not be harmed by reason of noise, smell or other nuisance”*.

Site Proformas AL8, AL12, AL15, AL24 and AL28

These five site proformas aim to ensure development proposals consider lighting to reduce adverse impacts to local tranquillity.

Site Proformas AL4, AL5, AL6, AL7, AL9, AL10, AL11, AL12, AL14, AL15, AL18, AL19, AL20, AL21, AL22, AL25, AL26, AL29, AL30, AL31, AL32, AL36, AL37, AL39 and AL40

These proformas aim to ensure development proposals are considerate to potential adverse impacts of noise which may occur during the construction and occupation of developments.

All Site Proformas

All of the site proformas set out requirements to retain the local ecological network and the provisions of green infrastructure which would be likely to help retain tranquility across the Plan area.

12.4 Residual effects on landscape

12.4.1 The BLPSV-PC sets out numerous policies and information within site proformas which would be expected to help mitigate potential adverse impacts of the proposed development on the local landscape. As the majority of the site allocations are located within the built-up areas of Maidenhead, Windsor and Ascot, adverse impacts on the local landscape would be likely to be limited. Nevertheless, policies and information within the site proformas seek to ensure development proposals respect and enhance the character of the landscape and therefore, no adverse residual effects on the borough's landscape would be expected following the implementation of the BLPSV-PC. Residual effects are discussed in **Box 12.3**.

Box 12.3: Residual effects and recommendations for landscape

Residual effects	Further details of the residual effect
Alteration of the landscape character	The proposed development of 14,240 dwellings could potentially alter the distinctiveness of some surrounding landscapes. The majority of the site allocations are located within the urban settlements of Maidenhead, Windsor and Ascot. Policies and site proformas within the BLPSV-PC help to ensure that all development proposals are in-keeping with the surrounding landscape and respect the local distinctive character. However, 176.5ha of development is will take place on previously undeveloped land, leading to a likely negative alteration to landscape character.
Alteration of views	Policies also help to ensure that future development would not alter important views to and from sensitive landscapes. This would be expected to result in a negligible impact on the landscape character.
Increase in urban sprawl	The need to provide housing and employment in the Plan has led to the proposed allocation of development on greenfield sites at a number of locations within the Plan area. Policies within the BLPSV-PC aim to ensure that development proposals are located in areas which preserve the openness of the land and are appropriate to their surroundings. This would

Residual effects	Further details of the residual effect
	be likely to mitigate the adverse impacts associated within development in the countryside.
Loss of tranquillity	The majority of the proposed development within the BLPSV-PC is located within the urban settlements of Windsor, Maidenhead and Ascot. Development proposals could result in a loss of tranquillity of the surrounding landscape as a consequence of increases in noise and lighting.

13 Population and material assets

13.1 Baseline

13.1.1 ‘Material assets’ covers a variety of built and natural assets which are accounted for in a range of SA Objectives. It is a requirement of Annex 1 (f) of the SEA Directive to consider material assets, although the Directive does not define them. The SA process has considered material assets as the health centres, schools and other essential infrastructure resources required by meet the demands of the local population and development aspirations of the Local Plan.

13.1.2 The 2011 census indicated that the borough is home to 144,560 residents, an 8.2% increase on the 2001 census that recorded 133,626 residents. Rising birth rates and new housing is also driving a rising demand for school places. Statistics show that 80.4% of residents aged between 16 and 64 are economically active, which is more than the national average of 75.4%¹⁰⁵. **Table 13.1** presents the percentage of persons in each employment sector across Windsor and Maidenhead.

Table 13.1: Employment by occupation in Windsor and Maidenhead, South East and England¹⁰⁶

Occupation	Windsor and Maidenhead (%)	South East (%)	England (%)
Managers, Directors and Senior Officials	16.1	12.3	10.9
Professional Occupations	26.0	22.6	20.9
Associate Professional and Technical	21.4	16.2	14.8
Administrative & Secretarial	11.2	10.3	9.9
Skilled Trades Occupations	5.4	9.4	10.1
Caring, Leisure and Other Service Occupations	5.7	8.8	9.0
Sales and Customer Service Occupations	5.6	6.9	7.4
Process Plant & Machine Operatives	2.3	4.7	6.3
Elementary Occupations	5.9	8.7	10.3

¹⁰⁵ Nomis (2018) Labour Market Profile – Windsor and Maidenhead. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157289/report.aspx?town=windsor%20and%20maidenhead#tabempunemp> [Date Accessed: 30/09/19]

¹⁰⁶ Ibid

13.1.3 There is likely to be an increase in population across the Plan area. An increase in population is the basis for many of the identified adverse impacts of the Local Plan, with a larger population requiring more dwellings, better infrastructure and increased facilities capacity. The population projection of Windsor and Maidenhead is presented in **Figure 13.1**. The likely population of the borough is estimated to increase by 10,000 residents by 2041.

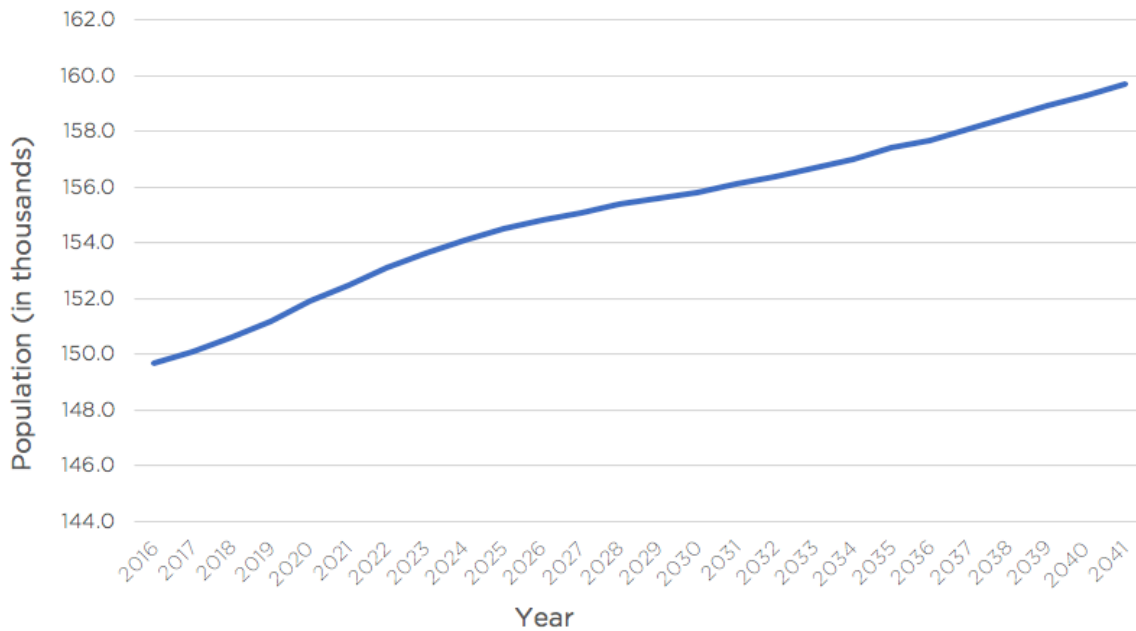


Figure 13.1: Population projection for Windsor and Maidenhead between 2016 and 2041¹⁰⁷

¹⁰⁷ Office for National Statistics (2019) 2016-based subnational population projections for local authorities and high administrative areas in England. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2> [Date Accessed: 30/09/19]

- 13.1.4 High population densities can limit the accessibility of local key services and facilities such as hospitals and supermarkets and green and open spaces such as playgrounds and sports fields. High population densities also influence perceptions of safety, social interactions and community stability¹⁰⁸. Residents are less likely to have access to green spaces in high population density areas but are also less likely to use it than residents in lower density areas, partly because residents in high density areas over-estimate the risk of crime. Careful layout and design are often required in high density areas to help ensure new developments are environmentally sustainable, affordable for residents and well-supported by amenities¹⁰⁹.
- 13.1.5 Exposure to a diverse range of natural habitats is significantly beneficial to physical and mental health and well-being. Good access to green and recreational areas can reduce stress, fatigue, anxiety and depression¹¹⁰. Good access to greenspaces is also associated with healthy foetal growth in pregnant women, higher birth weights, healthy microbiomes in babies and reduced rates of obesity and Type 2 diabetes. Positive impacts of access to the natural environment are particularly significant for lower socio-economic groups.
- 13.1.6 The consideration of 'Population' is a broad matter and has been addressed in SA Objectives 8 'Housing', 10 'Community', 11 'Transport', 12 'Education', 13 'Waste' and 14 'Economy'. The effect of combining the assessment of these objectives, seeks to create places where residents live a higher quality of life for longer, are well educated and have the necessary skills to gain employment and succeed in modern society. Indicators of these objectives include the proximity of sites to schools, accessibility to employment land, proximity to services and amenities.

¹⁰⁸ Dempsey, N., Brown, C. and Bramley, G. (2012) The key to sustainable urban development in UK cities? The influence of density on social sustainability. *Progress in Planning* 77:89-141

¹⁰⁹ Wong, K. S. (2010). Designing for high-density living: High rise, high amenity and high design. In (ed) Ng, E., *Designing High Density Cities for Social and Environmental Sustainability*, London: Earthscan.

¹¹⁰ Houlden, V., Weich, S. and Jarvis, S. (2017) A cross-sectional analysis of green space prevalence and mental wellbeing in England. *BMC Public Health* 17:460

13.2 Impacts on population and material assets

13.2.1 **Box 13.1** presents a plan-wide summary of the adverse impacts on population and material assets that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 13.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on population and material assets. Where mitigating policies or proformas are silent, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 13.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

Box 13.1: Summary of identified impacts on population and material assets

1

Increased pressure on local services and facilities

The proposed development within the BLPSV-PC would be expected to increase population density in some locations of RBWM. This would be likely to place greater pressures on the capacity of services within the Plan area, including schools, GP surgeries, leisure centres and open spaces. This pressure would be likely to be higher in smaller settlements such as Sunningdale, Ascot and Cookham Rise.

2

Reduced access to services and facilities

A small proportion of site allocations would be situated outside of the sustainable distance to essential services, such as healthcare facilities, local convenience stores and the local PRoW or cycle network. Good access to these services is essential to reduce reliance on personal car use, encourage healthy and active lifestyles, and provide accessibility to spaces which could potentially have benefits to mental wellbeing and community cohesion. Approximately 16 of the site allocations are located outside of the sustainable distance to primary and secondary education facilities.

3

Provision of housing to meet local need

The BLPSV-PC proposes the development of at least 14,240 dwellings across the Plan period. This would be expected to meet the locally identified housing need and have a positive impact on the borough's housing stock. The degree to which residents from vulnerable groups, such as those on low incomes and the elderly, would benefit from the increased housing provision would be dependent upon the size, type and tenure of housing provided.

Box 13.1: Summary of identified impacts on population and material assets**4 Provision of employment opportunities**

The BLPSV-PC proposes the development sites for employment floorspace, providing at least 11,200 new employment opportunities. This increase of employment floorspace would be expected to meet the identified local need and have a positive impact on the local economy, as well as the wellbeing of residents. The degree to which residents from vulnerable groups would benefit from increase employment floorspace would be dependent on the use class of the development.

5 Increased household waste generation

The proposed development within the BLPSV-PC would be expected to increase household waste generation within the Plan area. There is little scope for policies within the BLPSV-PC to reduce the volume of waste produced by households, however, adequate and well-located waste and recycling facilities and storage within development would be expected to encourage residents to recycle and have a positive impact on waste storage.

13.3 Local Plan mitigation

13.3.1 The proposed development within the BLPSV-PC aims to meet the identified housing and employment needs of the borough. The spatial strategy for the Local Plan aims to ensure that residents are located in close proximity to essential services and facilities and have adequate access to employment opportunities. Policies and proformas which would be expected to mitigate or enhance the impact of development on the local population and material assets are discussed in **Box 13.2** below.

Box 13.2: Local Plan policy/ proforma mitigation for identified impacts on population and material assets

Population and material assets impact 1: Local Plan policy/ proforma mitigation which could help avoid or reduce Increased pressure on local services and facilities (see impact 1, Box 13.1)

Site Proformas AL1, AL2, AL3, AL4, AL7, AL9, AL10, AL13, AL16, AL18, AL29 and AL33

These twelve site allocations include retail provision, which would be expected to help mitigate the likely increased pressure on local services and facilities.

Site Proforma AL13

This site proforma includes the provision for “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”.

Site Proforma AL16

This site proforma includes the requirement for a *“village square’ on the southern side of the High Street with community/cultural/leisure/retail uses and public open space”*.



Population and material assets impact 2: Local Plan policy/ proforma mitigation which could help avoid or reduce impacts of being located away from easy access to services and facilities (see impact 2, Box 13.1)

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

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 local services and facilities, such as convenience stores, railway stations and schools.

Policy QP1 – Sustainability and Placemaking

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”*. Additionally, in order to promote vibrant and accessible communities, this policy would help to ensure that all new development is considerate of local walking and cycling networks to improve access in local centres.

Policy QP3 – Character and Design of New Development

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. This policy would also 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.

Policy HO1 – Housing Development Sites

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 residents are located within a sustainable distance to local services and facilities, including schools and workplaces and to public transport facilities such as bus stops and railway stations.

Policy HO4 – Gypsies and Travellers

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”*.

Policy HO5 – Loss and Subdivision of Dwellings

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.

Policy ED2 – Protected Employment Sites

This policy seeks to maintain or upgrade existing employment sites *“subject to the provision of appropriate infrastructure and safe access”*

Policy ED4 – Farm Diversification

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”*.

Policy TR1 – Hierarchy of Centres

This policy aims to support and strengthen 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.

Policy VT1 – Visitor Development

This policy could potentially help to ensure that visitor developments are accessible via walking, cycling and public transport routes.

Policy EP2 – Air Pollution

This policy would be expected to encourage the use of sustainable transport methods and electric car charging points in order to minimise reliance on personal car use.

Policy IF1 – Infrastructure and Developer Contributions

Suitable supporting infrastructure would be provided under this policy, through on-site provision or funding including via the Community Infrastructure Levy (CIL). This would be expected to include a range of infrastructure including road transport, leisure and healthcare facilities and schools.

Policy IF5 – Rights of Way and Access to the Countryside

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”*.

Policy IF6 – Community Facilities

This policy would be expected to ensure that existing local services are retained, maintained and enhanced, which would be likely to improve local residents’ access to essential services, providing benefits to the local community.

Policy IF7 – Utilities

With improvements to telecommunications in the area under this policy, residents would have a greater access to internet-based services from home and would be likely to enhance opportunities for home-working.

Site Proformas AL1, AL2, AL3, AL4, AL5, AL7, AL8, AL9, AL10, AL12, AL13, AL14, AL15, AL16, AL17, AL18, AL20, AL21, AL22, AL24, AL25, AL26, AL28, AL29, AL33, AL35, AL36, AL37, AL39 and AL40

These site proformas all require development proposals to incorporate improvements to the local public transport network, which would be expected to help improve access to local services and facilities.

Site Proforma AL11

This site proforma aims to ensure future developments “provide adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures”.

Site Proformas AL1, AL2, AL3, AL4, AL5, AL7, AL8, AL9, AL10, AL12, AL13, AL14, AL15, AL16, AL17, AL18, AL19, AL20, AL21, AL22, AL23, AL24, AL25, AL27, AL28, AL29, AL30, AL31, AL33, AL34, AL35, AL36, AL37, AL38, AL39 and AL40

These site proformas specify that development proposals should consider improvements to the local pedestrian and cycle networks, which would be expected to help improve access to local services.



Population and material assets impact 3: Local Plan policy/ proforma mitigation which could help avoid or reduce the risk of not providing the right mix of housing for residents in the borough (see impact 3, Box 13.1)

Policy HO1 – Housing Development Sites

This policy states that “the Borough Local Plan will provide for at least 14,240 new dwellings in the plan period up to 2033”. This would be expected to satisfy the identified local housing need.

Policy HO2 – Housing Mix and Type

The policy requires residential developments to “contribute to meeting the needs of current and projected households” and “provide an appropriate mix of dwelling types and sizes”.

Policy HO3 – Affordable Housing

This policy requires “all development for 10 dwellings gross, or more than 1,000 sqm of residential floorspace, to provide on-site affordable housing”, which would be expected to ensure that a suitable mix and tenure of residential development is provided to meet the needs of the population.

Policy HO5 – Loss and Subdivision of Dwellings

Through the subdivision of dwellings to provide additional accommodation, and resisting the loss of residential development, this policy would be expected to encourage a net gain of housing across the Plan area.

Site Proformas AL1, AL2, AL3, AL4, AL5, AL6, AL7, AL9, AL10, AL12, AL13, AL16, AL17, AL18, AL19, AL20, AL21, AL22, AL23, AL24, AL25, AL26, AL29, AL30, AL31, AL32, AL33, AL34, AL35, AL36, AL37, AL38, AL39 and AL40

These sites are proposed for housing development and would therefore be expected to have a positive impact on the housing provision in the borough.



Population and material assets impact 4: Local Plan policy/ proforma mitigation which could help avoid or reduce the risk of not providing enough employment opportunities for the skills profile of residents in the borough (see impact 4, Box 13.1)

Policy ED1 – Economic Development

This policy aims to provide 11,200 additional jobs within the borough, which would be expected to meet local employment needs throughout the Plan area and encouraging economic growth.

Policy ED2 – Protected Employment Sites

This policy 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.

Policy ED3 – Other Sites and Loss of Employment Floorspace

Policy ED3 seeks to ensure that development proposals do not result in a loss of employment floorspace, unless it has been demonstrated that it would not adversely impact the local economy.

Policy ED4 – Farm Diversification

This policy would be likely to enhance the rural economy within the Plan area and provide additional employment opportunities.

Policy TR1 – Hierarchy of Centres

This policy would be likely to support growth of key employment areas across the Plan area.

Policy VT1 – Visitor Development

Through supporting visitor related development, this policy would be expected to boost tourism and subsequently provide local employment opportunities.

Policy IF7 – Utilities

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.

Site Proformas AL1, AL2, AL3, AL4, AL7, AL8, AL9, AL10, AL11, AL13, AL14, AL15, AL16, AL18, AL20, AL21, AL25, AL29 and AL33

These site allocations are proposed for employment floorspace, which would be expected to increase the provision of employment opportunities across the Plan area.



Population and material assets impact 5: Local Plan policy/ proforma mitigation which could help avoid or reduce increased household waste generation (see impact 5, Box 13.1)

Policy QP3 – Character and Design of New Development

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.

Policy HO5 – Loss and Subdivision of Dwellings

This policy aims to ensure subdivided development has suitable space for refuse and recycling.

Site Proforma AL13

This site proforma seeks to ensure that development proposals at this location provide local recycling facilities.

Site Proforma AL17

This site proforma aims to “address the loss of the existing waste uses on the site”.

13.4 Residual effects on population and material assets

- 13.4.1 Residual effects are those that remain after the application of the BLPSV-PC mitigating policies and site proformas. Many of the policies and site proformas would be expected to have positive residual effects in relation to population, in particular for housing and employment floorspace provision. A residual adverse effect in relation to material assets would be likely to be the expected increase in household waste generation over the Plan period. Residual effects in relation to population and material assets are discussed further in **Box 13.3**.

Box 13.3: Residual effects and recommendations for population and material assets

Residual effects	Further details of the residual effect
Increased demand on local services and facilities	The Plan is expected to have a negligible residual effect on increased demand for services and facilities. Several of the site allocation are located outside a sustainable distance to local services such as a convenience store or school. Some of the site allocation within the BLPSV-PC are proposed the development of community services, which may help mitigate the increased demand on existing services. In addition, the BLPSV-PC aims to improve sustainable transport options throughout the borough, and therefore, provide greater opportunities for residents to access services around RBWM. This would be anticipated to mitigate the increase demand on services.
Reduced access to services and facilities	The Plan is expected to have a minor positive residual effect on access to services and facilities. Policies and site proforma information within the BLPSV-PC would be anticipated to help improve residents’ accessibility via sustainable transport options, including frequent bus services and improved pedestrian and cycle networks. This would be likely to help improve access to existing local services and facilities for new and current residents.
Provision of housing to meet local need	The proposed development of 14,240 dwellings across the Plan area would be expected to make a positive contribution towards meeting the identified local housing need. Policies within the BLPSV-PC would be expected to ensure that residential developments meet the needs of the local community, including affordable housing and gypsy and traveller accommodation.

Residual effects	Further details of the residual effect
Provision of employment opportunities	<p>The proposed development of 11,200 new employment opportunities through development allocations within the BLPSV-PC would be expected to make a positive contribution to meeting the employment needs of residents. Policies within the BLPSV-PC help to ensure that a range of types and sizes of employment land are available. This would be expected to have benefits to the local economy.</p>
Increased household waste generation	<p>It is difficult for the BLPSV-PC to specifically reduce waste generation within the Plan area. The introduction of 33,606 new residents would be expected to increase waste production, regardless of recycling rates in the borough. Behavioural changes would be required to reduce waste generation, which can only be encouraged through the influence Local Plan policies. Policies and Site Proforma AL13 (Desborough) within the BLPSV-PC aim to ensure developments provide suitable waste storage methods and recycling facilities to encourage recycling. In accordance with the NPPF, development proposals are required to “<i>minimise waste</i>” and make sufficient provision for “<i>waste management</i>”, which would be expected to ensure the construction phase of development takes into consideration waste generation and uses recycled material where appropriate. The Central and Eastern Berkshire Joint Minerals and Waste Plan¹¹¹ will aim to efficiently manage waste within the borough.</p> <p>Recommendations: It is recommended that household waste generation is monitored, including the volume of waste recycled or disposed of improperly.</p>

¹¹¹ Central and eastern Berkshire Authorities (no date) Joint Minerals and Waste Plan. Available at: <https://www.hants.gov.uk/landplanningandenvironment/berksconsult> [Date Accessed: 14/10/19]

14 Soil

14.1 Baseline

14.1.1 Soil is an essential and non-renewable resource that provides a wide range of ecosystem services. It filters air, stores and cycles water and nutrients, decomposes and cycles organic matter, supports plant growth and provides medicines¹¹². Soil is also one of the most important natural carbon sinks globally and its protection is vital in efforts to mitigate anthropogenic climate change. It can reduce flood risk, alleviate flood damage and improve local water and air quality to the benefit of ecosystem and human health.

14.1.2 For development to be sustainable, decision makers must make best efforts to conserve soil resources. Development such as that proposed in the Local Plan can potentially adversely impact soil stocks, such as by direct loss of soil (e.g. excavation during construction), contamination, increased erosion, breakdown of structure and loss of nutrients. In recent years, soils in the UK have rapidly degraded, predominantly due to intensive agricultural production and industrial pollution. The UK's soil continues to face three main threats, each of which will be exacerbated by climate change¹¹³:

- Soil erosion by wind and rain (it is estimated that the UK loses 2.2 million tonnes of topsoil every year due to wind and water erosion);
- Compaction; and
- Organic matter decline.

14.1.3 Construction on land has the potential to exacerbate compaction of soils and the decline in organic matter, whilst all three of the above threats are expected to be exacerbated by climate change.

¹¹² Food and Agriculture Organization of the United Nations (2019) Soil ecosystem services. Available at: <http://www.fao.org/agriculture/crops/thematic-sitemap/theme/spi/soil-biodiversity/soil-ecosystems-services/en/> [Date Accessed: 30/09/19]

¹¹³ Defra (2009) Safeguarding our soils – A strategy for England. Available at: <https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england> [Date Accessed: 30/09/19]

- 14.1.4 Soils vary across the Plan area, with soils in the centre of the borough characterised by impeded drainage, moderate fertility and suitable for seasonally wet pastures and woodland, the north of the borough described as freely draining, of high fertility and suitable for base-rich pastures and deciduous woodland, and in the south of the borough soils are described as naturally wet, of very low fertility and suitable for mixed dry and wet lowland heath communities¹¹⁴.
- 14.1.5 The significant majority of soil in the Plan area is Grade 3 Agricultural Land Classification (ALC), some of which could potentially be Grade 3a (i.e. some of the Best and Most Versatile soils). Grade 2 ALC land is present in the Plan area to the north west, with the south of the borough being of predominantly non-agricultural land.
- 14.1.6 The issue of soil was taken into consideration under two SA Objectives; SA Objective 4 'Biodiversity and geodiversity', which seeks to conserve and enhance the borough's geodiversity and SA Objective 7 'Use of resources', which seeks to protect, conserve and ensure efficient use of the borough's natural resources.

14.2 Impacts on soil

- 14.2.1 **Box 14.1** presents a plan-wide summary of the adverse impacts on soil that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 14.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on soil. Where mitigating policies or proformas are silent on matters relating to soils, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 14.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

¹¹⁴ Cranfield Soil and Agrifood Institute (no date) Soilscales. Available at: <http://www.landis.org.uk/soilscales/> [Date Accessed: 30/09/19]

Box 14.1: Summary of identified impacts on soil

1	<p>Loss of soil resources</p> <p>The BLPSV-PC proposes the development of at least 14,240 dwellings across the Plan area, approximately 176.5ha of which would be expected to be on previously undeveloped land. The development of new buildings on previously undeveloped land would be expected to result in a direct loss of soil resource, with little or no scope for mitigation.</p>
2	<p>Loss of best and most versatile (BMV) land</p> <p>BMV land is defined through the Agricultural Land Classification system as Grades 1, 2 and 3a (soil which is most flexible, productive and efficient in response to inputs and which can best deliver food and non-food crops for future generations). Sites AL21, AL24, AL27, AL36, AL37, AL38 and AL39 are located on Grade 1, 2 or 3a land.</p>
3	<p>Ecosystem Services</p> <p>Soil provides a range of essential services to the local area, including nutrient cycling, abating flood risk, filtering water, filtering air, carbon storage and providing the basis for vegetation to flourish. In order for soil to continue providing each service, careful consideration should be given to its structure and stability. Where construction occurs, soil could potentially be compacted by heavy vehicles on-site. During the occupation or operation phase of development, soil, in some circumstances, could potentially be paved over, become subject to increased footfall or be subject to increased volumes of fertilisers and other chemicals.</p>
4	<p>Reduced accessibility to Mineral Safeguarding Areas</p> <p>There are considerable volumes of sand and gravel resources located within the borough. Development which coincides with these areas could potentially restrict extraction, having adverse impacts on local soil resources and the local economy. Approximately 3ha or more of Sites AL13, AL20, AL21, AL24, AL26, AL35, AL37, AL39 and AL40 are coincident with an identified MSA.</p>

14.3 Local Plan mitigation

- 14.3.1 The BLPSV-PC considers soil as an import local resource. Many policies and site proformas within the BLPSV-PC aim to prevent the unnecessary loss of soil and BMV land. These policies and proformas are discussed in **Box 14.2**.

Box 14.2: Local Plan policy/ proforma mitigation for identified impacts on soil

Soil impact 1: Local Plan policy/ proforma mitigation which could help avoid or reduce loss of soil resources (see impact 1, Box 14.1)

Policy SP1 – Spatial Strategy for the Royal Borough of Windsor and Maidenhead

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.

Policy QP1a – Maidenhead Town Centre Strategic Placemaking Area

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.

Policy QP5 – Green Belt

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.

Policy HO5 – Loss and Subdivision of Dwellings

Development proposals for the subdivision of dwellings would be permitted under this policy, which would be expected to reduce the volume of previously undeveloped land built on across the Plan area.

Policy ED1 – Economic Development

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.

Policy ED2 – Protected Employment Sites

This policy promotes development located within existing identified employment sites, including the redevelopment or intensification of premises, which could potentially help direct new development towards previously developed land.

Policy ED4 – Farm Diversification

The policy states that proposals for farm diversification would be permitted if *“the proposal should re-use or adapt any existing farm buildings which are suitable”*. This policy therefore promotes development on brownfield sites.

Policy TR1 – Hierarchy of Centres

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.

Site Proformas AL1, AL2, AL3, AL4, AL5, AL6, AL7, AL9, AL10, AL12, AL15, AL16, AL17, AL18, AL19, AL20, AL22, AL27, AL28, AL29, AL30, AL31, AL32, AL33, AL34 and AL35.

These sites are located on previously developed land. This would be likely to help reduce the quantity of development which would be expected to result in the loss of soil resources.



Soil impact 2: Local Plan policy/ proforma mitigation which could help avoid or reduce of BMV land (see impact 2, Box 14.1)

Policy QP5 – Green Belt

The policy states that “proposals should not result in the irreversible loss of best and most versatile agricultural land”.

Site Proformas AL21, AL24, AL26, AL37, AL38 and AL39

These proformas seek to “conserve the best and most versatile soils on the site as far as possible” through ensuring “food production can continue through the provision of allotments or community gardens/orchards” or “on-site open space”.



Soil impact 3: Local Plan policy/ proforma mitigation which could help avoid or reduce loss of ecosystem services (see impact 3, Box 14.1)

Policy NR2 – Nature Conservation & Biodiversity

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.

Policy NR3 – Trees, Woodlands and Hedgerows

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.

All Site Proformas

All site proformas aim to ensure the retention of the local ecological network or enhancement of green infrastructure, which would be expected to help improve ecosystem services.

Site Proformas AL1, AL15, AL20 and AL27

These proformas seek to enhance vegetation, in particular trees, on site, which would be expected to help protect some of the local soil ecosystem services.

Site Proformas AL13, AL20, AL21, AL24, AL26, AL35, AL37, AL39 and AL40

These site proformas state that “a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource will need to be undertaken”. This would be likely to mitigate potential adverse impacts due to development within MSAs.

14.4 Residual effects on soil

- 14.4.1 Policies and site proformas within the BLPSV-PC seek to mitigate some of the adverse impacts identified. Overall, the BLPSV-PC aims to reduce the quantity of soil lost to development, primarily through focusing development to areas of previously developed land. However, some site allocations are situated on previously undeveloped land. The policies and site proformas within the BLPSV-PC cannot fully mitigate the adverse impacts of development on ecologically and agriculturally important soils. **Box 14.3** sets out the residual adverse effects of the BLPSV-PC on soil, and any recommendations which could potentially further mitigate these impacts.

Box 14.3: Residual effects and recommendations for soil

Residual effects	Further details of the residual effect
Loss of soil resources, including BMV land	<p>Policies and proformas within the BLPSV-PC aim to reduce the volume of soil resources lost due to development. This primarily focuses on the provision of allotments in areas of BMV land and by prioritising development on previously developed sites. The loss of permeable soils could potentially increase the risk of flooding and result in a loss of biodiversity across the Plan area. Loss of soil can also result in an increase in soil erosion and have subsequent impacts on air quality and agricultural yield.</p> <p>The loss of 176.5ha of soil, including BMV land, would be expected to be a permanent and irreversible impact.</p> <p>Recommendations: It is recommended that the volume of soil and BMV land lost to development is monitored.</p>
Ecosystem services	<p>The BLPSV-PC does not explicitly refer to the impact of development on ecosystem services. Paragraph 170(b) of the NPPF requires planning policies and decisions to enhance the natural environment by “<i>recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services</i>”. Policies within the BLPSV-PC aim to increase provision of green infrastructure across the Plan area, however, the proposed development would be expected to reduce the ability of the local soil biome to effectively provide ecosystem services.</p> <p>The loss of ecosystem services would be likely to be a long-term but reversible impact.</p> <p>Recommendations: It is recommended that the loss of soil is monitored and subsequent impacts on local biodiversity evaluated.</p>

15 Water

15.1 Baseline

15.1.1 With the River Thames running along the borough's northern perimeter, the issue of flooding in the Royal Borough of Windsor and Maidenhead is a key matter for consideration.

15.1.2 The occurrence of extreme weather events is likely to increase in the near future due to the changing climate. In the UK, the rising risk of fluvial and pluvial (surface water) flooding is of primary concern. In 2009 the EA estimated 2.4 million properties in England were susceptible to fluvial and/or coastal flooding, whilst 3.8 million properties in England were susceptible to pluvial flooding. A complex network of waterways course through the Plan area. Associated with these waterways are differing extents of fluvial and pluvial flood risk.

15.1.3 Vegetation cover helps to reduce runoff, slowing the flow of surface water and reducing the risk of flooding. Some sites proposed in the Local Plan would be likely to result in a net loss in vegetation cover (i.e. those comprising previously undeveloped land), and as such may compromise flood risk in some locations.

15.1.4 The Queen Mother Reservoir is located in the east of the borough and covers 192 hectares and is one of the largest areas of inland water in southern England. Water from the reservoir is used to supply tap water to London and elsewhere.

- 15.1.5 The borough's water is supplied by the Thames catchment area. Over the past 12 months the Thames area has experienced notably low rainfall. For example, in April 2019 the Thames area received 27mm of rainfall, representing 54% of the long-term average. Following a month of below average rainfall, river flow declines across the area as well as a decline in groundwater levels¹¹⁵. The Plan area is identified as being under serious water stress¹¹⁶, new developments within the Plan area will increase demand of an already stressed resource.
- 15.1.6 The majority of the borough is located within the Thames Lower water operational catchment¹¹⁷. Of the 17 waterbodies within this catchment, many are not achieving good status in terms of water quality due to agriculture and rural land management, transport and the water industry.
- 15.1.7 Source Protection Zones (SPZs) for groundwater are defined as wells, boreholes and springs used for public drinking supply. These zones highlight the risk of contamination from activities that may cause pollution in the area¹¹⁸. The majority of the Plan area is located within SPZ I, II or III.
- 15.1.8 Water has been taken into account under SA Objective 2 'Water and flooding' which seeks to reduce water consumption, prevent the reduction in water quality and reduce the number of people at risk of fluvial and pluvial flooding.

¹¹⁵ EA (2019) Monthly water situation report. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/800886/Thames_Water_Situation_Report_April_2019.pdf [Date Accessed: 30/09/19]

¹¹⁶ EA (2013) Water stressed areas – final classification, July 2013, developed by the Environment Agency and Natural Resources Wales. The new methodology identifies areas of serious water stress where:

- (a) The current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand; or
- (b) The future household demand for water is likely to be a high proportion of the effective rainfall available to meet that demand.

¹¹⁷ EA (2019) Catchment Data Explorer: Maidenhead and Sunbury. Available at: <https://environment.data.gov.uk/catchment-planning/ManagementCatchment/3054> [Date Accessed: 30/09/19]

¹¹⁸ EA (2009) Groundwater Source Protection Zones – Review of Methods. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/290724/scho0309bpsf-e-e.pdf [Date Accessed: 30/09/19]

15.2 Impacts on water

15.2.1 **Box 15.1** presents a plan-wide summary of the adverse impacts on water that have been identified through the SA process. These adverse impacts are those identified prior to mitigation considerations. **Box 15.2** lists the policies and site proforma information within the BLPSV-PC which would be likely to mitigate, either fully or partially, some of the identified adverse impacts on water. Where mitigating policies or proformas are silent, or the contents of the BLPSV-PC only partially mitigates the adverse impacts, a residual adverse effect is identified. **Box 15.3** explores the nature of these residual effects and, where applicable, provides further recommendations for mitigation or enhancement.

Box 15.1: Summary of identified impacts on water

Fluvial Flood Risk

1

The majority of sites are located in Flood Zone 1, however, eight sites in the BLPSV-PC partially coincide with Flood Zones 2, 3a and 3b (AL4, AL9, AL10, AL14, AL25, AL26, AL39 and AL40). Any proposed development within Flood Zones 2, 3a or 3b could potentially increase the risk of flooding, resulting in damage to properties and implications for human health and safety in the immediate area. Development within Flood Zones 2, 3a and 3b would also be likely to exacerbate flood risk in the surrounding areas.

Pluvial Flood Risk

2

Approximately half of the allocated sites in the BLPSV-PC are located in areas determined to be at low, medium and high risk of pluvial (surface water) flooding. Any proposed development in areas of pluvial flood risk could potentially locate site end users in areas at risk of flooding, with safety implications, and further exacerbate flood risk in the surrounding areas.

Reduction in water quality

3

Approximately 176.5ha of development proposed within the BLPSV-PC is located on previously undeveloped land. The construction and occupation of these developments would be likely to increase the risk of contamination and pollution of waterways, primarily due to the potential loss of soil and potential disruption to the groundwater sources. Site allocations that are located in close proximity to local watercourses could potentially increase the risk of decreasing local water quality.

The majority of the Plan area is within a groundwater Source Protection Zone (SPZ). These zones indicate the potential risks of different types of development for groundwater quality. With the majority of development in the BLPSV-PC being proposed at a location within an

Box 15.1: Summary of identified impacts on water

SPZ, there could potentially be an overall increase in the risk of groundwater contamination or pollution in the Plan area.

4 Increased water demand

The proposed development of 14,240 dwellings within the BLPSV-PC would be expected to increase the local population, and subsequently, increase water demand within the borough. It is uncertain the extent to which demand per capita will change over the Plan period, however, development proposed in the BLPSV-PC has the potential to increase total water consumption in some locations.


5 Impact on ecosystem services

Water provides a range of essential ecosystem services, including drinking water, filtering water pollutants, providing the basis for vegetation to flourish, mental and physical wellbeing, and supporting biodiversity. In order for water to continue providing each service, careful consideration should be given to development proposals which could potentially have an adverse impact on water supply and quality.

15.3 Local Plan mitigation

15.3.1 Policies and site proformas within the BLPSV-PC aim to reduce flood risk, prevent the decrease of water quality and improve water efficiency in new developments within the Plan area. The provision of green infrastructure would be expected to slow infiltration and help alleviate flood risk to some extent. The policies and proforma information are discussed in detail in **Box 15.2**.

Box 15.2: Local Plan policy/ proforma mitigation for identified impacts on water



Water impact 1 and 2: Local Plan policy/ proforma mitigation which could help avoid or reduce fluvial and pluvial flood risk (see impact 1 and 2, Box 15.1)

Policy QP1 – Sustainability and Placemaking

The policy aims to enhance green and blue infrastructure, which 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.

Policy SP2 – Climate Change

The increased planting of vegetation associated with new developments could potentially have a beneficial impact on flood risk by reducing water runoff rates. 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.

Policy QP2 – Green and Blue Infrastructure

Green infrastructure would also be expected to help reduce water runoff rates and as such, reduce the risk of both fluvial and pluvial flooding. This policy promotes the use of SUDs, which, alongside the requirements of the NPPF and PPG, would be expected to have a beneficial impact on local surface water flooding issues.

Policy HO4 – Gypsies and Travellers

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”*.

Policy NR1 – Managing Flood Risk and Waterways

This policy would be expected to ensure that flood risk assessments are carried out where required, in accordance with national planning policy, in order to direct development proposals away from areas at risk of fluvial or pluvial flooding. 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.

Policy NR2 – Nature Conservation & Biodiversity

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.

Site Proformas AL2, AL4, AL5, AL7, AL9, AL10, AL11, AL14, AL15, AL16 and AL36

These site proformas help to ensure that development proposals at these locations *“address surface water flooding”*.

Site Proforma AL14

This site is partially located within Flood Zones 2 and 3. This site proforma ensures that future development *“address fluvial flooding issues, including directing development away from Flood Zone 3b areas which are located to the north and west of the site”*.

Site Proforma AL28

This proforma helps to ensure that *“as site is in Flood Zones 2, 3a and 3b, flood attenuation areas should be provided as a defensible buffer for proposed development”*.

Site Proforma AL9

A proportion of this site is coincident with Flood Zones 2 and 3. This site proforma aims to ensure that development proposals on site *“direct development away from areas at highest risk of flooding on eastern part of site”*.

Site Proforma AL15

This site is partially located within Flood Zones 2 and 3. The proforma seeks to ensure development proposals *“avoid built development in areas subject to flooding”*.

Site Proforma AL26

Site AL26 partially coincides with Flood Zone 2. This site proforma aims to ensure development proposals *“achieve flood risk betterment on site by incorporating appropriate flood risk reduction measures”*.

Site Proformas AL30 and AL40

Both of these site allocations are partially located on land at risk of fluvial flooding. The site proformas ensure that development only occurs on land within Flood Zone 1.

Site Proforma AL27

This site is proposed for a Strategic Green Infrastructure location. The retention and enhancement of green infrastructure would be likely to have benefits to flood attenuation in the local area.

Site Proforma AL39

This proforma aims to ensure that development proposals *“integrate SUDS and other flood alleviation measures to mitigate flood risk throughout the site”*.



Water impact 3: Local Plan policy/ proforma mitigation which could help avoid or reduce degradation of water quality (see impact 3, Box 15.1)

Policy QP4 – River Thames Corridor

This policy would be expected to help prevent the reduction in water quality to some extent, as the policy requires an eight-metre zone on either side of the river Thames to be left undeveloped, helping prevent contamination of the river.

Policy EP5 – Contaminated Land and Water

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.

Site Proforma AL37

This site proforma ensures that future development has *“due regard to water source protection”*.

Site Proformas AL4, AL5, AL7, AL9, AL10, AL11 and AL14

These site proformas seek to *“address ... groundwater source protection zone issues”*.



Water impact 4: Local Plan policy/ proforma mitigation which could help avoid or reduce increased demand for water (see impact 4, Box 15.1)

Policy IF7 – Utilities

This policy would help to ensure that water treatment works within the Plan area have sufficient capacity to deal with any increase in demand that arises from development proposed in the Plan.

Site Proforma AL32

This site proforma states that development proposals should *“provide local waste water and surface water infrastructure upgrades”*.

Site Proformas AL4, AL5, AL9, AL10, AL14, AL16 and AL25

These seven site proformas seek to *“provide waste water drainage infrastructure”* which would be likely to address network capacity issues.



Water impact 5: Local Plan policy/ proforma mitigation which could help avoid or reduce loss of ecosystem services (see impact 5, Box 15.1)

Policy QP2 – Green and Blue Infrastructure

Improvements to the quality and quantity of the borough’s blue infrastructure network would be likely to enhance natural water storage and flow functions.

Policy NR2 – Nature Conservation & Biodiversity

This policy aims to ensure development proposals *“avoid the loss of biodiversity and the fragmentation of existing habitats, and enhance green corridors and networks”*, which includes aquatic ecosystems.

Policy EP1 – Environmental Protection

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)”*.

Site Proforma AL27

This site proforma states that development proposals at the site should incorporate a pond, away from public footpaths, to *“enhance the value of the local wildlife”*.

Site Proforma AL30

This proforma aims to ensure that development proposals *“provide a strong green infrastructure network across the site that is highly connected to the River’s edge and capable of supporting enhanced biodiversity, and leisure functions”*.

Site Proformas AL1, AL4, AL5, AL6, AL7, AL12, AL13, AL14, AL16, AL17, AL18, AL19, AL20, AL21, AL23, AL25, AL29, AL31, AL32, AL33, AL36, AL38, AL40

These site proformas specifically refer to the integration and/or provision of blue infrastructure, which would be expected to help reduce potential adverse impacts on the local ecosystem.

All Site Proformas

All site proformas aim to retain and enhance the local ecological network where possible, primarily through the provision of green infrastructure. This would be likely to have benefits in regard to natural infiltration of surface water.

15.4 Residual effects on water

15.4.1 Residual adverse effects would be expected to remain in terms of water following the implementation of the BLPSV-PC policies and proformas. Further details, and potential recommendations to help mitigate or monitor these adverse impacts are presented in **Box 15.3**.

Box 15.3: Residual effects and recommendations for water

Residual effects	Further details of the residual effect
Fluvial and pluvial flood risk	The majority of sites are located in Flood Zone 1, however, eight sites in the BLPSV-PC partially coincide with Flood Zones 2, 3a and 3b. Approximately half of the allocated sites in the BLPSV-PC are located in areas determined to be at low, medium and high risk of pluvial flooding. many of the policies and site proformas within the BLPSV-PC aim to ensure development proposals are directed towards areas of Flood Zone 1 on site and include SUDS to help manage surface water flooding. Therefore, a residual negligible impact on fluvial and pluvial flooding would be expected.
Reduction in water quality	Approximately 176.5ha of previously undeveloped land is proposed for development within the BLPSV-PC. The construction and occupation/operation of residential or employment development at these locations could potentially increase the risk of contamination and pollution of waterways to some extent. However, policies and site proformas within the BLPSV-PC would be expected to ensure the proposed development would not result in adverse impacts on water quality, and therefore, a residual negligible impact would be expected.
Increased water demand	<p>The increased population within the borough would be expected to increase pressures on water demand, such as drinking water supply and wastewater treatment. The Buildings Regulations¹¹⁹ require dwellings to achieve an efficiency standard of 125 litres of water per person per day. The Government also updated Part G of the Building Regulations, introducing an 'optional' requirement of 110 litres per person per day for new residential development. Behaviourial changes would be expected to help reduce water demand in the future to some extent.</p> <p>Thames Water has prepared a Water Resources Management Plan (WRMP)¹²⁰ which considers population growth, climate change and the environment in its operating area over the next 25 years. The Thames Water Draft WRMP¹²¹ seeks to maintain levels of services for customers through enhanced resilience to severe drought from 2030 and water efficiency.</p>

¹¹⁹ The Building Regulations 2010. Available at: <http://www.legislation.gov.uk/uksi/2010/2214/contents/made> [Date Accessed: 14/10/19]

¹²⁰ Our current plan (2014) Thames Water Available at: <https://corporate.thameswater.co.uk/About-us/our-strategies-and-plans/water-resources/our-current-plan-wrmp14> [Date Accessed: 14/10/19]

¹²¹ Thames Water Draft Water Resources Management Plan (2019) Available at: <https://corporate.thameswater.co.uk/-/media/Site-Content/Your-water-future-2018/Statement-of-response/Statement-of-Response---Main-document.pdf?la=en> [Date Accessed: 14/10/19]

Residual effects	Further details of the residual effect
	<p>Increased pressures on water sources would be likely to be long-term and potentially irreversible.</p> <p>Recommendations: It is recommended that new residential developments aim to meet the higher water efficiency standard of 110 litres per person per day set out in the Buildings Regulations.</p>
Impact on ecosystem services	<p>The proposed development within the BLPSV-PC could potentially reduce the ability of the aquatic ecosystem to effectively filter water, provide the basis for vegetation to flourish, have benefits in regard to mental and physical wellbeing, and support biodiversity. However, policies within the BLPSV-PC aim to increase provision of green and blue infrastructure across the Plan area, which would be expected to mitigate potential adverse impacts due to the proposed development.</p>

16 Cumulative effects assessment

16.1 About this chapter

16.1.1 Cumulative effects assessment (CEA) is the process of identifying and evaluating the effects that arise when the total significant effects of the Local Plan and assessed alongside known existing underlying trends and other plan and programmes.

16.1.2 Cumulative effects are different from effects that occur alone. Alone, the Local Plan may not result in residual adverse effects for a particular topic e.g. effects of urban sprawl on landscape character, but when considered cumulatively, may result in significant effects that require mitigation or monitoring. **Table 16.1** presents the likely cumulative effects of the BLPSV-PC in consideration with other plan and programmes as well as national trends.

Table 16.1: Cumulative effects assessment of the BLPSV-PC

SEA Topic	Residual effects of the BLPSV-PC	Likely evolution without the plan	Cumulative effect
Air	Reduction in air quality with implications for human health and/or ecosystems	<ul style="list-style-type: none"> Primary sources of air pollution in the UK include road transport, industry, imports and agriculture. These sources would not be expected to change, with or without the Plan. In the absence of the Plan, development could potentially be located in close proximity to primary sources of air pollution. However, national trends indicate improvements in air pollution due to advances in technology in the long term. The BLPSV-PC proposes several policies which would be likely to help increase the rate of sustainable transport uptake amongst residents. Without the Plan, it is uncertain the extent to which residents may opt for low emission or sustainable transport modes. National trends in the increasing uptake of lower emission vehicle types, such as electric cars, would be likely to help limit road transport associated emissions in the Plan area. In the absence of the Plan, Air Quality Management Areas (AQMAs) would still be designated and air quality in these areas would continue to be monitored. The borough's Local Transport Plan would remain in place. Road traffic congestion is expected to increase, especially along the motorway's and through Maidenhead and Windsor. 	<p>Nationally, air quality improvements are in place, which include the banning of sales of petrol and diesel cars by 2040.</p> <p>Local and national policy promote the improvement of pedestrian and cycle networks, which would be likely to help reduce personal car use.</p> <p>However, there are traffic congestion issues within the Plan area which are expected to remain, and be exacerbated, by the estimated population increase in the borough.</p>
	Increased pollutant emissions, including greenhouse gases		
Biodiversity	Threats or pressures to internationally/ European/ nationally and locally designated biodiversity sites	<ul style="list-style-type: none"> In the absence of the Plan, sites designated for their national and international biodiversity and/or geodiversity value would continue to benefit from legislative protection. The Thames Basin Heaths SPD¹²² would remain a material consideration setting out the strategy for the provision of SANGS as well as access management and monitoring at the SPA, which would be expected to help manage the designated site, with or without the Plan. The Berkshire Biodiversity Strategy 2014 – 2020¹²³ aims to increase the area of priority habitats in Berkshire, but trends in habitat creation are currently unknown. Biodiversity net gain at development sites would be expected, due to policies set out in the NPPF. 	<p>There are numerous biodiversity sites within the borough, however, the integrity of many habitats is subject to degradation nationally and internationally. Although the BLPSV-PC aims to maintain and enhance biodiversity sites, it is uncertain if the proposed development within the BLPSV-PC would adversely impact some biodiversity features when considered together at a landscape</p>
	Impacts on priority habitats and ancient woodland		

¹²² Royal Borough of Windsor and Maidenhead (2010) Thames Basin Heaths Special Protections Area: Supplementary Planning Document. Available at: https://www3.rbwm.gov.uk/info/201039/non-development_plan/458/biodiversity_and_thames_basin_heath_spa/2 [Date Accessed: 02/10/19]

¹²³ Berkshire Local Nature Partnership (2014) The Natural Environment in Berkshire: Biodiversity Strategy 2014 – 2020. Available at: <https://berkshirelnp.org/index.php/what-we-do/strategy/biodiversity-action-plan> [Date Accessed: 02/10/19]

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SEA Topic	Residual effects of the BLPSV-PC	Likely evolution without the plan	Cumulative effect
	Provision of green and blue infrastructure	<ul style="list-style-type: none"> In the absence of the Plan, the NPPF, and its policies relating to biodiversity, would continue to be material consideration in planning decisions. It is uncertain if development proposals would voluntarily adopt additional biodiversity enhancement measures. There could potentially be adverse impacts on local biodiversity features, in particular non-designated sites and priority habitats, due to development, including direct loss or damage, recreational disturbance and decreases in air quality. 	scale. Site-based approaches to nature conservation can fail to identify landscape ecological considerations.
Climatic factors	Increased pollutant emissions, including greenhouse gases	<ul style="list-style-type: none"> Per capita CO₂ emissions in RBWM are expected to decrease in the future, based on previous trend data. International and national greenhouse gas emission reduction targets would continue to promote a reduction in emissions in the absence of the Plan. Technological advances, which may include renewable energies, electric vehicles and efficient electricity supplies, would be expected to occur in the absence of the Plan. In the absence of the Plan, it is uncertain if new residents would be located in close proximity to essential services and if new residents would be encouraged to reduce reliance on personal car use. 	Climate change is an international issue. The proposed development within the BLPSV-PC and subsequent increase in population would be expected to result in an increase in greenhouse gas emissions. Despite the numerous policies in the BLPSV-PC, it unlikely that net zero carbon emissions will be achieved within the plan period. This issue requires careful monitoring and the preparation of a climate change mitigation plan is recommended.
	Provision of green and blue infrastructure		
Cultural Heritage	Alter character and/ or setting of heritage assets	<ul style="list-style-type: none"> In the absence of the Plan, designated heritage assets would continue to benefit from legislative and policy protection. Heritage assets, including underground archaeological features, would be likely to be discovered in the future, with or without the Plan. 	RBWM has a rich cultural heritage. Development proposed within the BLPSV-PC would not be expected to cause significant harm to these assets.
Human health	Reduction in air quality with implications for human health	<ul style="list-style-type: none"> The percentage of children in low income families is expected to decrease. In the absence of the Plan, it is uncertain if residents of new developments would be located in areas with poor access to essential health services. Without the Plan, it is uncertain if existing public green spaces would be maintained and enhanced, to encourage residents to live healthy and active lifestyles. 	The health of residents within the borough is generally good. The BLPSV-PC aims to promote walking and cycling, increase provision of green and open spaces and improve access to community facilities. In line with national trends, air pollution within the Plan area would be likely to decrease in the long term. Short term adverse effects are likely to remain within the plan period.
	Accessibility to services and facilities		
	Facilitating healthy and active lifestyles		
	Facilitating community cohesion		

SEA Topic	Residual effects of the BLPSV-PC	Likely evolution without the plan	Cumulative effect
Landscape	Alteration of the landscape character	<ul style="list-style-type: none"> In the absence of the Plan, the London Metropolitan Green Belt would continue to benefit from policy protection set out in the NPPF. Pressure from development proposals located in the open countryside of RBWM would be likely to increase, which could potentially have negative impacts on the quality and distinctiveness of the Plan area. The Landscape Character Assessment SPD would still be a material consideration without the Plan in place. It is uncertain the extent to which development proposals would seek to conserve and enhance the local landscape character under an appeal-led system. The setting of the Chilterns AONB would still be protected by legislation, policies set out in the NPPF and the Chilterns AONB Management Plan and the PPG. 	<p>The National Design Guide¹²⁴ sets out key components for good design which would be likely to help reduce potential impact on the landscape. The Landscape Character Assessment (2004) SPG offers guidance regarding the key characteristics of the landscape. 176.5ha of development in the BLPSV-PC will take place on previously undeveloped land, leading to a likely negative alteration to landscape character. The majority of the proposed development within the BLPSV-PC is located within the urban settlements of Windsor, Maidenhead and Ascot. The development proposed could result in a loss of tranquillity in the surrounding landscape as a consequence of increases in noise and lighting.</p>
	Alteration of views		
	Urban sprawl		
	Tranquillity		
Population	Increased demand on local services and facilities	<ul style="list-style-type: none"> The population across the Plan area is expected to continue to increase. This is likely to place greater pressure on the capacity of key services and amenities, including health and leisure facilities, employment opportunities, educational establishments and housing. Notable offences recorded by the police is expected to decrease within the borough. Without the Plan, there could be less opportunity to enhance community benefits (such as community hubs) associated with Plan-led housing proposals. 	<p>The BLPSV-PC would be expected to have a cumulative positive impact on population. The average house price in RBWM is approximately double that of England's average. The BLPSV-PC aims to provide affordable homes. The issue</p>

¹²⁴ MHCLG (2019) National Design Guide, Planning practice guidance for beautiful, enduring and successful places. Available at: <https://www.gov.uk/government/publications/national-design-guide> [Date Accessed: 14/10/19]

SEA Topic	Residual effects of the BLPSV-PC	Likely evolution without the plan	Cumulative effect
	<p>Accessibility to services and facilities</p> <p>Provision of housing to meet local need</p> <p>Provision of employment opportunities</p>	<ul style="list-style-type: none"> An appeal-led development scenario is unlikely to improve sustainable access routes to schools. Road infrastructure improvements, such as smart motorways, are expected to continue in the absence of the Plan. Public rights of way are expected to be continually improved through the Public Rights of Way Management and Improvement Plan and the Waterways Project. These positive effects are likely to mostly affect recreational users. The BLPSV-PC proposes several policies which would be likely to increase the uptake of sustainable transport use amongst residents, which would be likely to help reduce congestion on local roads. In the absence of the Plan, it is uncertain the extent to which residents may opt to use sustainable transport modes. In the absence of the Plan, the borough's Local Transport Plan¹²⁵ will still be implemented, which would be likely to have a positive impact on the local road network, relieving congestion and improving public transport across the Plan area. Without the Plan, it is uncertain if future housing provision would satisfy local needs in terms of type, cost and location. In the absence of the Plan, there could potentially be a reduced ability to refine the housing stock to meet the changing demands of existing residents such as the provision of elderly specific housing accommodation. House prices are expected to continue to increase within the borough. Continuing transformation of existing employment land into high quality employment land would be expected in the absence of the Plan. The number of jobs in RBWM is expected to increase based on current trend data. The number of businesses is expected to increase. 	<p>of the affordability of homes is likely to remain</p> <p>There is a relatively strong economy within RBWM. This would be expected to improve and grow following the implementation of the BLPSV-PC.</p> <p>The BLPSV-PC aims to protect existing services and facilities, with positive effects.</p>
Material Assets	Increased household waste generation	<ul style="list-style-type: none"> It is thought likely that without the Plan, rates of recycling waste per capita will rise in the Plan area in line with national and international trends and targets. The extent to which development may arise in the Plan area without the Plan is uncertain. However, an increase in the local population would be expected and it is therefore thought to be likely that, without the Plan, net waste generation in the Plan area will rise to some extent. 	Increased population associated with the BLPSV-PC would be expected to increase waste generation to some extent. Although nationally, recycling rates are increasing, it is uncertain if this would help decrease waste generation within the borough.

125 Royal Borough of Windsor and Maidenhead (2012) Local Transport Plan 2012 - 2026. Available at: https://www3.rbwm.gov.uk/downloads/download/90/local_transport_plan_documents [Date Accessed: 02/10/19]

SEA Topic	Residual effects of the BLPSV-PC	Likely evolution without the plan	Cumulative effect
		<ul style="list-style-type: none"> The emerging Joint Waste and Minerals Plan for Berkshire would be expected to control and manage waste and mineral extraction throughout RBWM in the absence of the Plan. 	
Soil	Loss of soil resources, including BMV land Increased demand on ecosystem services	<ul style="list-style-type: none"> Soil erosion and soil loss are occurring at significant rates throughout the country due to agriculture, climate change and urbanisation. Without the Plan, the extent of development on previously undeveloped greenfield land is uncertain. Without the Plan, it is uncertain what percentage of ecologically and agriculturally important soils would be lost to development across the Plan area. 	Nationally, rates of soil erosion are increasing. The BLPSV-PC would be expected to result in the loss of approximately 176.5ha of previously undeveloped land. Together, this would be expected to have cumulative adverse effect on soil resources.
Water	Fluvial and pluvial flood risk Reduction in water quality Increased water demand Increased demand on ecosystem services	<ul style="list-style-type: none"> The risk of flooding is likely to be exacerbated in the Plan area as a result of climate change, but flood risk would be continued to be managed through policies and guidance within the NPPF, PPGs and River Basin Management Plans. The increased risk of surface water flooding would depend on the size, nature and extent of non-porous built surface cover in the Plan area in the future. The Plan area's population will rise, with or without the Plan, and net water demand in the Plan area would be likely to rise as a result. Water Resource Management Plans would continue to plan for future trends in water supply, demand and environmental quality. It is uncertain how water efficiency per capita may be affected in the absence of the Plan. Policies within the NPPF would also be expected to help protect against the worsening of water quality across the Plan area. Water abstraction, consumption and treatment in the local area will continue to be managed by the Environment Agency and water companies through the River Basin Management Plans, Water Resource Management Plans and Catchment Abstraction Management Strategy in line with the EU Water Framework Directive. 	A proportion of RBWM is located within Flood Zones 2, 3a or 3b. National policies and guidance and BLPSV-PC policies would help to ensure development proposals do not exacerbate flood risk in the Plan area. The increased population in the borough would be expected to increase demand on water supply.

17 Conclusions and recommendations

17.1 How the SA has influenced the Plan

17.1.1 The SA has been an influential tool throughout the Plan-making process to date. It works on an iterative basis. The plan makers identify various options at different stages of the plan making process which are subsequently appraised through the SA process using the methodology in **Chapter 4**. This latest stage of appraisal has concentrated on a refinement of the submission version of the Local Plan (BLPSV) which was submitted to the Planning Inspectorate during January 2018 (see **Table 2.1**).

17.1.2 The process of appraisal is sequential in nature: an assessment of impacts is made, the mitigation hierarchy is applied and the assessment of effects is revisited, leading to the identification of residual effects. The mitigation hierarchy is an important element of the assessment process. It considers firstly if the identified adverse effect can be avoided and if not, can it be adequately mitigated to reduce the effect.

17.1.3 SA is necessarily a high-level assessment process, often using secondary data at a scale which is plan-based to make assessments about smaller scale sites. This can introduce uncertainty to the process (see assumptions in **Table 4.6**). The application of the precautionary principle means that when doubt prevails, a worst-case scenario is identified.

17.1.4 The general picture of how development takes place in the UK is either through what is loosely known as (1) an appeal-led system (unplanned development for which permission is secured on appeal to the Planning Inspectorate) or (2) a plan-led system. Paragraph 15 of the NPPF is clear that *'the planning system should be genuinely plan-led'*.

- 17.1.5 The predicted evolution of the baseline without the Plan (see **Table 3.1**) shows that there are already a number of important trends, some of which are negative in nature. These include matters such as air quality, greenhouse gas emissions and flood risk; events associated with a changing climate. The table suggests that these are likely to continue without the Plan, which for the purposes of the assessment is the so-called ‘appeal-led’ system.
- 17.1.6 The BLPSV-PC offers a means of structured planning which facilitates sustainable development. It has been prepared to comply with paragraph 16 of the NPPF which states that “*Plans should be prepared with the objective of contributing to the achievement of sustainable development*” which is also a legal requirement placed on local planning authorities when exercising their plan-making functions under section 39(2) of the Planning and Compulsory Purchase Act 2004.
- 17.1.7 Whilst the Plan proposes a development strategy which includes the provision of 14,240 new homes, it also includes a comprehensive suite of measures in the form of planning policies which aim to reduce and manage some of the identified adverse effects associated with development at this scale. In particular, the BLPSV-PC plays an important role in introducing mitigation. The SA has helped suggest mitigation which has subsequently been incorporated into the Plan.

17.1.8 Sustainability performance has been enhanced as a result of revising policies through a process of continual improvement to help reduce identified adverse effects. Recommendations for mitigation or enhancement measures have been considered throughout the plan making and SA process. Suggestions for amendments to policies and/or site proformas within the BLPSV-PC have been made to the Council, for example through the assessment of reasonable alternative sites (see **Appendix D**) and through an internal Advice Note¹²⁶. The Advice Note provided specific recommendations to include in each policy and site proforma, with measures to mitigate some of the potential adverse impacts that had been identified during the SA process. These recommendations were incorporated into the final versions of the policies and site proformas. For example, the SA process recommended increased levels of green infrastructure provision and improved access to sustainable transport options.

17.2 Residual effects following mitigation

17.2.1 The SA has assessed the site allocations and policies proposed in the BLPSV-PC using the methodology in **Chapter 4**. A number of residual effects have been identified and these are discussed in **Chapters 7 to 15**. Proposals in the BLPSV-PC vary in terms of their sustainability performance with likely positive impacts expected on some SA Objectives and adverse impacts on others.

17.2.2 The SA has identified likely sustainability impacts of BLPSV-PC proposals alone and in-combination. The BLPSV-PC is anticipated to result in a range of positive impacts on sustainability, which are highlighted throughout the site allocations and policy assessments in **Appendices B and C** and are summarised in Table 17.1.

17.2.3 The mitigation proposals presented in the BLPSV-PC provide positive planning mechanisms for delivering sustainable development where the Plan is able to reasonably address the issue. It is recognised that the Plan cannot fully address the sustainability effects of national and international trends such as increased frequency of storm events associated with climate change.

¹²⁶ Internal Advice Note on recommended mitigation measures prepared by Lepus for the Council (26th September 2019).

- 17.2.4 In some cases, for example residual effects associated with household waste, landscape and biodiversity have been derived through the application of the precautionary principle.
- 17.2.5 The identified negative residual effects (see Table 17.2) are generally minor but some are associated with greater levels of uncertainty and potentially could be considered to be greater in magnitude, for example residual adverse effects associated with air quality and climate change. These require careful attention outside of and beyond the Local Plan; notwithstanding such uncertainties, these aspects are included in the recommendations for monitoring. Whilst the Plan includes positive mitigation measures, the Plan alone cannot address these matters in their entirety; these are effects that are predicted to happen with or without the Plan. The Plan includes measures to reduce these effects, however, when considered cumulatively, a residual adverse effect would still be likely to occur.

Table 17.1: Likely positive sustainability impacts of the BLPSV-PC

Positive impacts	
	Housing provision
1	The proposed development of 14,240 dwellings across the Plan area would be expected to make a significant and positive contribution towards meeting the identified local housing need. Policies within the BLPSV-PC would be expected to ensure that residential developments meet the needs of the local community, including affordable housing and gypsy and traveller accommodation.
	Employment opportunities
2	The proposed development of 11,200 new employment opportunities through development allocations within the BLPSV-PC, would be expected to make a significant and positive contribution to the employment needs of residents and to the local economy. Policies within the BLPSV-PC help to ensure that a range of types and sizes of employment land are available.
	Green Network
3	The BLPSV-PC aims to ensure that development proposals incorporate green and blue infrastructure where possible. Although the proposed development would be expected to result in the loss of greenfield land and associated biodiversity to some extent, policies and site proforma information help to ensure that green and blue infrastructure provisions are retained and enhanced across the Plan area.
	Transport and Accessibility
4	Policies and site proforma information within the BLPSV-PC would be anticipated to improve residents' access to sustainable transport options, including frequent bus services and improved pedestrian and cycle networks. This would be likely to help improve access to local services and facilities and help reduce personal reliance on car use.
	Physical and Mental Health
5	Although some new residents within the borough could potentially be located outside a sustainable distance to healthcare facilities, policies within the BLPSV-PC would be likely to help improve access to these services via sustainable transport routes. In addition, the increased provision of open space and green infrastructure within

Positive impacts

	the borough would be expected to help facilitate healthy and active lifestyles, increasing access to space for physical exercise as well as areas with mental wellbeing benefits.
6	<p>Community Cohesion</p> <p>The site allocations and policies within the BLPSV-PC would be likely to increase the provision of community facilities within the Plan area. This would be expected to help facilitate vibrant and interactive communities, and lead to a greater sense of place within settlements.</p>

Table 17.2: Likely residual adverse effects of the BLPSV-PC

Residual adverse effects	
1	<p>Reduction in air quality with implications for human health and/or ecosystems</p> <p>Due to the volume of development proposed, an increase in traffic flows and subsequent reduction of air quality would be expected to have residual adverse effects on human health. In addition, many new residents could potentially be located within 200m of a main road. Cumulatively, this would be expected to result in a reduction of local air quality, with implications for human and ecosystem health.</p>
2	<p>Increased pollutant emissions, including greenhouse gases</p> <p>An increase in pollutants including greenhouse gases would be expected following the development proposed within the BLPSV-PC. The introduction of 33,606 residents would be expected to increase traffic volumes and energy demand, which would be expected to result in an increase of pollutant emissions.</p>
3	<p>Threats and pressures to designated biodiversity sites</p> <p>In the absence of the completed HRA report, it is uncertain if the proposed development within the BLPSV-PC would result in adverse impacts on designated biodiversity sites in regard to public access and disturbance, hydrological change and air quality. As a precautionary approach, a residual adverse effect on surrounding internationally designated biodiversity sites would be likely as a result of the proposed development.</p>
4	<p>Increased greenhouse gas emissions</p> <p>The proposed development of 14,240 dwellings within the BLPSV-PC would be expected to increase carbon emissions in the Plan area by 22.5% (based on 2017 estimates). This increase would be expected to exacerbate the impacts of climate change within the borough.</p>
5	<p>Alteration of the landscape character</p> <p>The introduction of built form which does not compliment and respect the local distinctive character of existing landscapes and settlements would be likely to result in adverse impacts on the local landscape character. Some development proposals could potentially result in the loss of locally important landscape features, such as trees, hedgerows and walls.</p>
6	<p>Loss of tranquillity</p> <p>The majority of the proposed development within the BLPSV-PC is located within the urban settlements of Windsor, Maidenhead and Ascot. Development proposals could result in a loss of tranquillity of the surrounding landscape as a consequence of increases in noise and lighting.</p>
7	<p>Increased household waste generation</p> <p>The proposed development within the BLPSV-PC would be expected to increase household waste generation within the Plan area. Although policies and site proformas within the BLPSV-PC aim to increase recycling in the borough, there is little scope to reduce the quantity of waste generated per household.</p>

Residual adverse effects

8	<p>Loss of soil resources, including BMV land</p> <p>Approximately 176.5ha of development allocated within the BLPSV-PC is located on previously undeveloped land. This would be expected to result in the permanent and irreversible loss of ecologically, and potentially agriculturally, important soil resources.</p>
9	<p>Impact on soil Ecosystem Services</p> <p>Soil provides a range of essential services to the local area, including nutrient cycling, abating flood risk, filtering water, filtering air, carbon storage and providing the basis for vegetation to flourish. The scale of development proposed within the BLPSV-PC would be expected to increase pressure on essential ecosystem services.</p>
10	<p>Increased demand for water</p> <p>In accordance with the 'Thames catchment abstraction licensing strategy'¹²⁷, there is no water resource available for licensing in the Thames catchment area. The introduction of 33,606 new residents would be expected to result in increased pressure on this already exhausted water resource.</p>

17.3 Monitoring

17.3.1 Article 10 (1) of the SEA Directive states “member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.”

17.3.2 The purpose of monitoring is to measure the environmental effects of the Plan as well as its success against its objectives. However, monitoring can place a heavy burden on financial and human resources and it may therefore be practical to focus on monitoring residual adverse effects and to build on existing monitoring systems.

17.3.3 Monitoring the impacts of the Local Plan should seek to answer:

- Were the likelihood of sustainability impacts identified in the SA process accurate?
- Is the Local Plan successful in achieving its desired sustainability objectives?
- Are mitigation measures performing as expected?
- Are there any unforeseen adverse impacts of the Local Plan, and are these within acceptable limits or is remedial action required?

¹²⁷ Environment Agency (2014) Thames catchment abstraction licensing strategy. Available at:

<https://www.gov.uk/government/publications/thames-catchment-abstraction-licensing-strategy> [Date Accessed: 03/10/19]

17.3.4 Monitoring proposals are set out in **Table 17.3**.**Table 17.3:** Proposals for monitoring adverse sustainability impacts of the BLPSV-PC

Residual adverse effects	Receptor	Scale and frequency	Indicator
Reduction in air quality	Traffic flows on A roads and motorways	Annually, along key routes	Traffic flow increases annually e.g. DfT AADT counts ¹²⁸
	Rates of public transport uptake	Annually, Plan area wide	Rates of uptake declining or showing no signs of improvement
Increased emissions of greenhouse gases	Proportion of energy from renewable sources and carbon footprint of the borough	Annually, Plan area wide	Annual increases in the use of coal and oil sourced energy e.g. DBEIS statistics on local authority energy consumption ¹²⁹
Alter the local landscape character	Loss of key landscape features due to development	Annually, Plan area wide	Annual increases in quantity of development approved in sensitive LCAs
Loss of tranquility	Change to the “ <i>quality of calm</i> ”	Annually, within the designated landscapes	Annually there is increased disturbance resulting in a loss to tranquil areas
Increased household waste generation	Proportion of household waste recycled	Annually, Plan area wide	Recycling rates in the borough increasing annually.
Loss of best and most versatile land	Use of BMV land for alternative use, such as developments	Annually, Plan area wide	Annual increases of development on BMV land
Loss of soil resource	Increased development on previously undeveloped land	Annually, Plan area wide	Quantity of soil lost to development increases annually
Increased stress of water resources	Increased demand on the water resource	Annually, Plan area wide	Increased use of a scarce water resource can lead to an inability to meet demand locally
Increased pressure on ecosystem services	Quality and quantity of habitats and environment resources	Annually, particularly within important biodiversity sites	Annually there is an increased demand for ecosystem services as population growth results

¹²⁸ Department for Transport (2018) Road Traffic Statistics. Available at: <https://www.dft.gov.uk/traffic-counts/index.php> [Date Accessed: 02/10/19]

¹²⁹ Department for Business, Energy and Industrial Strategy (2019) Total final energy consumption from 2003 to 2017 at a regional (NUTS1) and a local (LAU1 – formally NUTS4) level. Available at: <https://www.gov.uk/government/statistical-data-sets/total-final-energy-consumption-at-regional-and-local-authority-level> [Date Accessed: 02/10/19]

Residual adverse effects	Receptor	Scale and frequency	Indicator
			in a growing need for housing, food and energy

Glossary

Biodiversity asset	Designated sites (Natura 2000 sites, SSSIs, NNRs, LNRs, LWSs, ancient woodland or priority habitat) that provide habitat for flora and fauna. This may include, but is not limited to, sites that support protected or important species.
Brownfield	Land that has been previously developed.
Coalescence	The joining or merging of distinct urban settlements, villages or towns separated by open countryside, to form one mass.
Cumulative impacts	Impacts likely to occur in addition to the potential impacts that would be experienced in the absence of the Local Plan (a do-nothing scenario).
Encroachment	Development adjacent to existing urban areas resulting in spread into the surrounding open countryside.
Green network	The linking together of natural, semi-natural and man-made open spaces to create an interconnected network. This may include (but is not limited to) designated biodiversity sites, Local Green Spaces, waterways, and public greenspaces.
Greenfield	Land that is previously undeveloped, which may include agricultural land.
Health receptor	The criteria assessed with regard to human health, e.g. leisure centres, NHS hospitals, GP surgeries, access to greenspace and access to public footpaths.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its historical or cultural interest.
Open space	An area of undeveloped land or water that may offer important opportunities for sport and recreation and can act as a visual amenity.
Precautionary principle	The European Commission describes the precautionary principle as follows: <i>“If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with protection normally afforded to these within the European Community, the Precautionary Principle is triggered”.</i>
Public footpath	Pedestrian footpaths or pavements associated with the local highways network.

Public greenspace	Areas of undeveloped landscape within a settlement, that are partially or wholly covered with grass, trees, shrubs or other vegetation.
Secondary impacts	Impacts that could potentially occur indirectly following the implementation of the Local Plan.
Synergistic impacts	Impacts are when two separate impacts combine to form a third impact. These may be greater than the sum of the individual impacts.
Transport receptor	The four criteria assessed to determine transport and accessibility for local residents; Bus stops, railway stations, PRoW/cycle network and the road network.
Urban sprawl	The significant spread of an urban area into the surrounding open countryside

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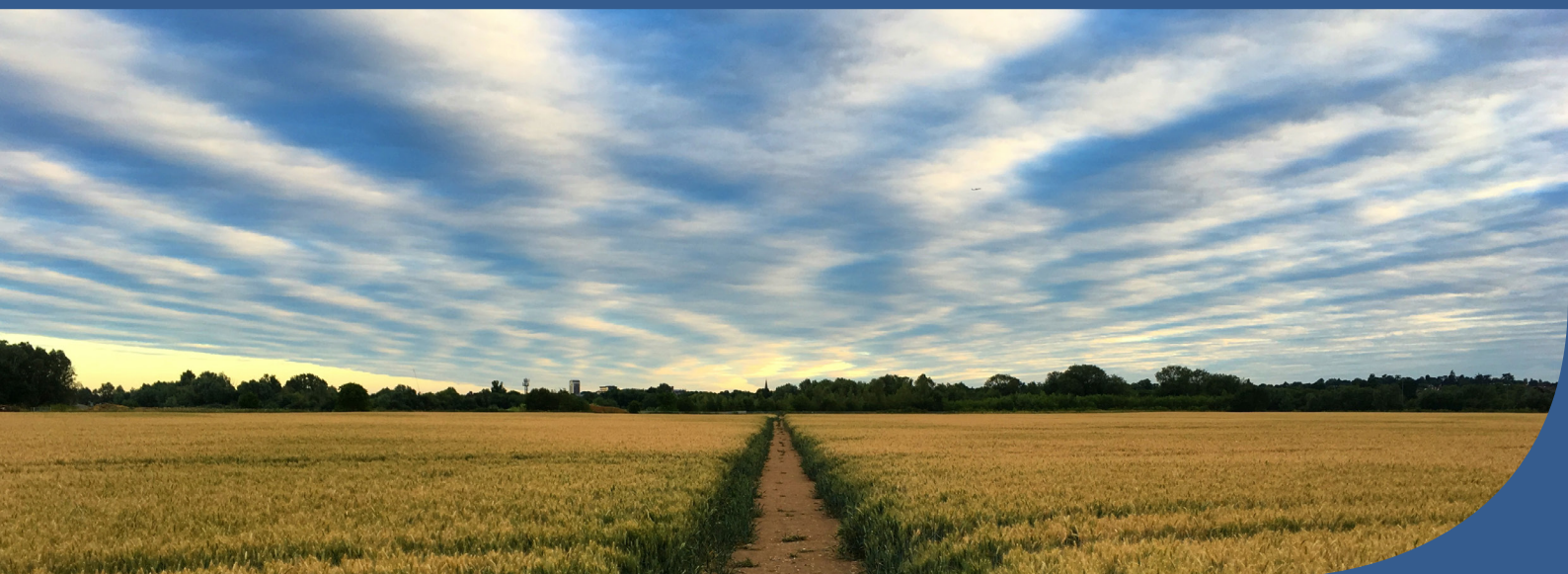
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Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead's Borough Local Plan Submission Version - Proposed Changes

Volume 3 of 3: Appendices

October 2019



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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	Climate change: 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"> • Area of GI created per capita. • Implementation of adaptive techniques e.g. SUDs and passive heating / cooling. • Proximity to, quality of, and patronage of, public transport services. • Proportion of energy generated from renewable sources.
2	Water and Flooding: 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"> • Area of new greenspace per capita. • Length of watercourses of good biological and chemical quality. • Daily Domestic Water Use (per capita consumption) • Number of applications using SUDs. • Number of properties at risk of flooding
		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	Air and noise pollution: Manage and reduce the risk of pollution, including air and noise pollution.	Reduce air, noise and odour pollution.	<ul style="list-style-type: none"> • Proximity to an AQMA. • Capacity of wastewater treatment works. • Percentage change in pollution incidents
4	Biodiversity and geodiversity: Protect, enhance and manage the natural heritage of the borough.	Conserve and enhance biodiversity and geodiversity.	<ul style="list-style-type: none"> • Number and diversity of European conserved Species, BAP species and Section 41 species in the plan area. • Area and condition of BAP priority habitats. • Area and condition of sites designated for biological interest
5	Landscape quality: 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"> • Landscape Character Assessment - key characteristics. • Risk of coalescence. • Source and type of materials used in construction
		Conserve and enhance local distinctiveness, including townscape character.	
		Promote high quality design and sustainable construction materials and techniques.	

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
6	<p>Cultural heritage: 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"> • 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). • Number and condition of statutory and non-statutory sites in the Historic Environment Record (HER). • Number of heritage assets on the Heritage at Risk register
7	<p>Use of resources: 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"> • Re-use of previously developed land and existing buildings. • Area of best and most versatile agricultural land lost to development. • Area of Mineral Safeguarding Area(s) developed

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#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
8	Housing: 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"> • Variety of housing mix. • Percentage of dwellings delivered as affordable housing. • Number of extra care homes. • Number of lifetime homes. • Number of people on the housing register
9	Health: 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"> • Distance to nearest health centre and hospital and accessibility of these by public transport. • Provision of and accessibility of accessible greenspace. • Accessibility to sport and recreation facilities e.g. football pitches, playing fields, tennis courts and leisure centres
		Encourage increased engagement in recreational and sporting activity across all sectors of the community.	
10	Community safety and wellbeing: 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"> • Crime Deprivation Index. • Number of people living in poverty. • Index of Multiple Deprivation.
		Prevent and reduce crime and disorder, and the fear of crime.	
11	Transport and accessibility: 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"> • Distance to local amenities and key services. • Proximity to, quality of, and patronage of, public transport services.

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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"> Proximity and connectivity of walking and cycling links
12	Education: 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"> Average highest qualifications. % of the population with no or low qualifications. % of Year 11 pupils achieving 5 or more GCSEs grade A-C. Rate at which those leaving education find employment
13	Waste: 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"> Number and capacity of waste management facilities. Reuse of recycled materials. Number and effectiveness of initiatives to encourage reduction, reusing and recycling of waste
14	Economy and employment: 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"> Number of residents working within the borough and out-commuting rates. % of economically active population in employment. Number of new business start-ups as a result of the development.
		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"> • Carbon emissions of businesses in the borough. • Tourism expenditure in the borough. • Expenditure in Maidenhead town centre.

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 Directive¹:

“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)² of the SEA Directive.

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

² 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
Spatial Portrait														
Policy SP1	+	0	+	0	+	+	+	++	+	+	+	+	0	++
Policy SP2	+	+	+	+	+	0	0	0	+	+	0	0	0	0
Quality of Place														
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
Housing														
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
Economy														
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	+
Town Centres and Retail														
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).

-
- 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 developments³ 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 masterplan⁴ 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.

³1 (over 10 residential units or 1,000 sqm of floorspace or 1ha in area)

⁴Stakeholder 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

AL5	West Street Opportunity Area	Residential and community
AL6	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
AL7	Maidenhead Railway Station	Employment, retail and residential
AL8	St Cloud Gate	Employment
AL9	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
AL10	Stafferton Way Retail Park	Retail, employment and residential
AL11	Land at Crossrail West Outer Depot	Employment
AL12	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.

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.

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.

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.

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.

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.

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.

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.

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 heights⁵ 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.

⁵ 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)
Maidenhead		
Maidenhead Town Centre		
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
South West Maidenhead		
AL13*	Desborough, Harvest Hill Road, South West Maidenhead	2600
Other Maidenhead		
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
Windsor		
West of Windsor		
AL21*	Land west of Windsor, north and south of A308, Windsor	450
AL22	Squires Garden Centre Maidenhead Road Windsor	39
Other Windsor		
AL29*	Minton Place, Victoria St, Windsor	100
AL30	Windsor and Eton Riverside Station Car Park	30
AL31	King Edward VII Hospital, Windsor	47
Ascot		
Ascot Town Centre		
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
Other Ascot		
AL32	Sandridge House, London Road, Ascot	25
Other locations		
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 CO₂, and residents had an average annual carbon footprint of 5.7 tonnes CO₂ 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.

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: 1,000m² within Maidenhead and Windsor urban areas; 500m² elsewhere
 - b. leisure development: 2,500m²
 - c. office development: 2,500m²
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

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- 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_{ax}) 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, Whyteladies 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

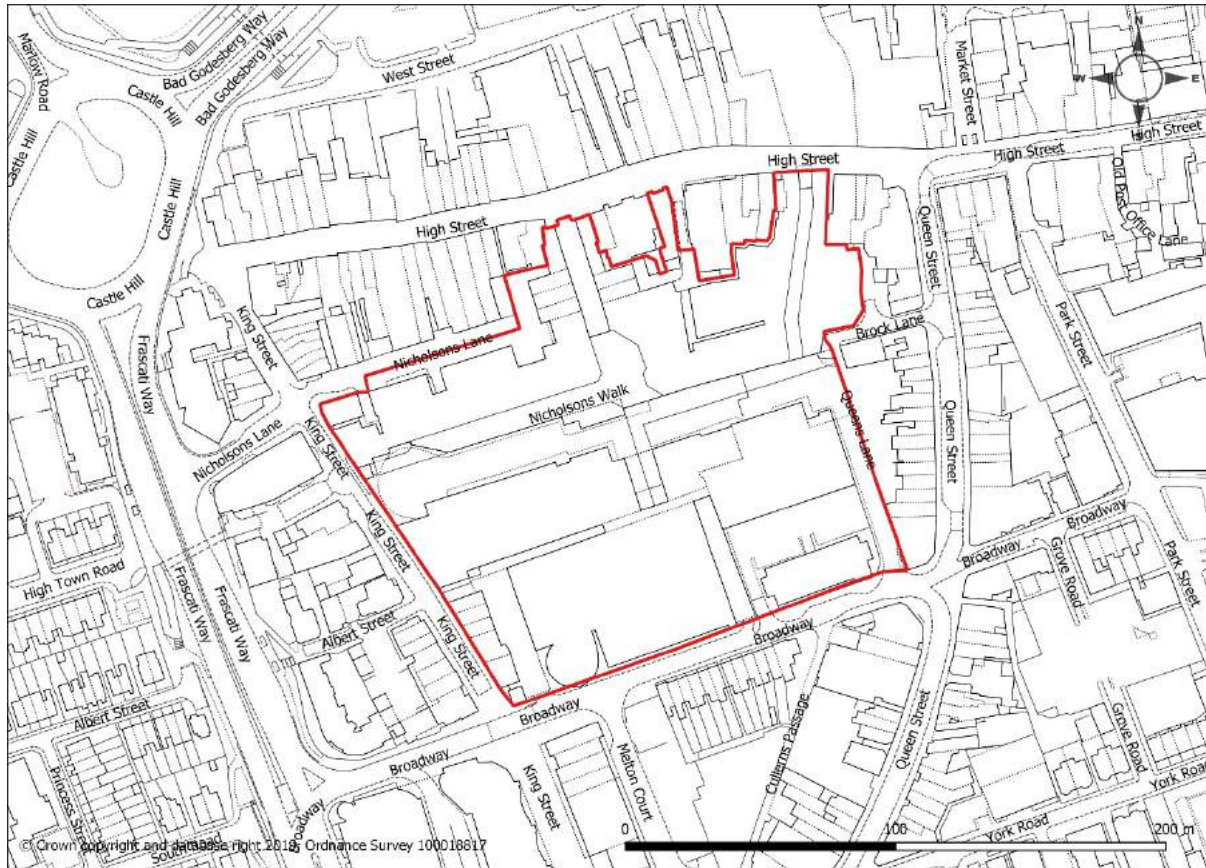
Site Allocation Reference	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Maidenhead Town Centre														
AL1	-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

Allocation	➤ A mixed use development providing retail, community, 22,000 sqm of employment space and approximately 500 residential units
	➤ Public square
Site Size	➤ 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.

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.

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.

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.

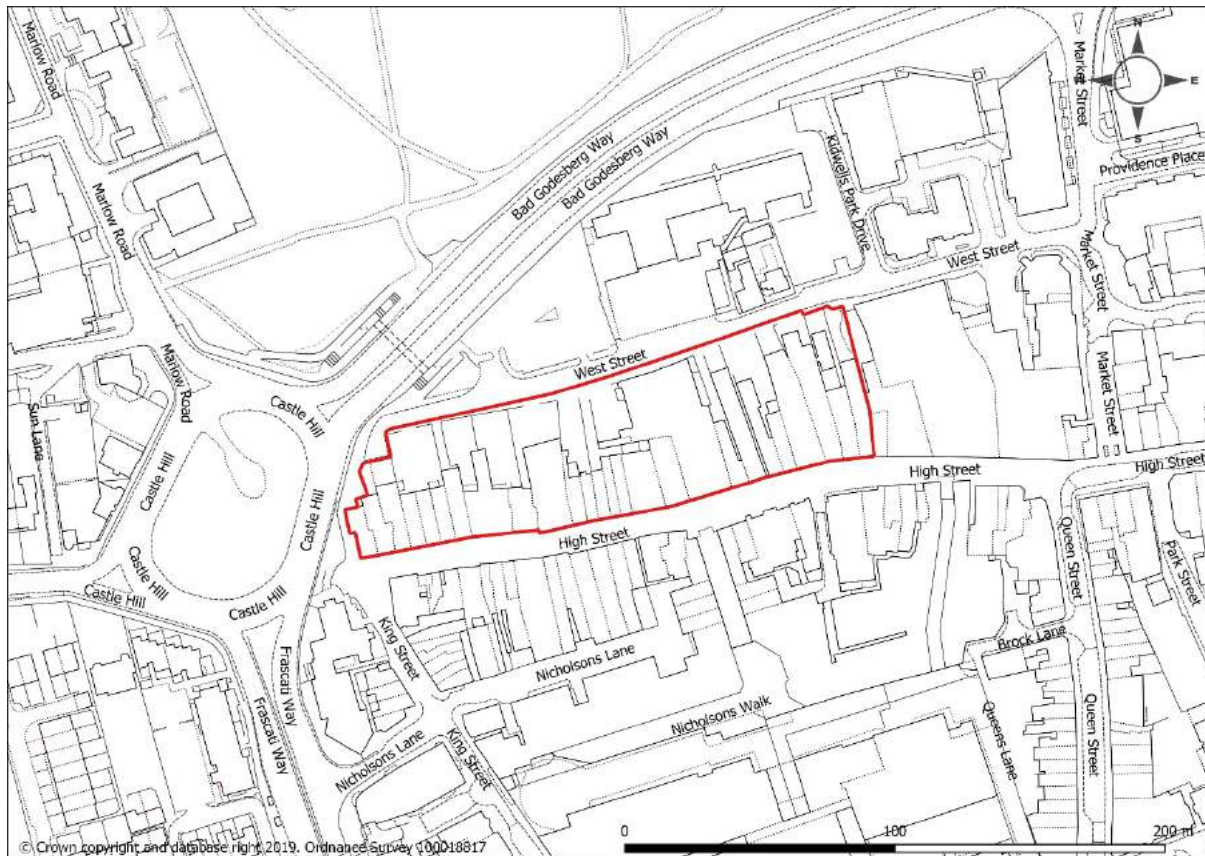
SA Objective 13 - Waste

- 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

Allocation	➤ A mixed use scheme incorporating retail, employment and approximately 300 residential units (32 already in commitments)
Site Size	➤ 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.

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.

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.

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.

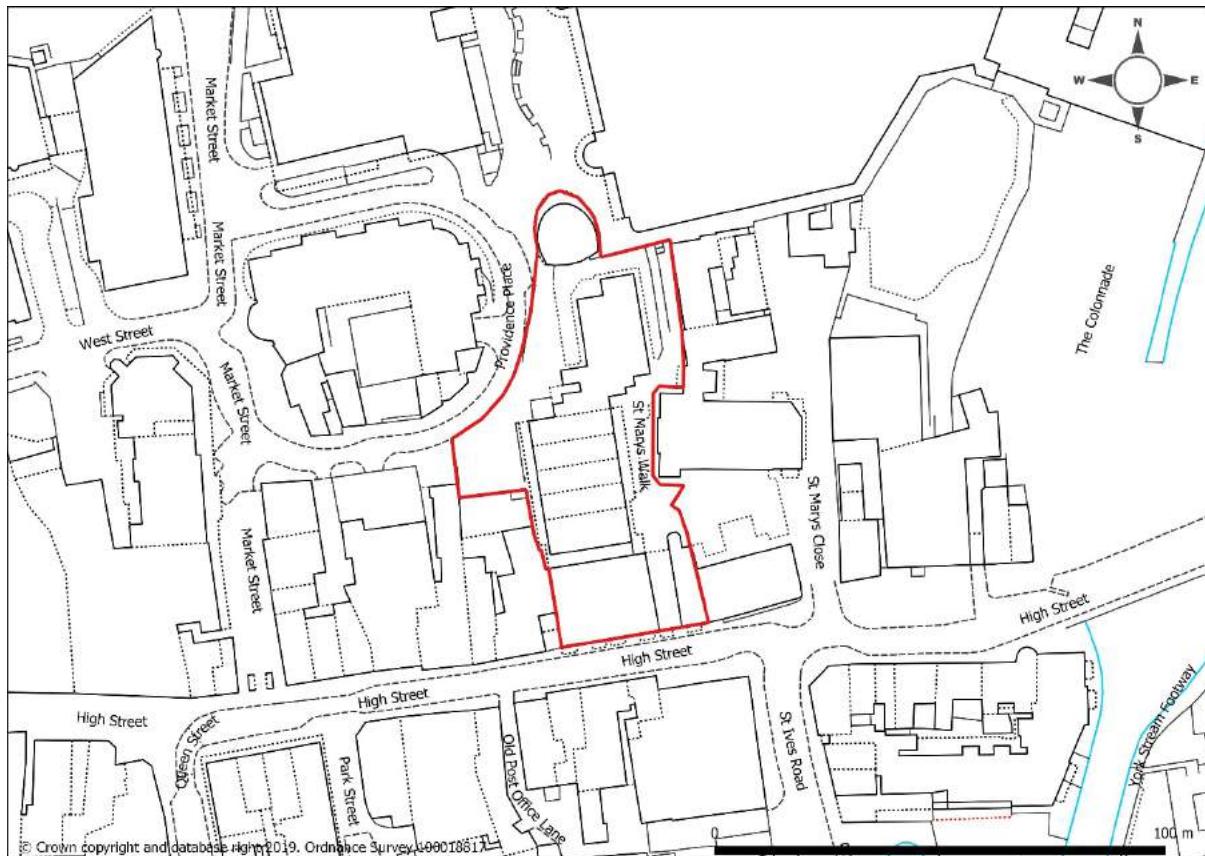
SA Objective 13 - Waste

- 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

Allocation	➤ A mixed use scheme incorporating retail, employment and approximately 120 residential units
Site Size	➤ 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.

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.

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.

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.

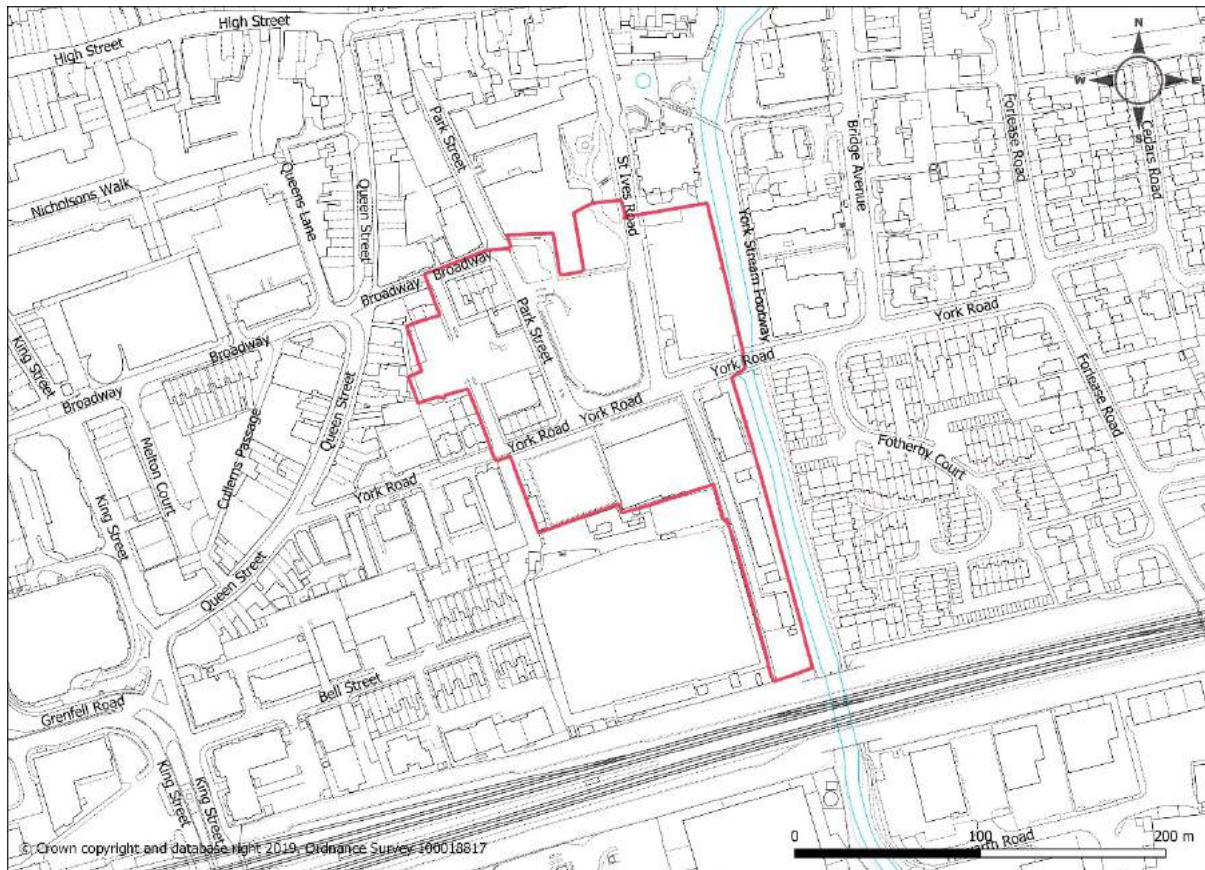
SA Objective 13 - Waste

- 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

Allocation	➤ A mixed use scheme incorporating retail, employment, community uses, civic square and approximately 450 residential units (340 already in commitments)
Site Size	➤ 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.

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.

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.

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.

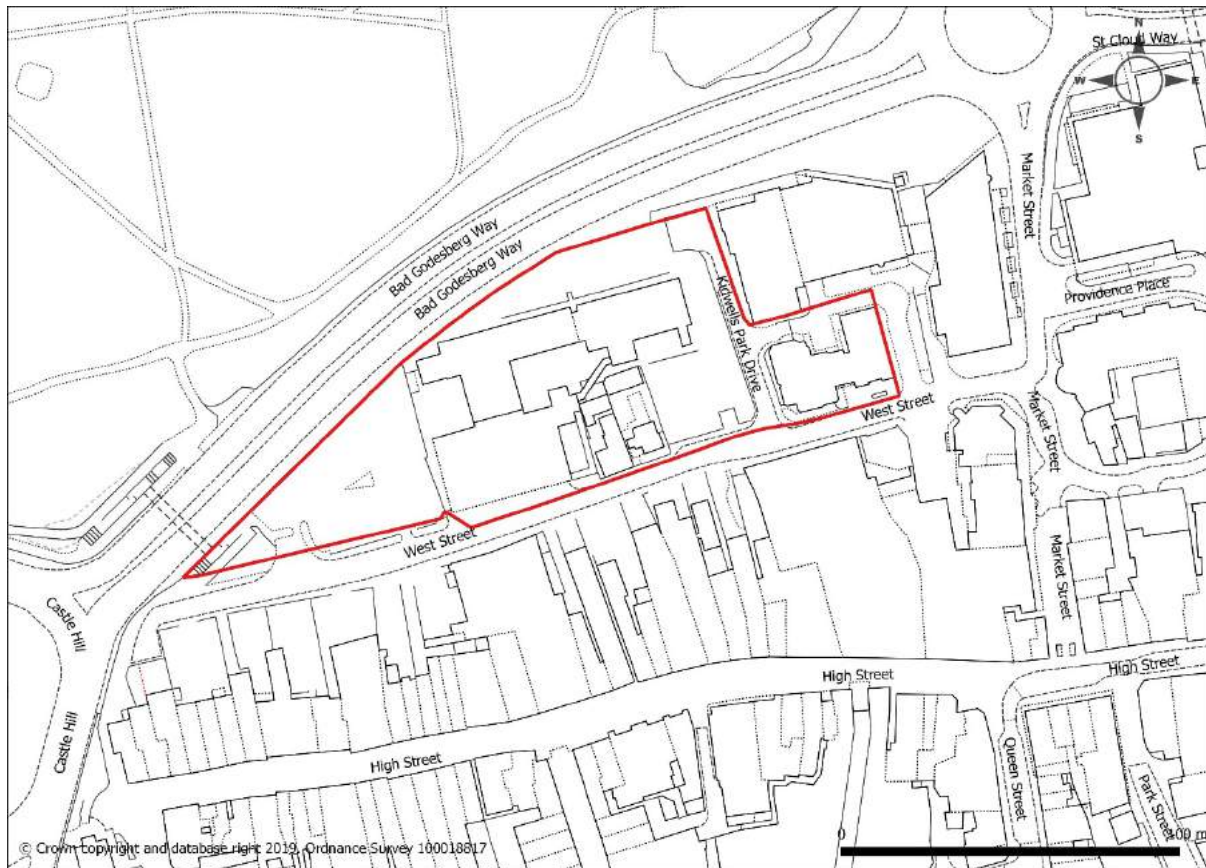
SA Objective 13 – Waste

- 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.

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

Allocation	➤ A mixed use development incorporating approximately 240 residential units and community uses
Site Size	➤ 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.

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.

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.

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.

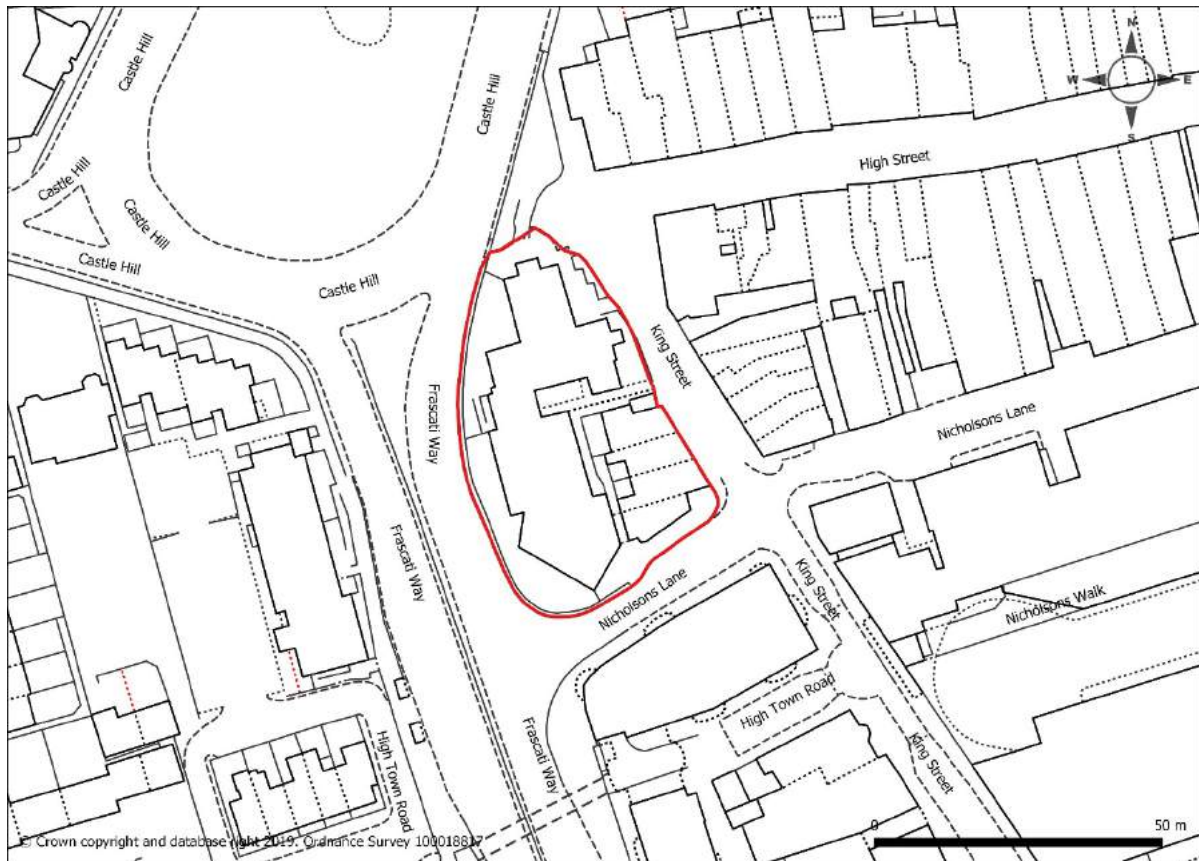
SA Objective 13 – Waste

- 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

Allocation	➤ A mixed use scheme incorporating community uses and approximately 50 residential units
Site Size	➤ 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.

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.

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.

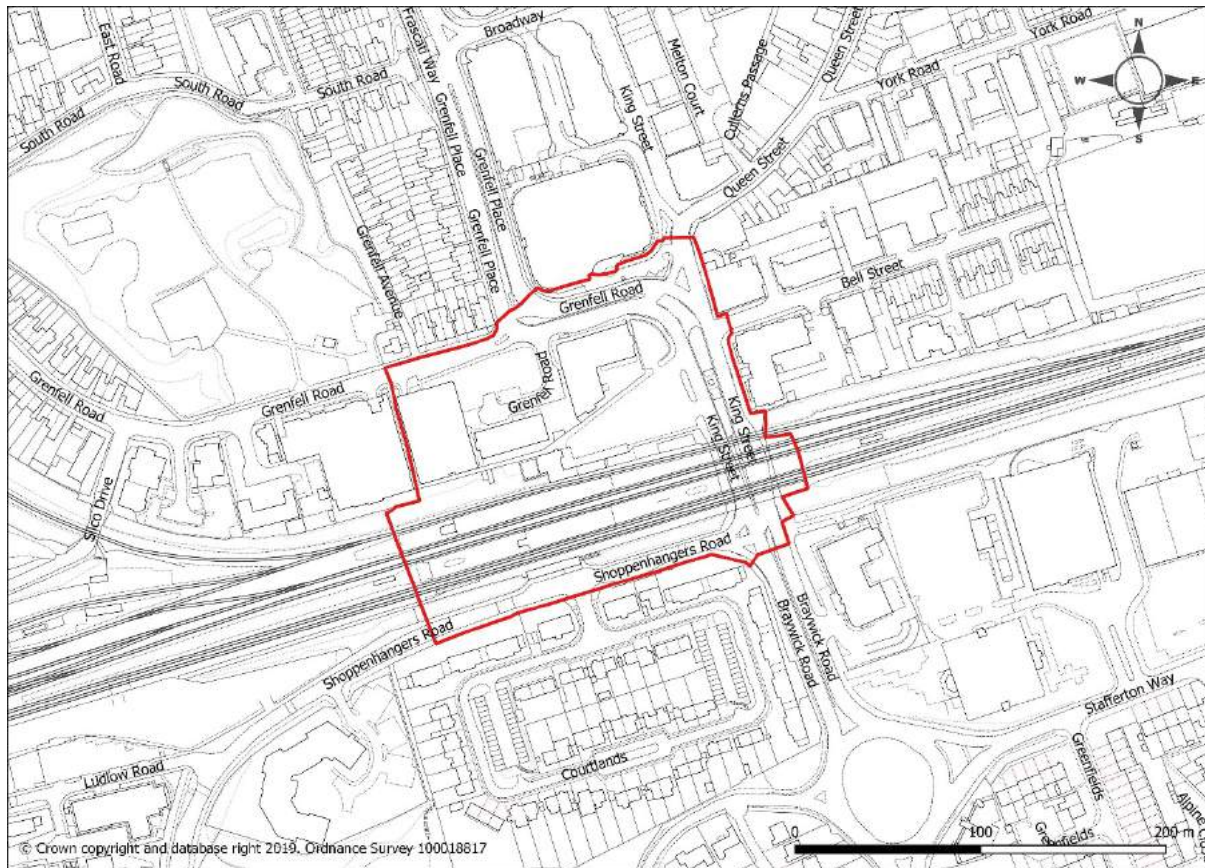
SA Objective 13 - Waste

- 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.

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

Allocation	➤ 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
Site Size	➤ 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.

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.

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.

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.

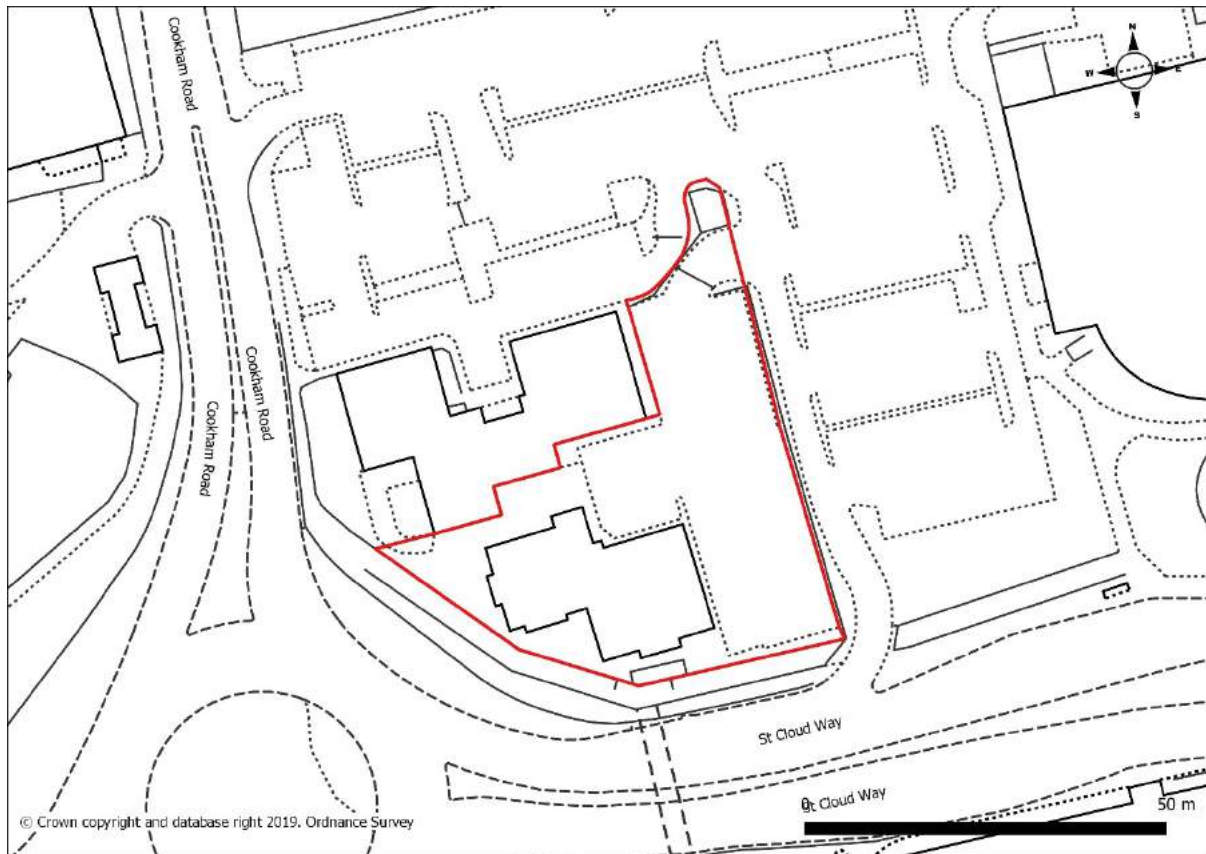
SA Objective 13 - Waste

- 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

Allocation	➤ Up to 3,500 sqm of office space (gross)
Site Size	➤ 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.

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.

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.

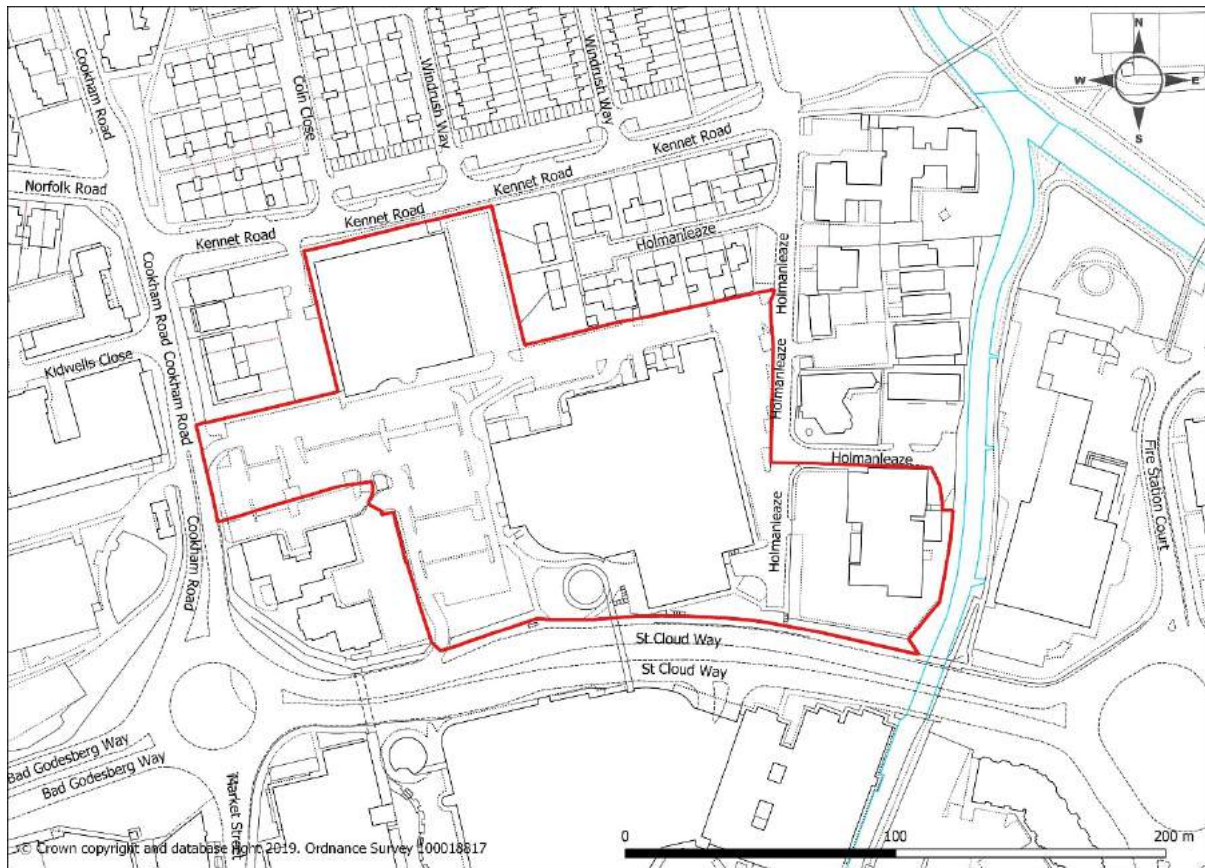
SA Objective 13 – Waste

- 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

Allocation	➤ A mixed use scheme incorporating approximately 550 residential units, community centre and retail.
Site Size	➤ 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.

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.

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.

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.

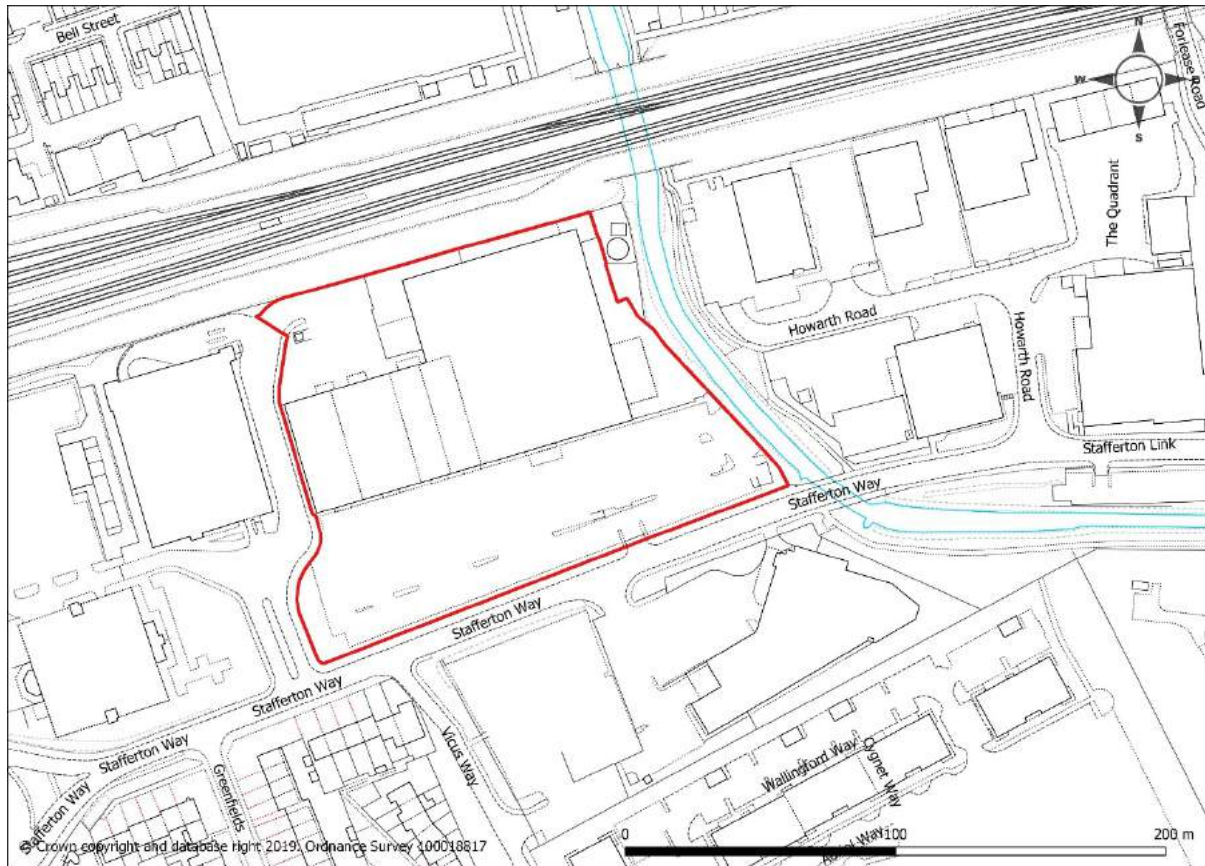
SA Objective 13 - Waste

- 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.

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

Allocation	➤ A mixed use scheme providing retail, employment and approximately 350 residential units
Site Size	➤ 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.

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.

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.

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.

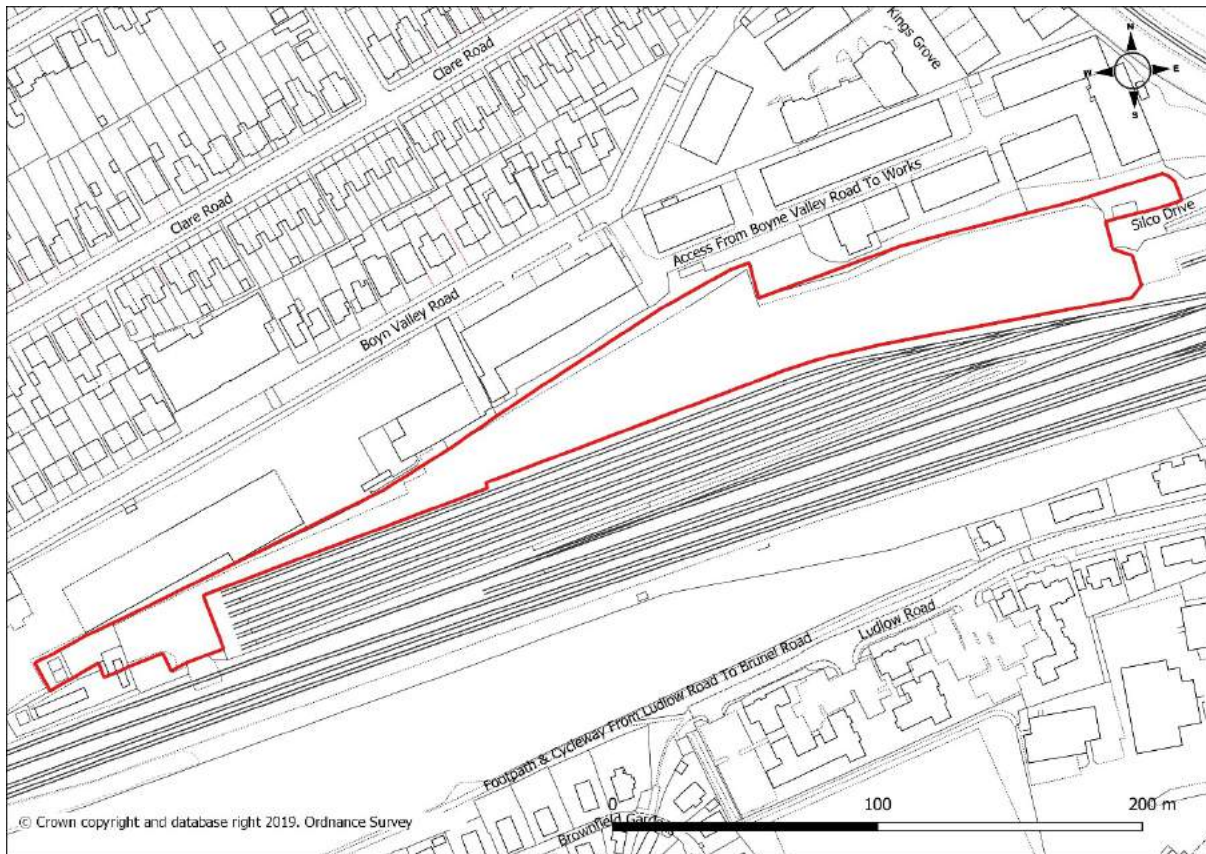
SA Objective 13 - Waste

- 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

Allocation	➤ Approximately 4,500 sqm of industrial and warehousing space
Site Size	➤ 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.

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.

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.

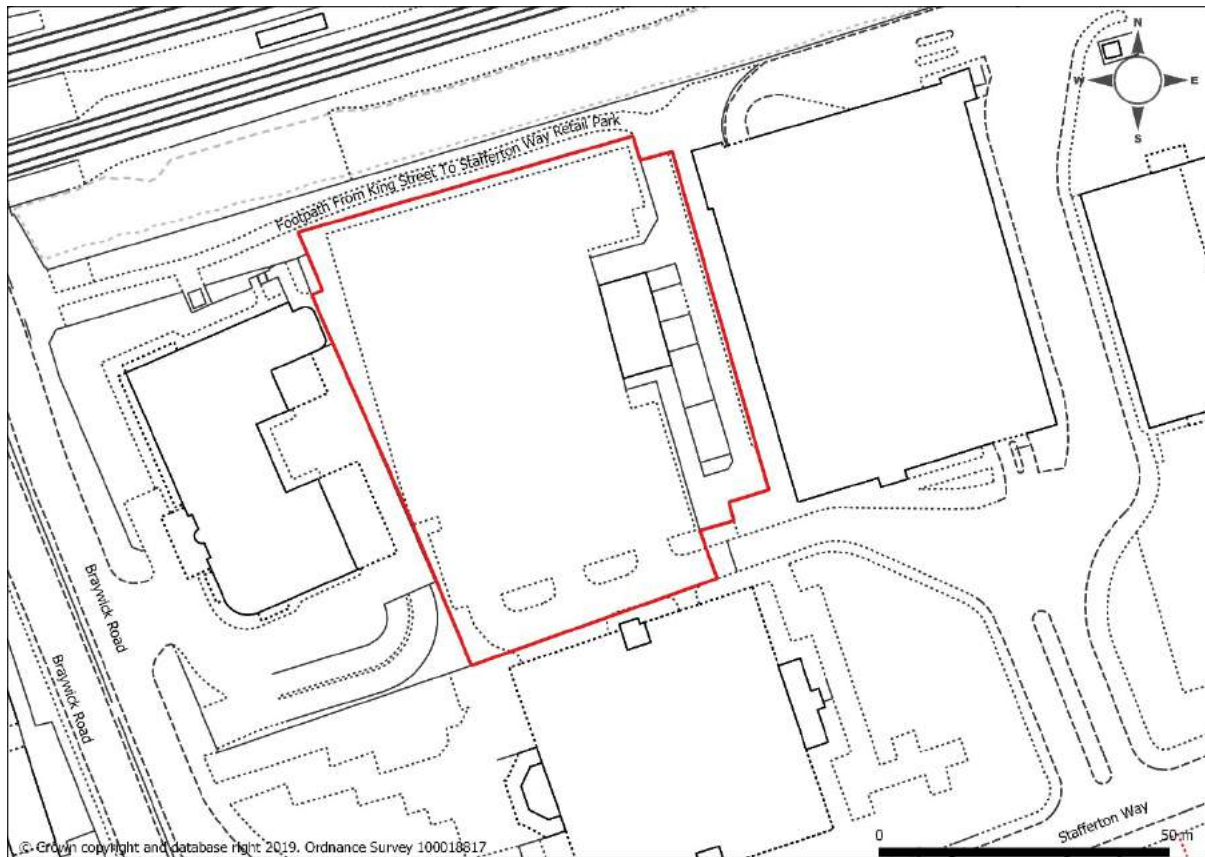
SA Objective 13 – Waste

- 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

Allocation	➤ Approximately 50 residential units
Site Size	➤ 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.

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.

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

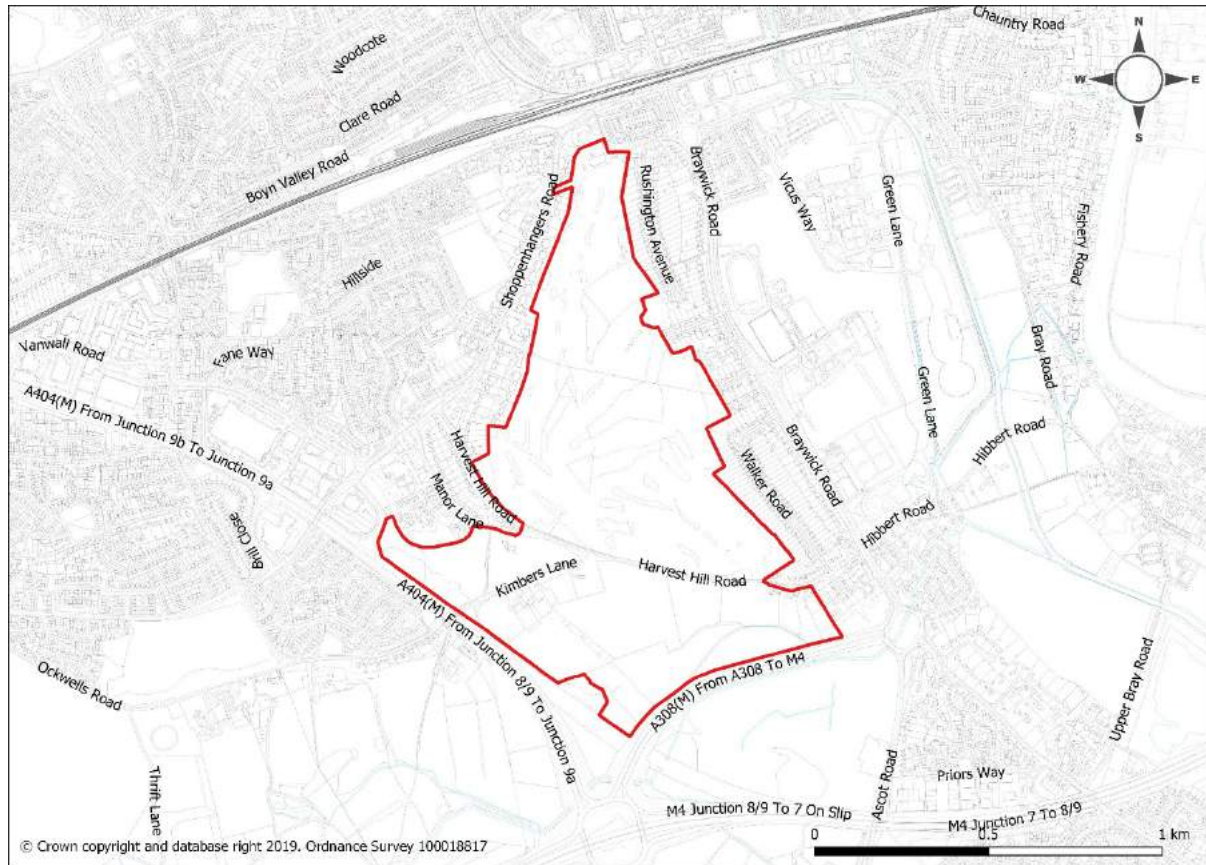
- C.2.12.13 Site AL12 is proposed for the development of 50 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

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

Allocation	<ul style="list-style-type: none"> ➤ Approximately 2600 residential units on Green Belt land. ➤ Educational facilities including primary and secondary schools ➤ Strategic public open space, formal play and playing pitch provision ➤ Multi-functional community hub as part of a Local Centre
Site Size	<ul style="list-style-type: none"> ➤ 89.93Ha

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.

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.

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.

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.

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.

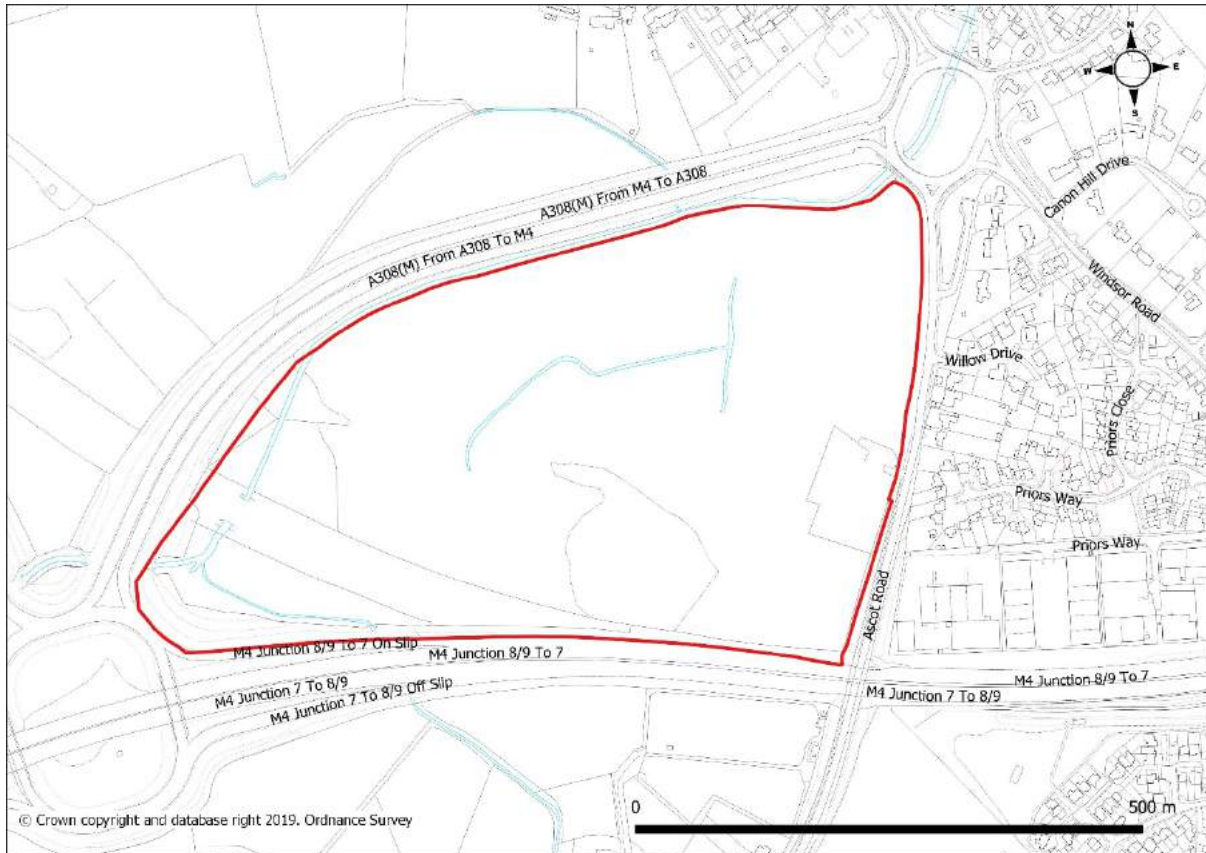
SA Objective 13 – Waste

- 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.

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

Allocation	➤ General Industrial / Warehousing uses
Site Size	➤ 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 QPIb: 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.

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.

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.

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.

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.

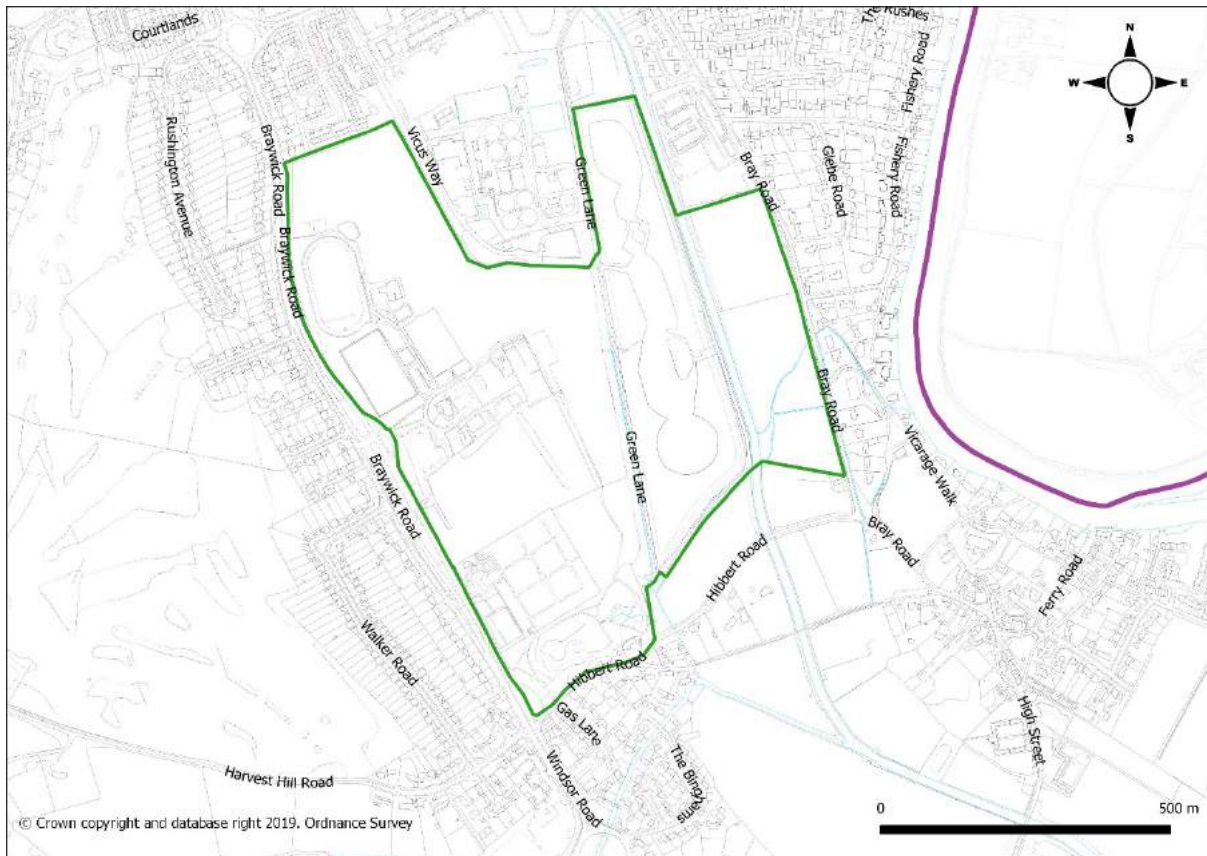
SA Objective 13 – Waste

- 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	
Allocation	A mixed use Strategic Green Infrastructure site to serve Maidenhead, providing: <ul style="list-style-type: none"> ➤ Sports hub ➤ Public park ➤ Special needs school and multi-use games area ➤ A 'wildlife zone' comprising the Braywick Local Nature Reserve and a Site of Special Scientific Interest The site will remain in the Green Belt
Site Size	<ul style="list-style-type: none"> ➤ 54.1Ha
Site Specific Requirements	
Development of the site will be required to: <ul style="list-style-type: none"> • 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; • 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; • 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); • 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; • Encourage links between the new proposed school and sporting facilities at Braywick Park, including the new leisure centre; 	

- 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.

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.

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.

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.

SA Objective 13 - Waste

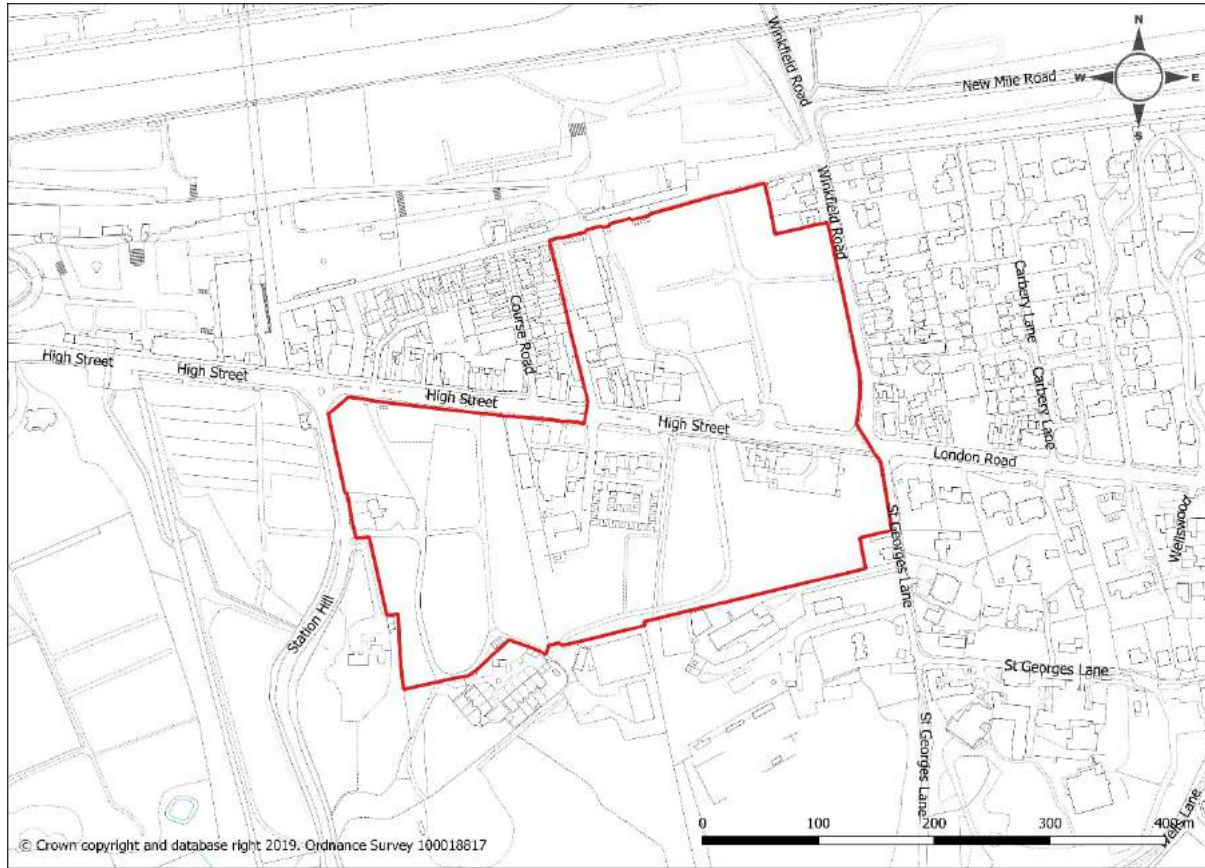
- C.3.3.14 Site AL15 is proposed for green infrastructure and sports facilities, and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

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

Allocation	➤ 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.
Site Size	➤ 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.

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.

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.

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.

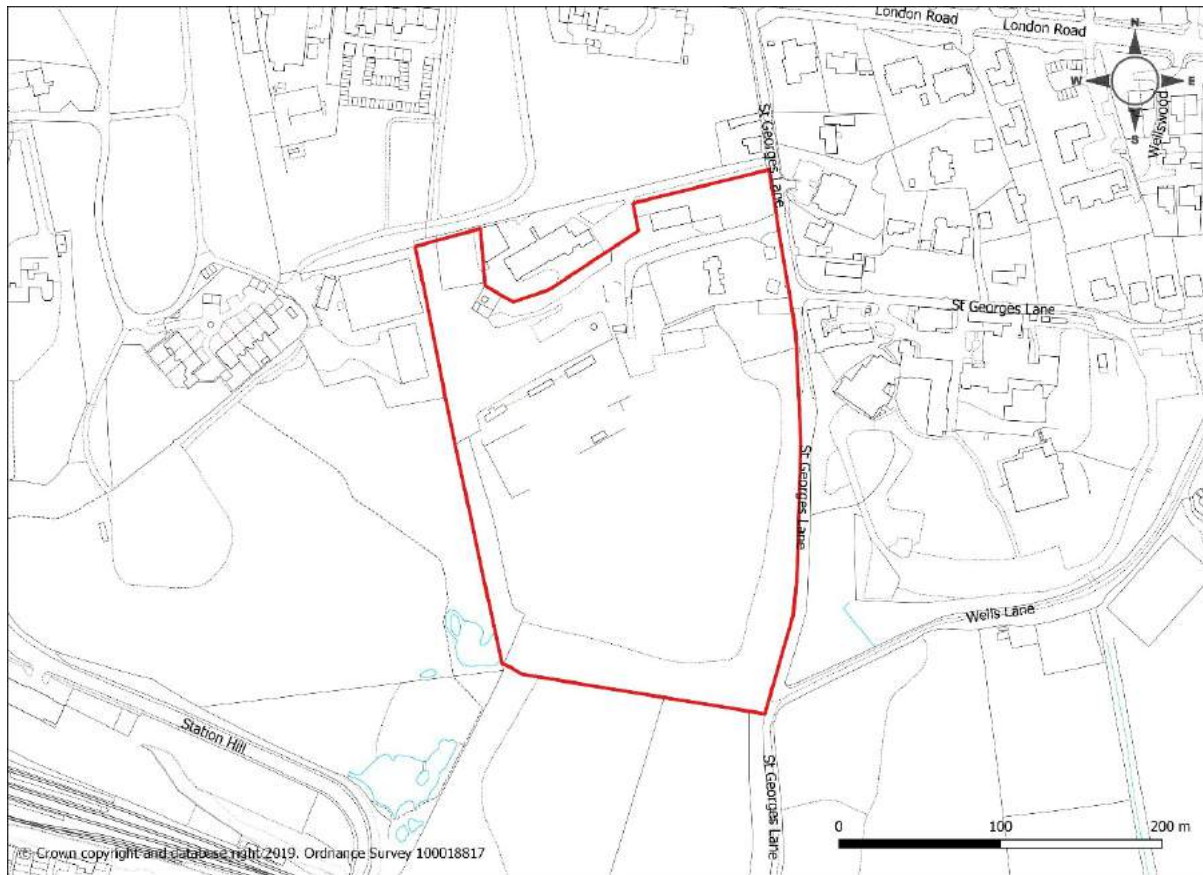
SA Objective 13 – Waste

- 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.

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

Allocation	➤ Approximately 131 residential units
Site Size	➤ 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.

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.

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.

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.

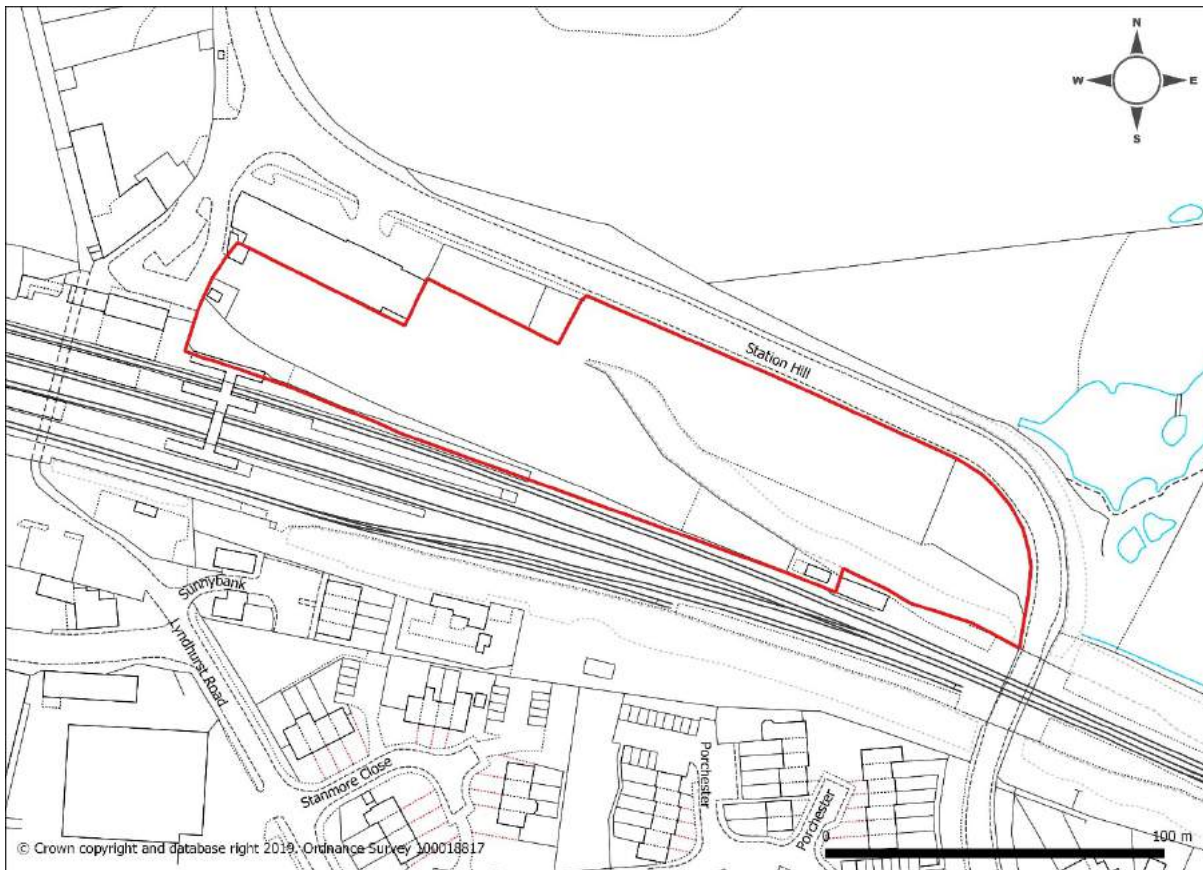
SA Objective 13 – Waste

- 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

Allocation	➤ A mixed use scheme providing approximately 50 residential units, public car parking and ancillary retail/cycle hub (up to 280 sq.m.)
Site Size	➤ 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.

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.

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.

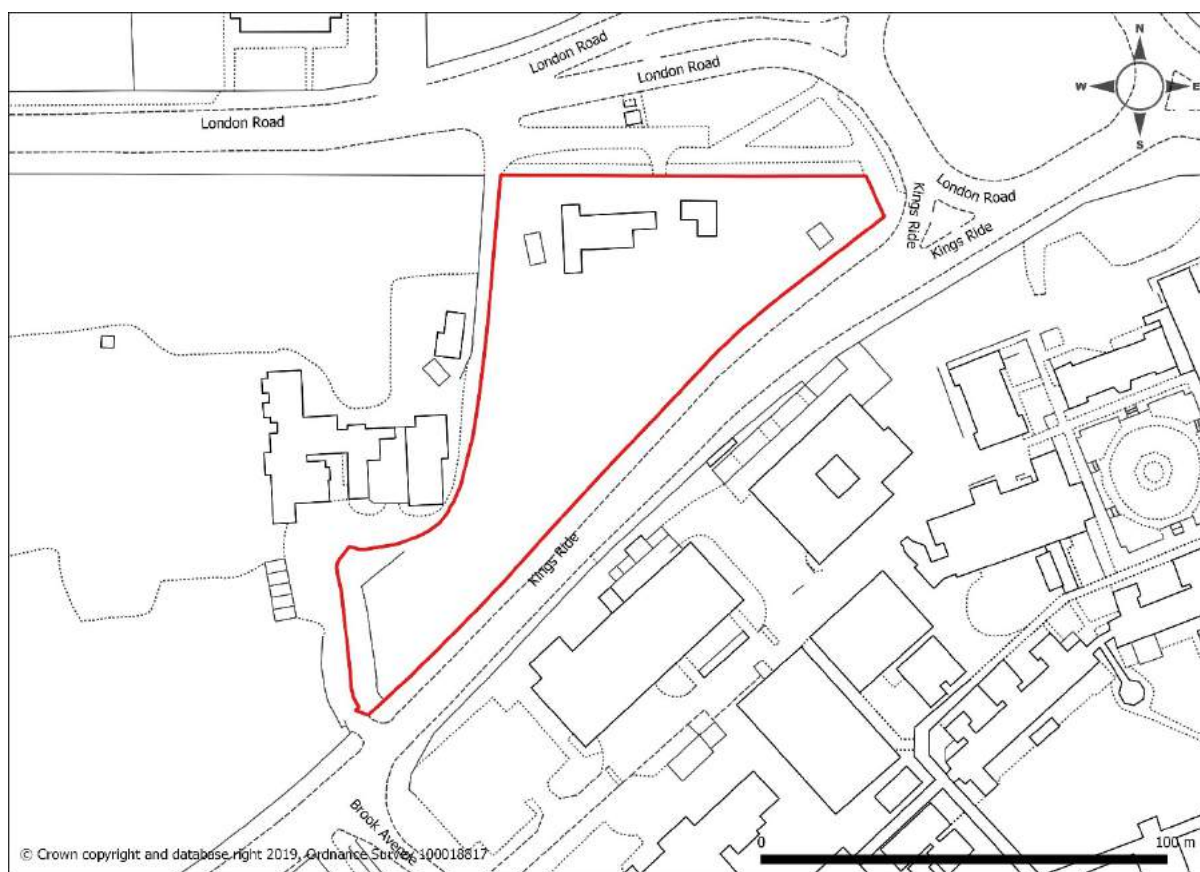
SA Objective 13 - Waste

- 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

Allocation	➤ Approximately 10 residential units
Site Size	➤ 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.

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.

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.

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.

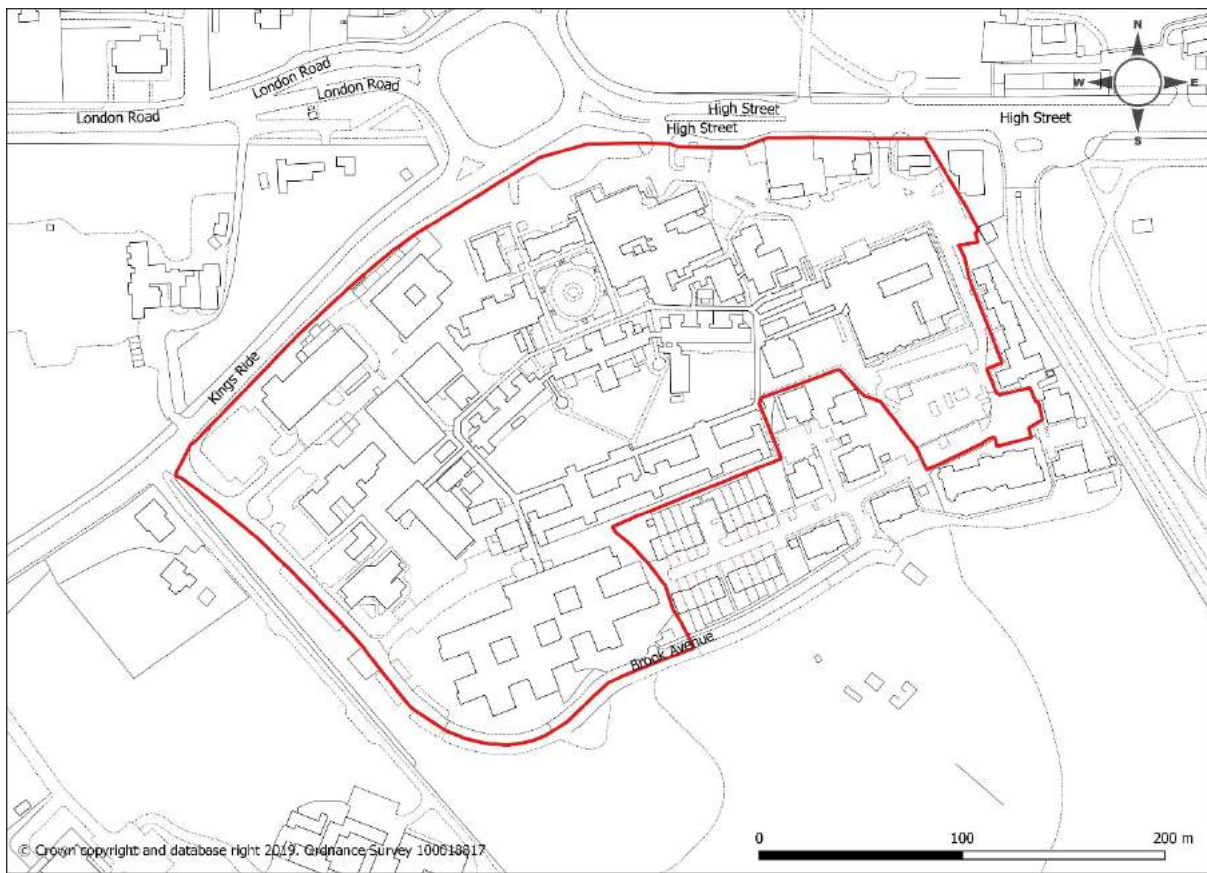
SA Objective 13 - Waste

- 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

Allocation	➤ A mixed use development including approximately 250 residential units, retained health uses and ancillary offices.
Site Size	➤ 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.

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.

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.

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

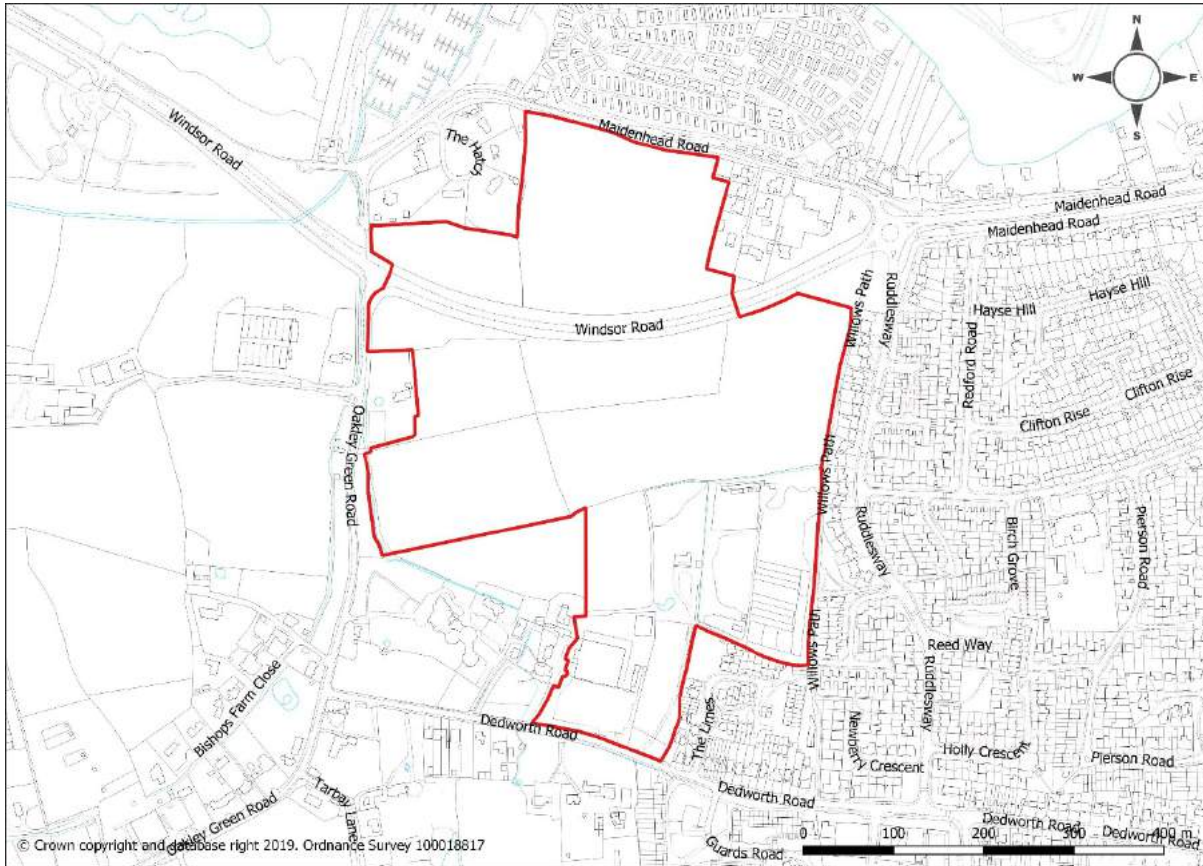
- C.4.5.14 Site AL20 is proposed for the development of 250 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

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

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

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.

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.

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.

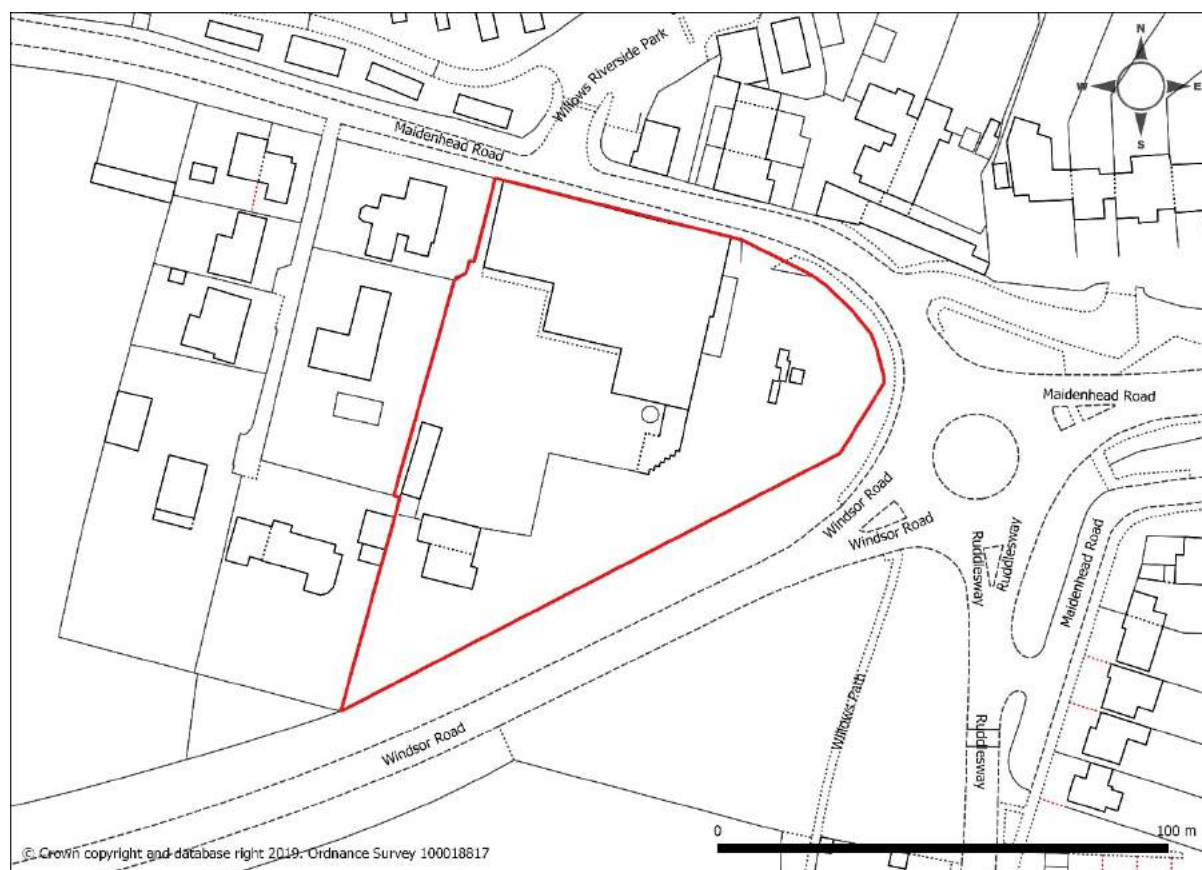
SA Objective 13 – Waste

- 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.

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

Allocation	➤ Approximately 39 residential units
Site Size	➤ 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.

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.

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.

SA Objective 13 - Waste

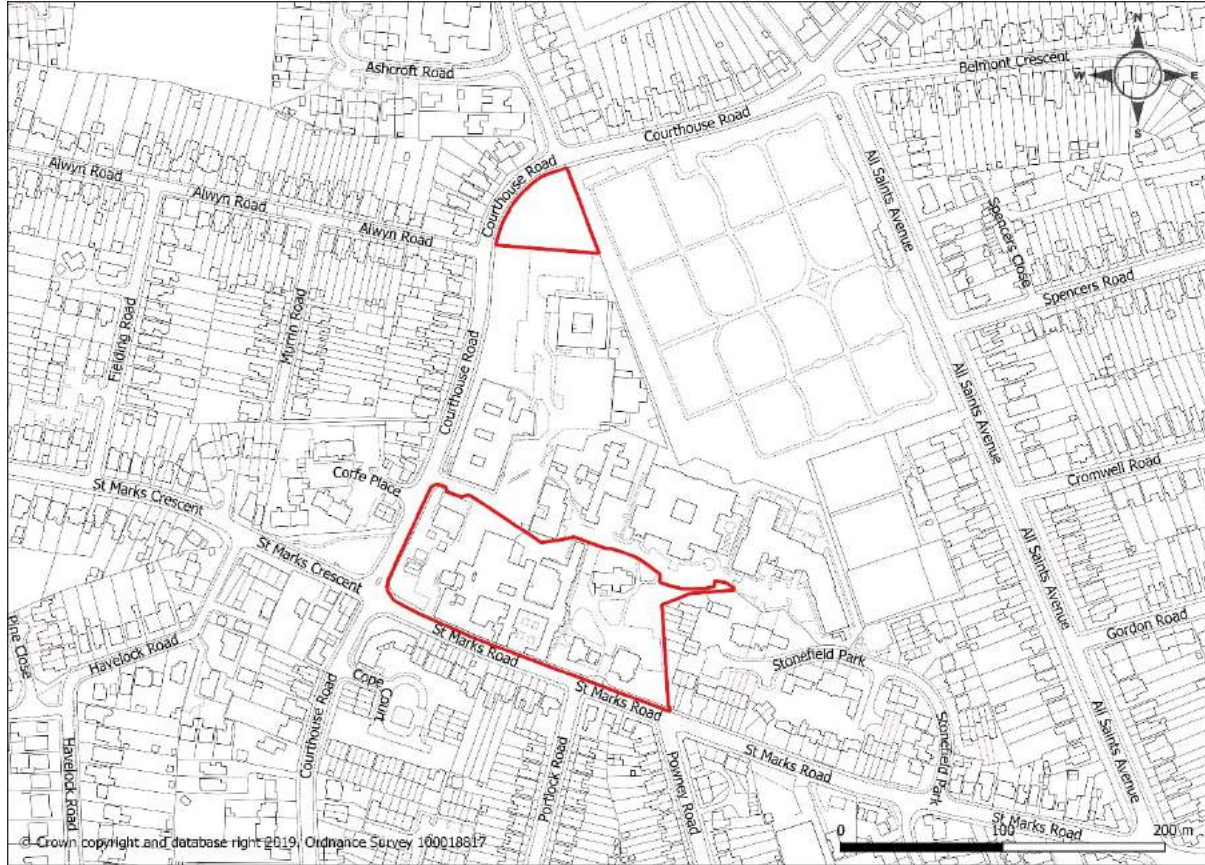
- C.5.2.13 Site AL22 is proposed for the development of approximately 39 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

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

Allocation	➤ Approximately 54 residential units
Site Size	➤ 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.

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.

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.

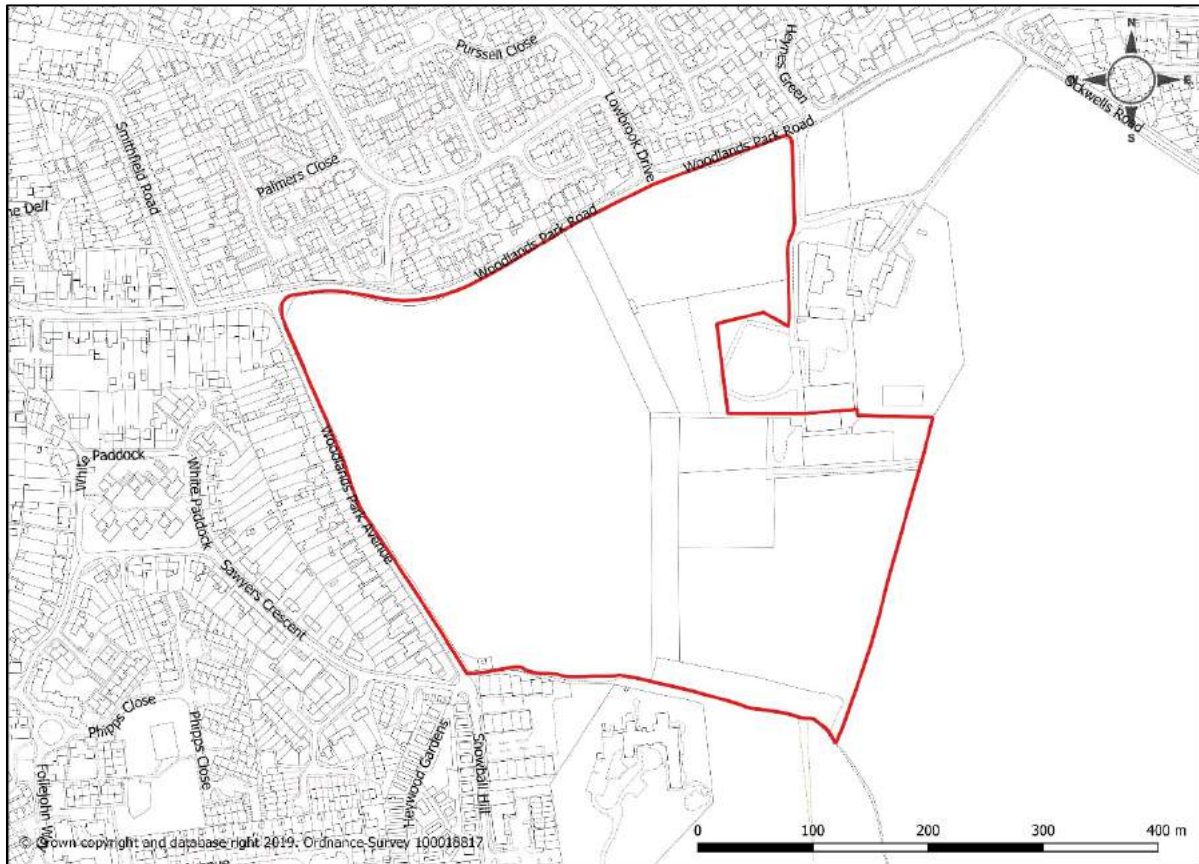
SA Objective 13 – Waste

- 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

Allocation	<ul style="list-style-type: none"> ➤ Approximately 300 residential units ➤ Strategic public open space ➤ Sports pitches
Site Size	➤ 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.

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.

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.

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.

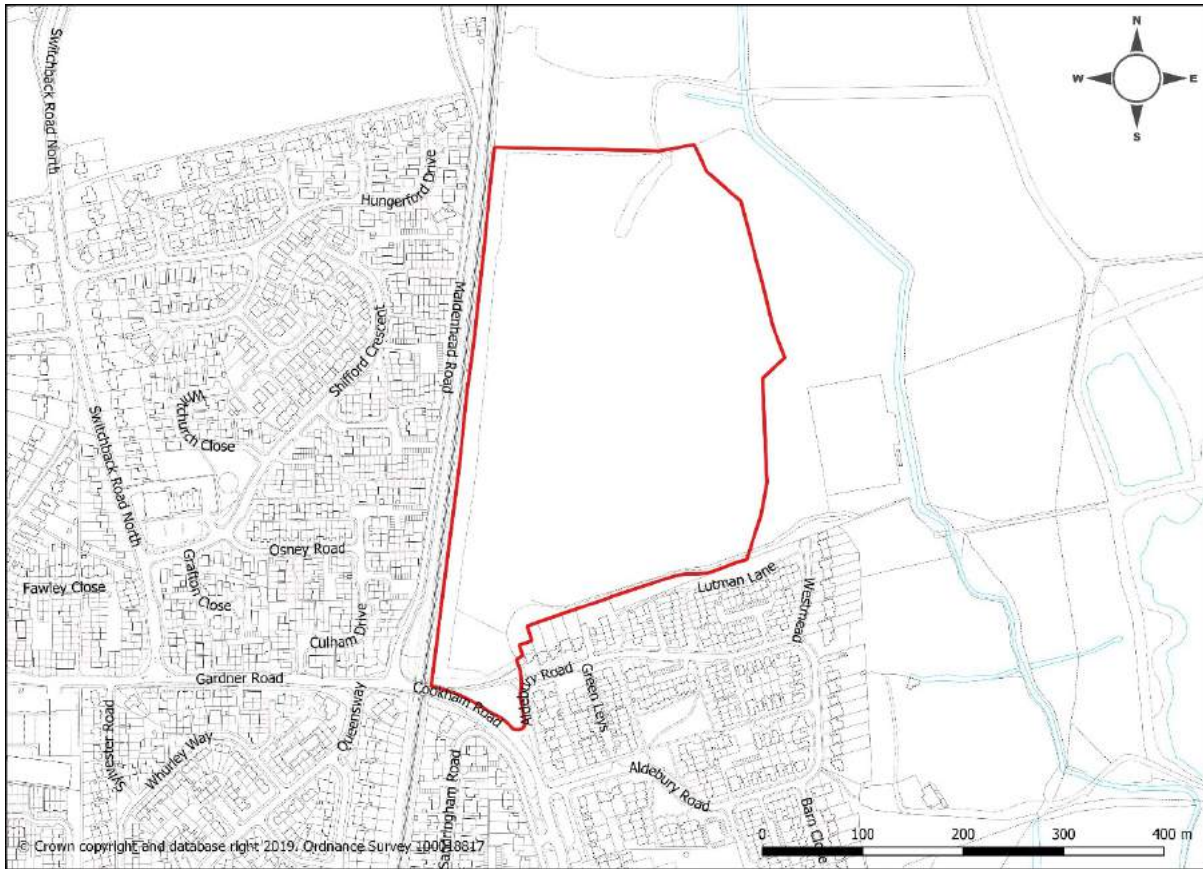
SA Objective 13 – Waste

- 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

Allocation	<ul style="list-style-type: none"> ➤ Approximately 330 residential units ➤ Educational facilities
Site Size	<ul style="list-style-type: none"> ➤ 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.

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.

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.

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.

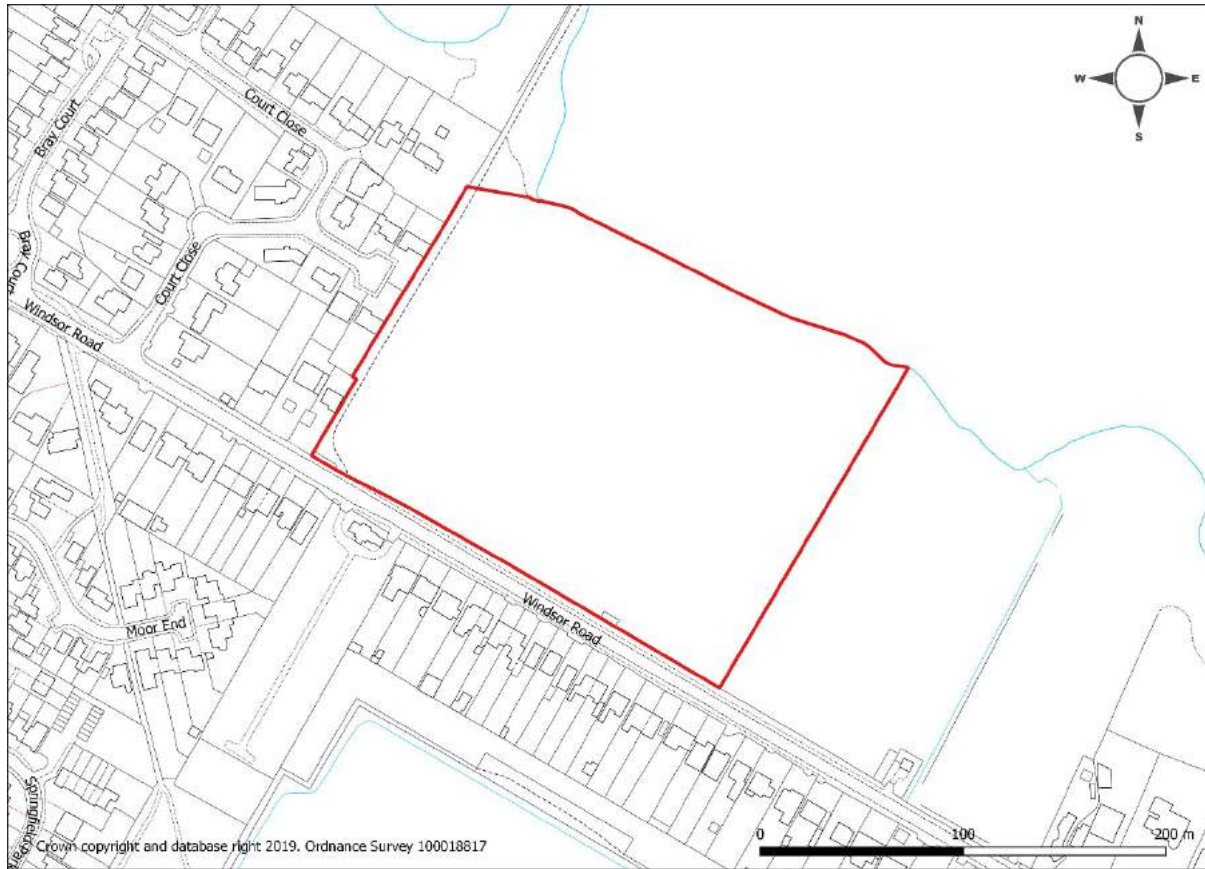
SA Objective 13 - Waste

- 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

Allocation	➤ Approximately 100 residential units on Green Belt land
Site Size	➤ 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.

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.

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.

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.

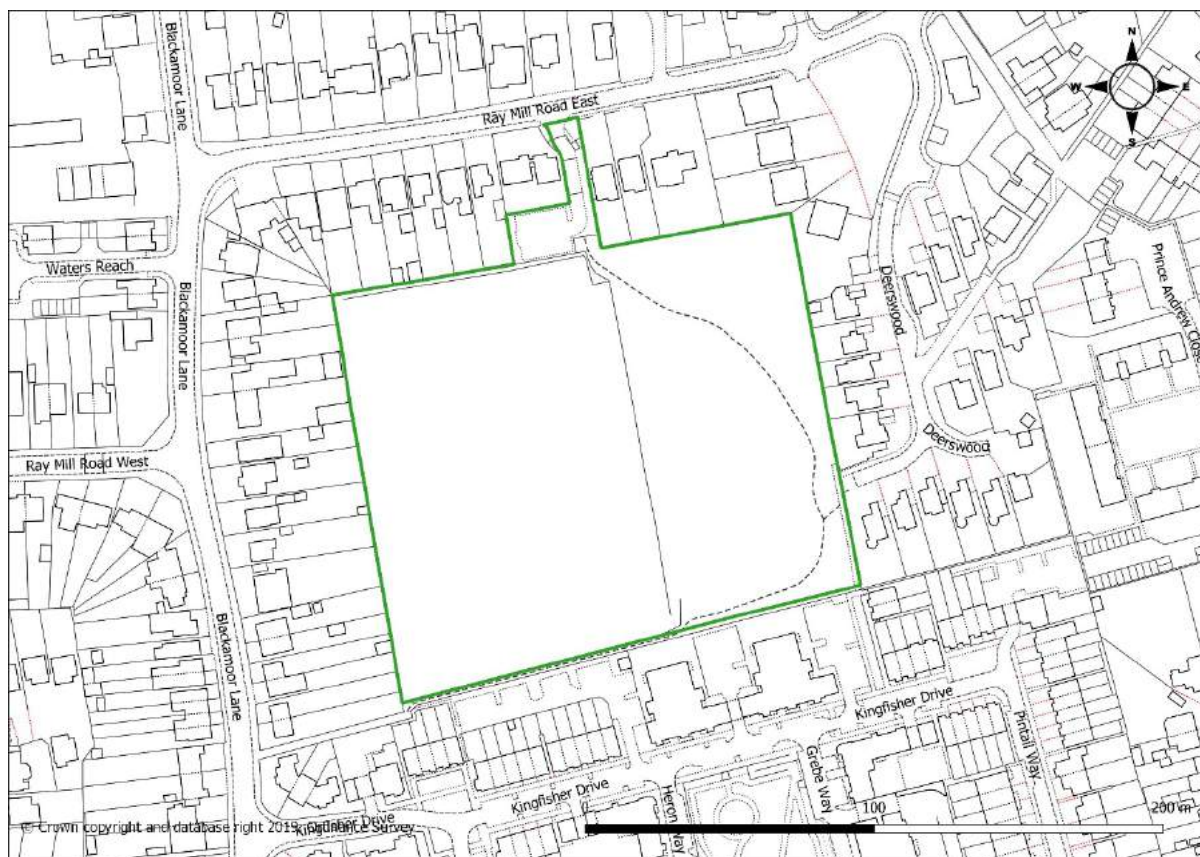
SA Objective 13 – Waste

- 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

Allocation	A Green Infrastructure site providing <ul style="list-style-type: none"> ➤ Local ‘pocket park’ ➤ Habitat area ➤ Flood attenuation
Site Size	➤ 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.

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.

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.

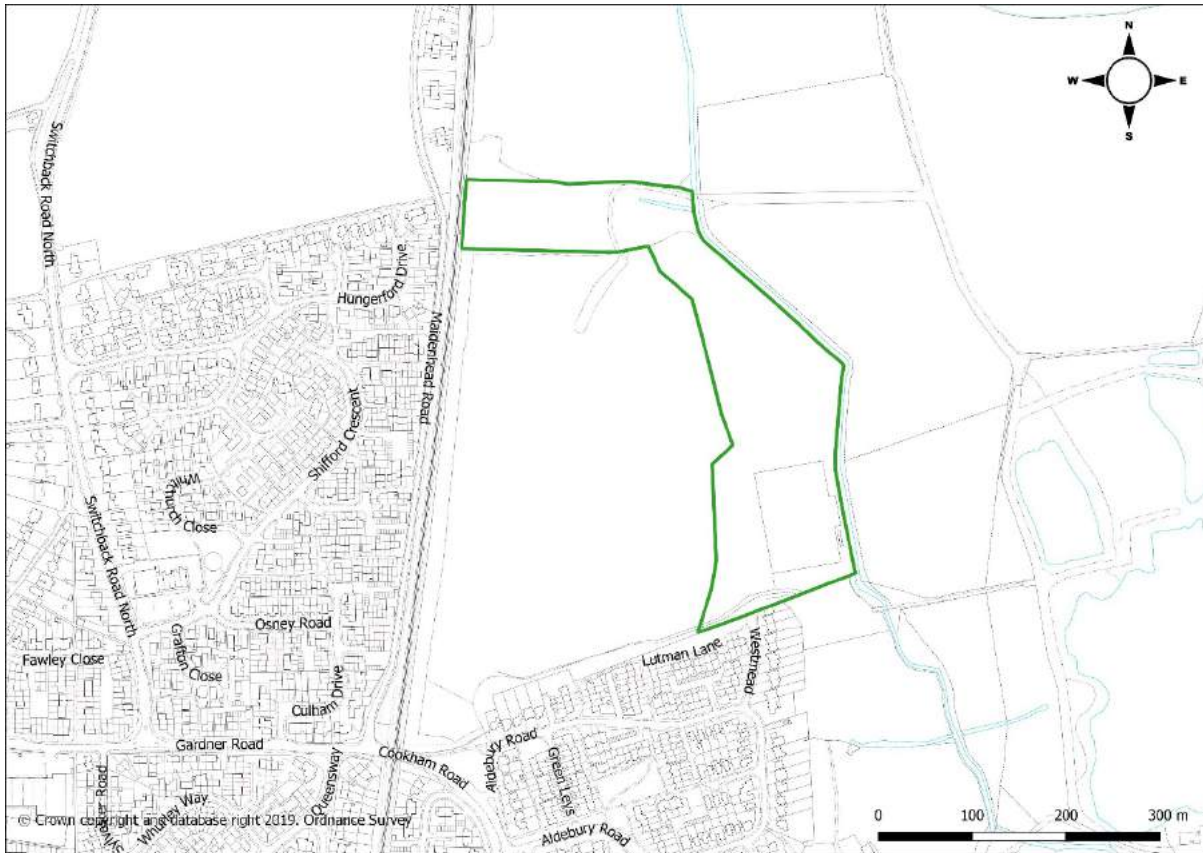
SA Objective 13 - Waste

- 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

Allocation	A Green Infrastructure site providing <ul style="list-style-type: none"> ➤ Sports facilities ➤ Public open space ➤ Habitat area ➤ Flood attenuation
Site Size	➤ 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.

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.

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

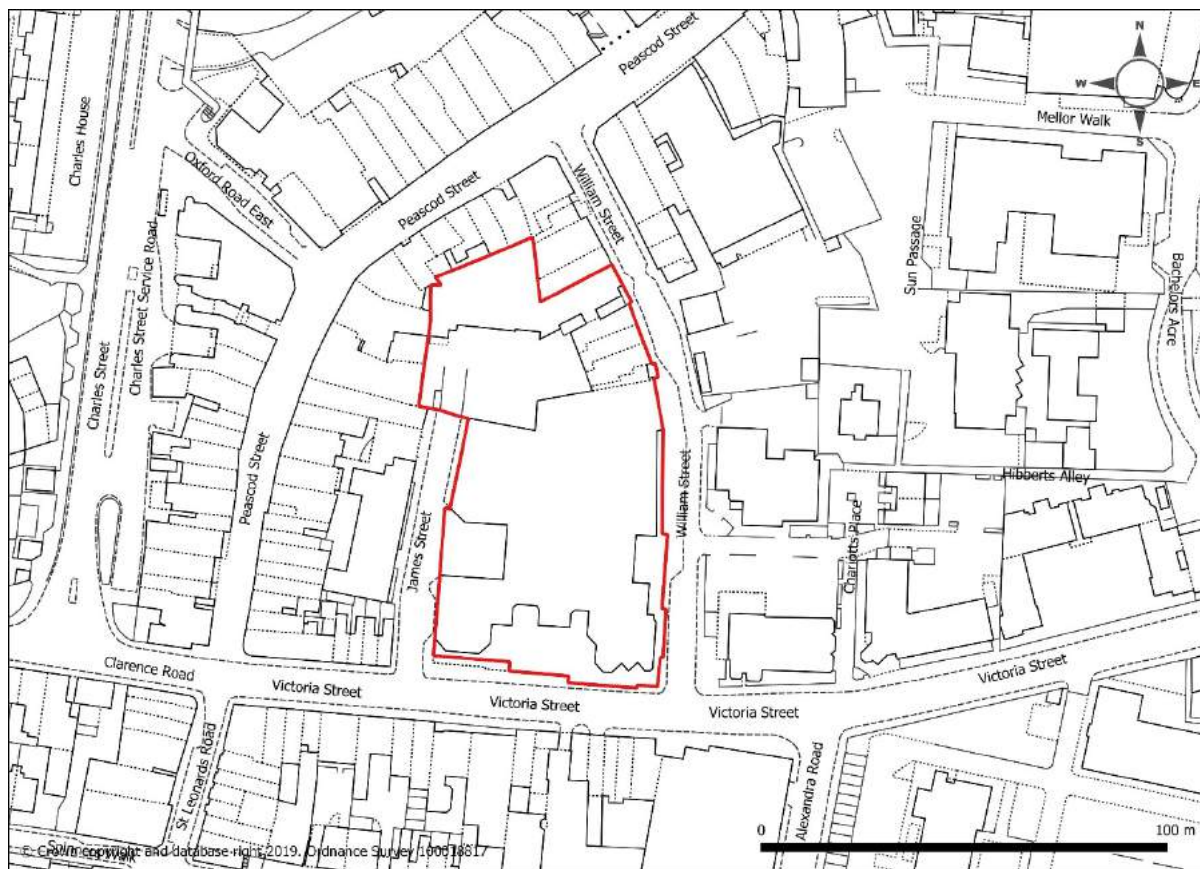
- C.6.6.13 Site AL28 is proposed for green infrastructure and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

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

Allocation	➤ A mixed use scheme providing employment space, retail, leisure and approximately 100 residential units.
Site Size	➤ 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.

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.

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.

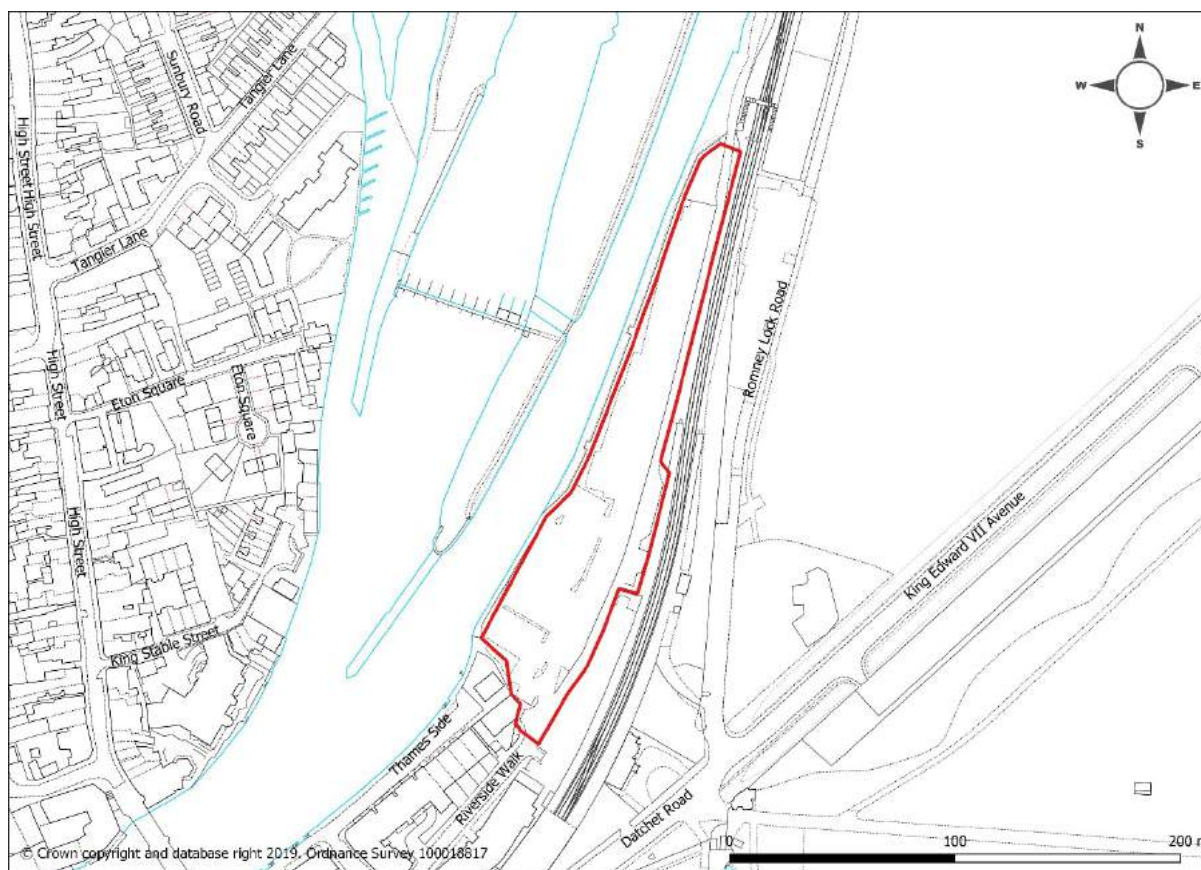
SA Objective 13 - Waste

- 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.

C.7.2 AL30 – Windsor and Eton Riverside Station Car Park



WINDSOR AND ETON RIVERSIDE STATION CAR PARK

Allocation	➤ Approximately 30 residential units on previously developed land
Site Size	➤ 0.85Ha

Site Specific Requirements

Development of the site will be required to:

- Ensure that built form only occurs within Flood Zone 1;
- Maintain pedestrian, cycle and vehicular access along Riverside Walk;
- Re-provide the existing Eton and Windsor Riverside railway station parking, either onsite or in alternative location, with enhancements to cycle parking for the station;
- Provide a strong green infrastructure network across the site that is highly connected to the River's edge and capable of supporting enhanced biodiversity, and leisure functions;
- Retain trees along river frontage to provide a green corridor along the River Thames;
- Provide views through the site to the River Thames from Riverside Walk;
- Be designed sensitively to consider the impact on long distance views, including from the River Thames;
- Have a very high quality design which supports the character and function of Windsor, and the Town Centre Conservation Area;
- Provide very high quality interfaces and frontages towards both the River Thames and Riverside Walk;
- Be designed to be sensitive to the scale and heights of existing properties around the site, and its location in Windsor;
- 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; and
- Provide at least 30% affordable housing and opportunities for custom build 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
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.

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.

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.

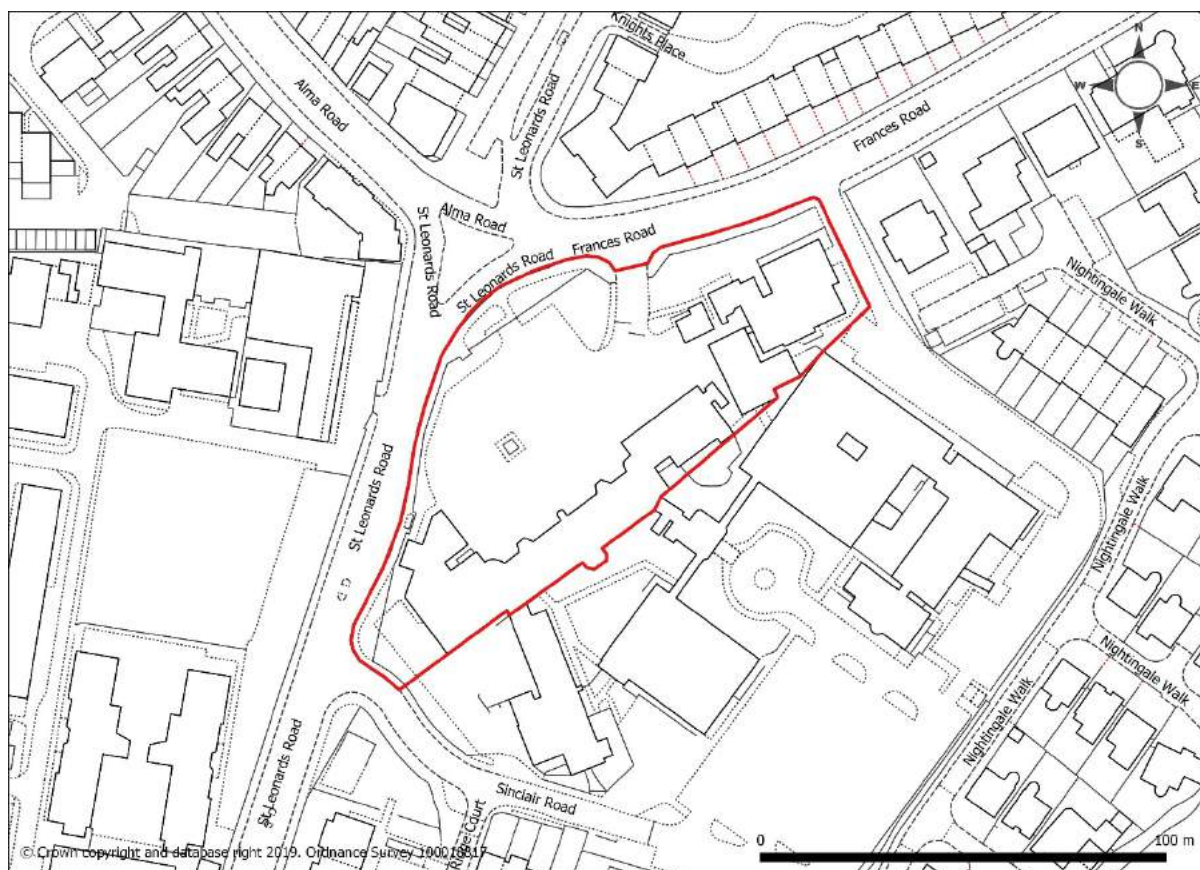
SA Objective 13 - Waste

- 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.

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

Allocation	➤ Approximately 47 residential units
Site Size	➤ 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.

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.

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

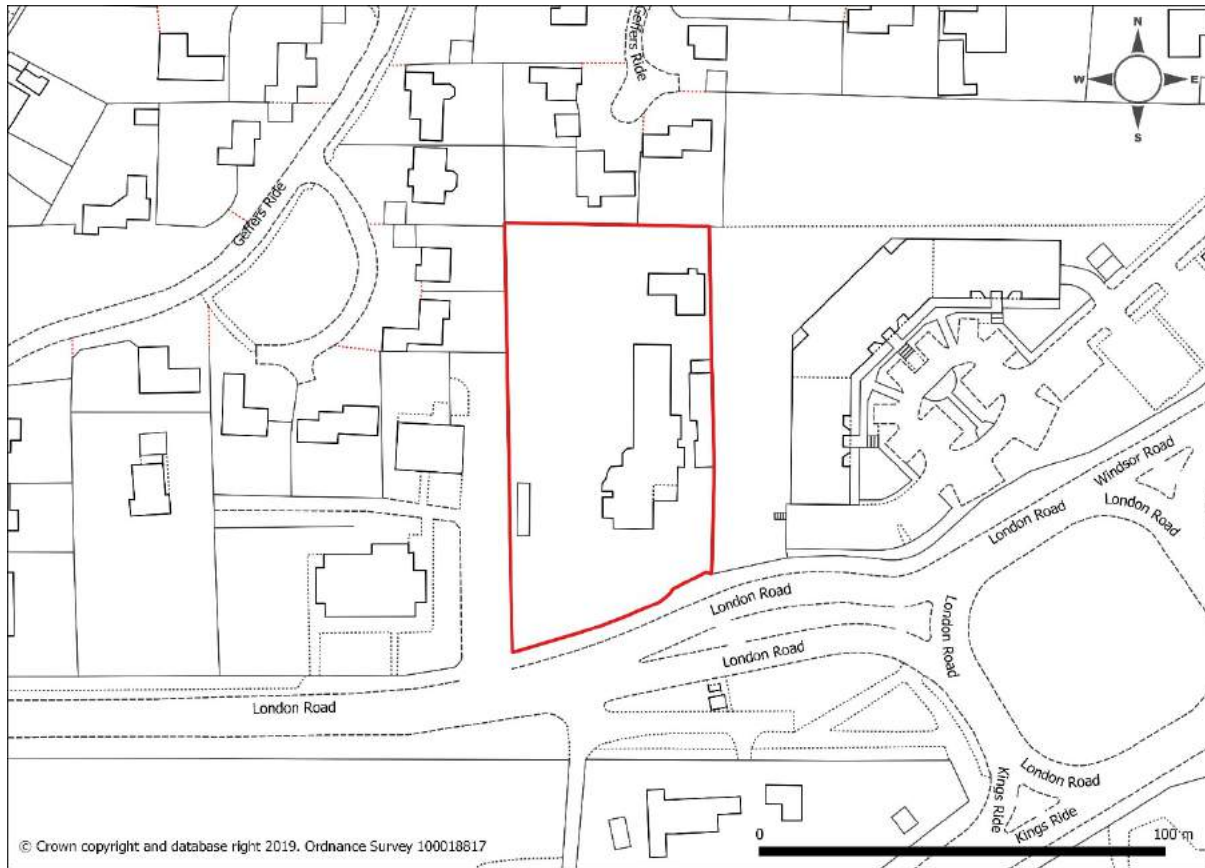
- C.7.3.13 Site AL31 is proposed for the development of approximately 47 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

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

Allocation	➤ Approximately 25 residential units
Site Size	➤ 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.

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.

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.

SA Objective 13 - Waste

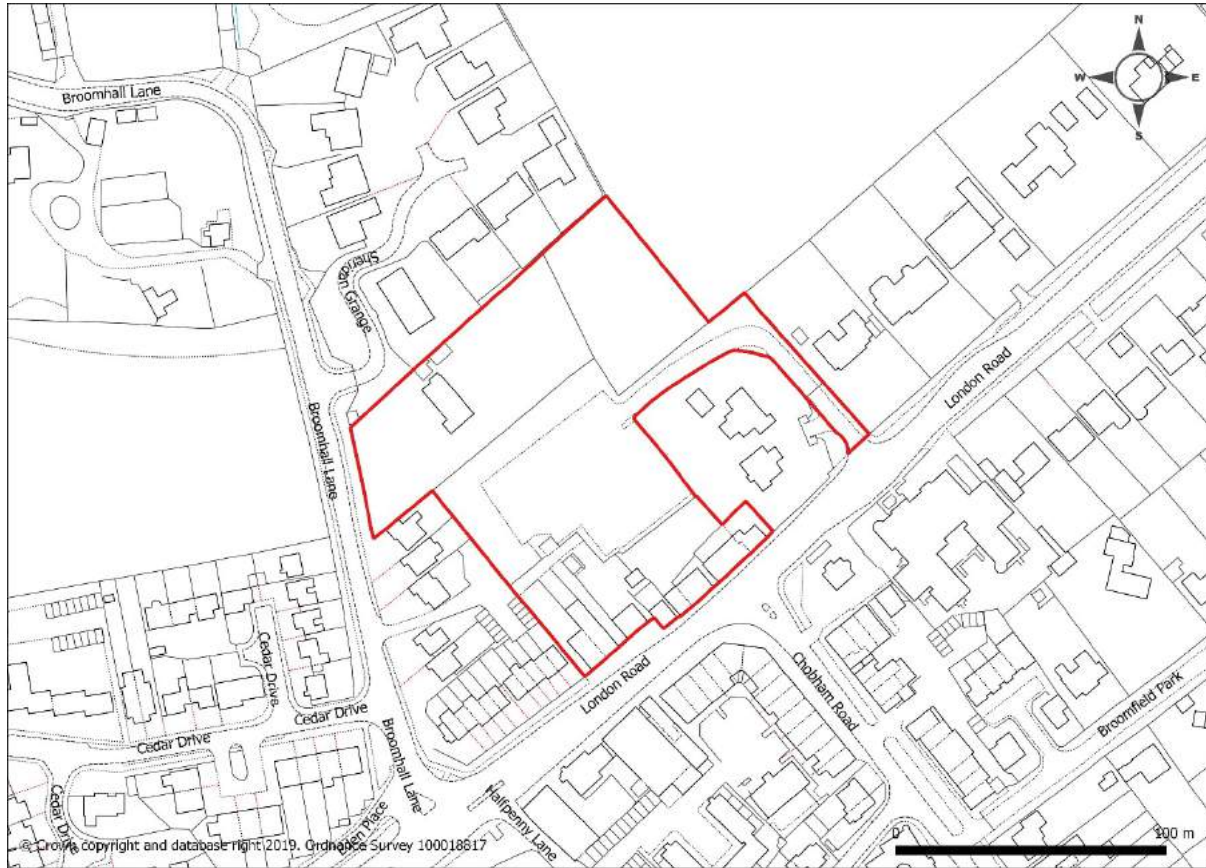
- C.8.1.13 Site AL32 is proposed for the development of approximately 25 dwellings and would therefore be expected to result in a negligible impact on household waste generation within the Plan area.

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

Allocation	➤ Mixed use scheme including approximately 30 residential units, retail, employment and public car parking
Site Size	➤ 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.

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.

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.

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

Allocation	➤ Approximately 10 residential units
Site Size	➤ 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.

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.

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.

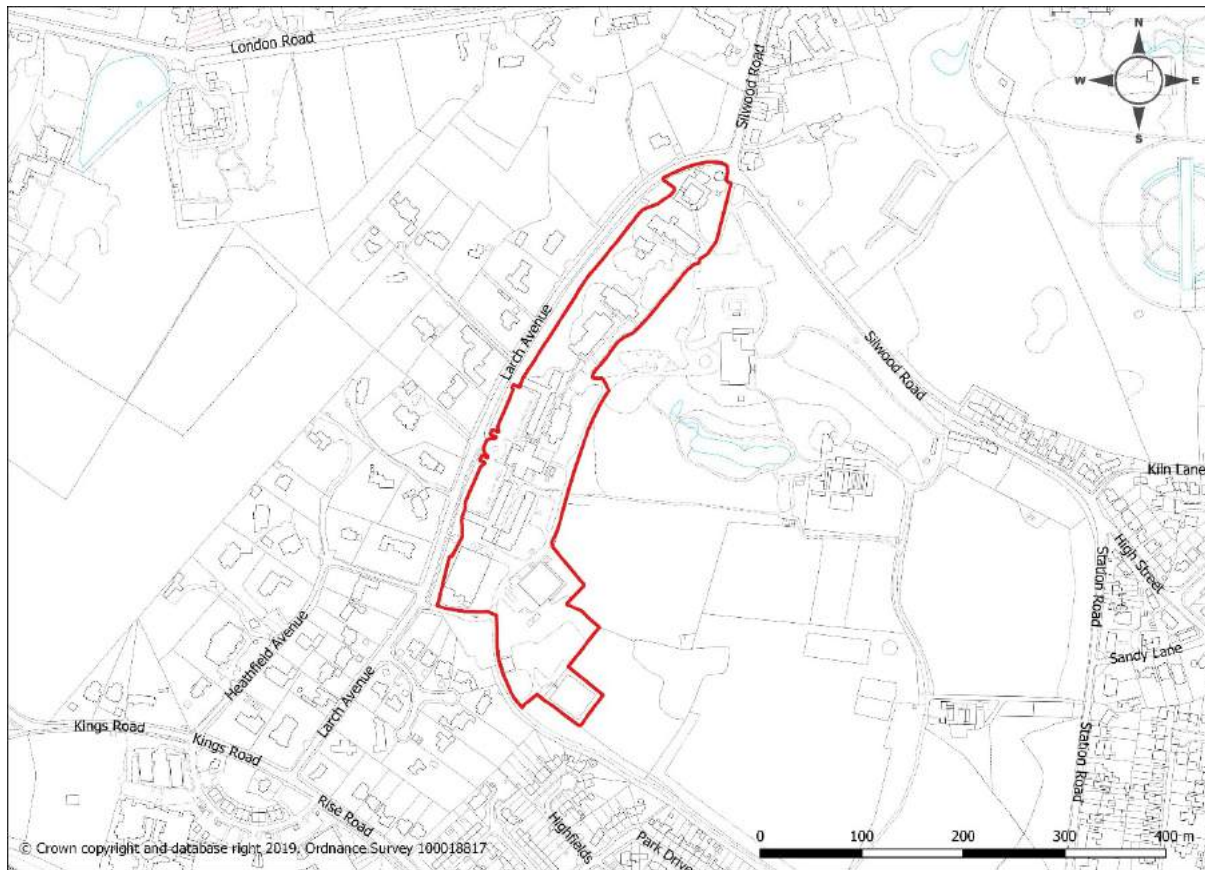
SA Objective 13 - Waste

- 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

Allocation	➤ Approximately 230 residential units which may include specialist accommodation for older people
Site Size	➤ 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.

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.

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.

SA Objective 13 - Waste

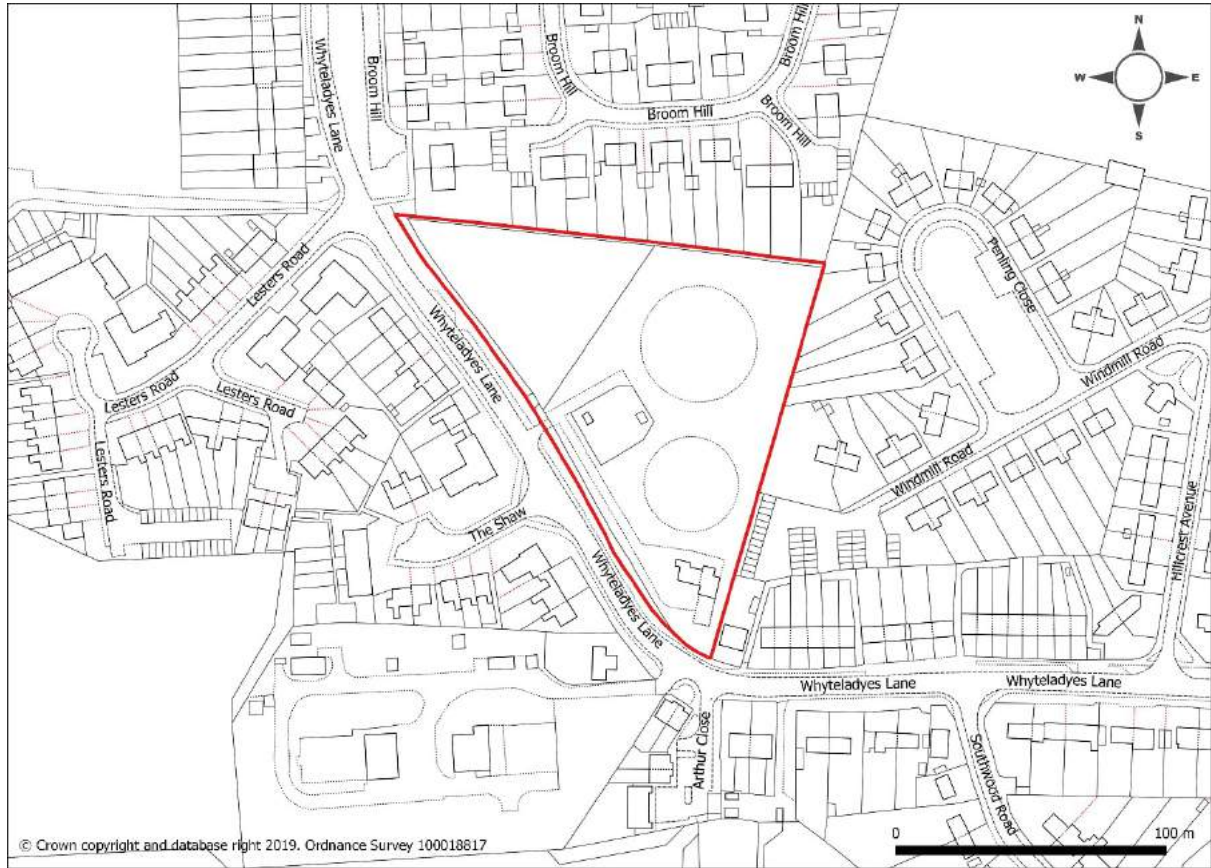
- C.9.3.13 Site AL35 is proposed for the development of 230 dwellings and would therefore be expected to increase household waste generation within the Plan area by more than 0.1% in comparison to current levels. Therefore, a minor negative impact on household waste generation would be anticipated.

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

Allocation	➤ Approximately 50 residential units on previously developed land
Site Size	➤ 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.

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.

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.

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

Allocation	➤ Approximately 200 residential units
Site Size	➤ 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.

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.

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.

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.

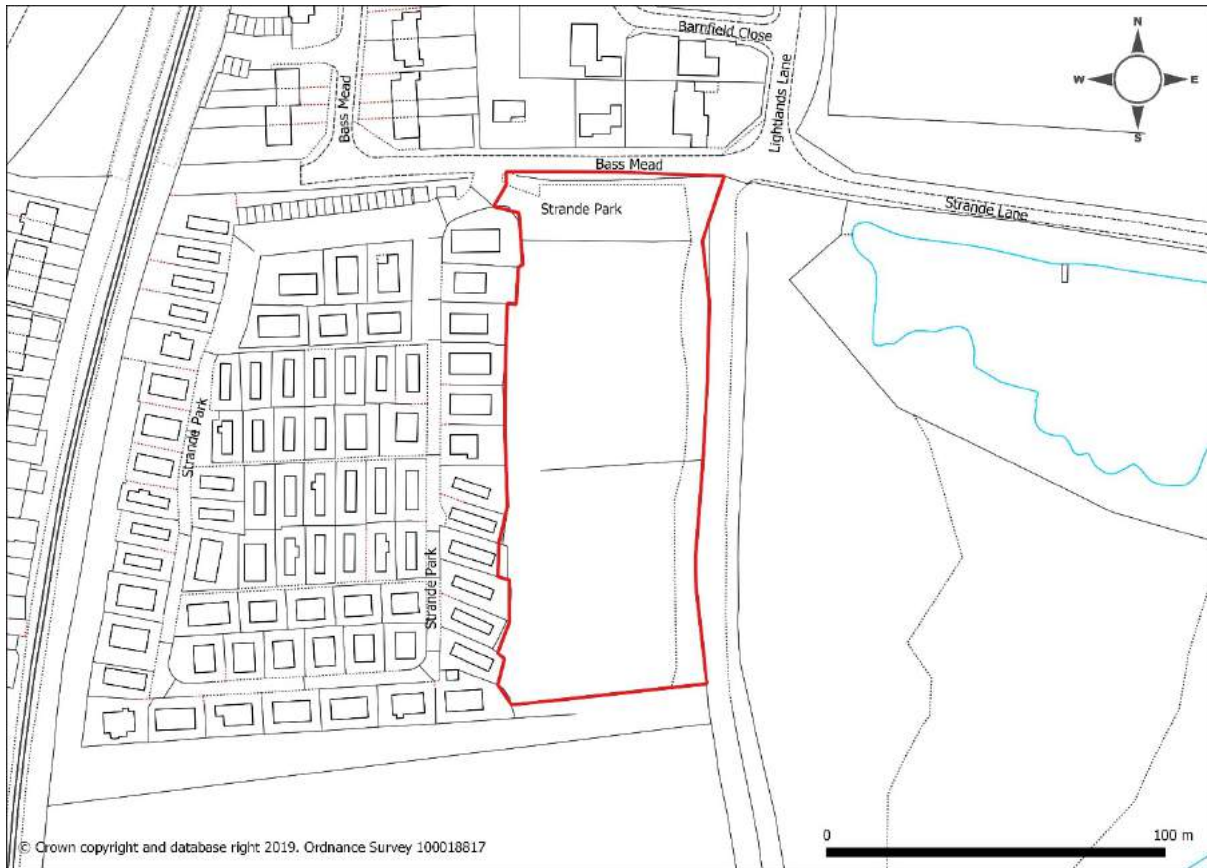
SA Objective 13 - Waste

- 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

Allocation	➤ Approximately 20 residential units
Site Size	➤ 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.

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.

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.

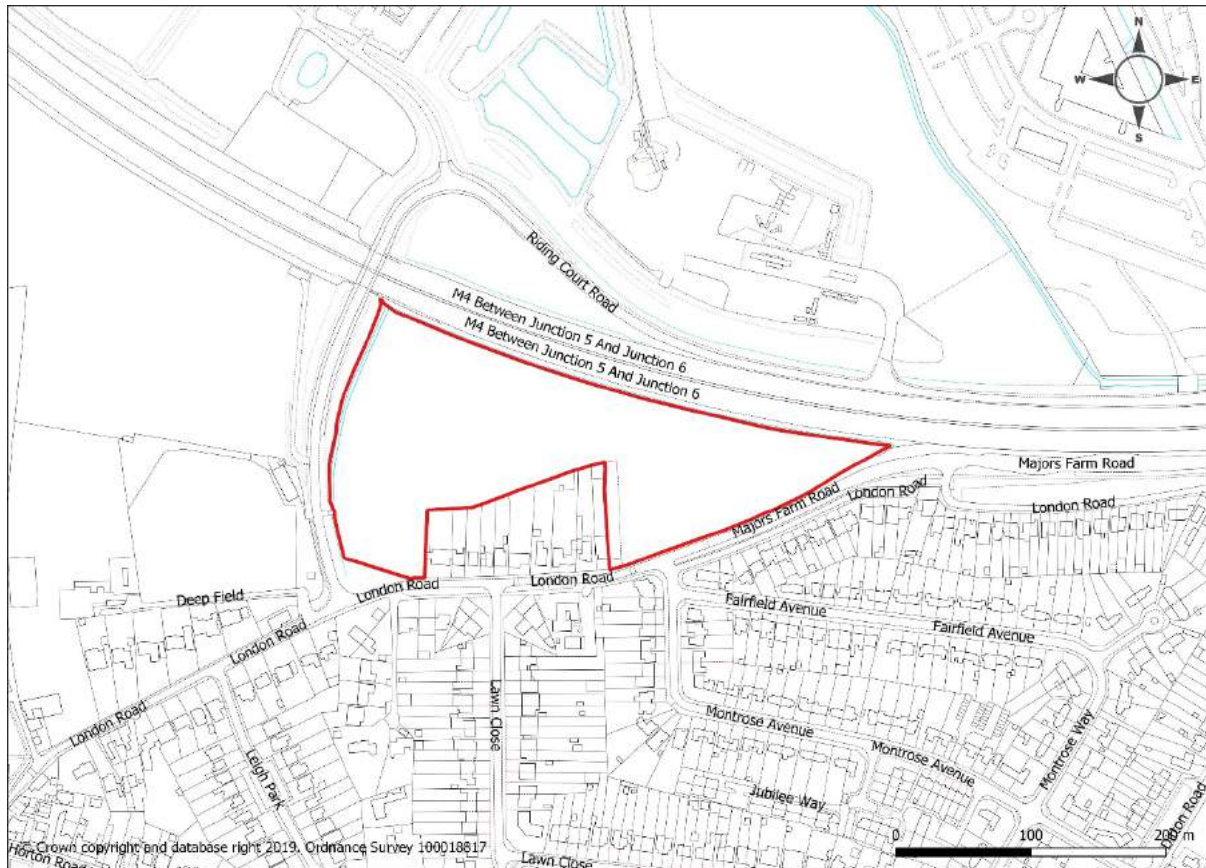
SA Objective 13 - Waste

- 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.

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

Allocation	➤ Approximately 80 residential units on greenfield land
Site Size	➤ 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.

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.

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.

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.

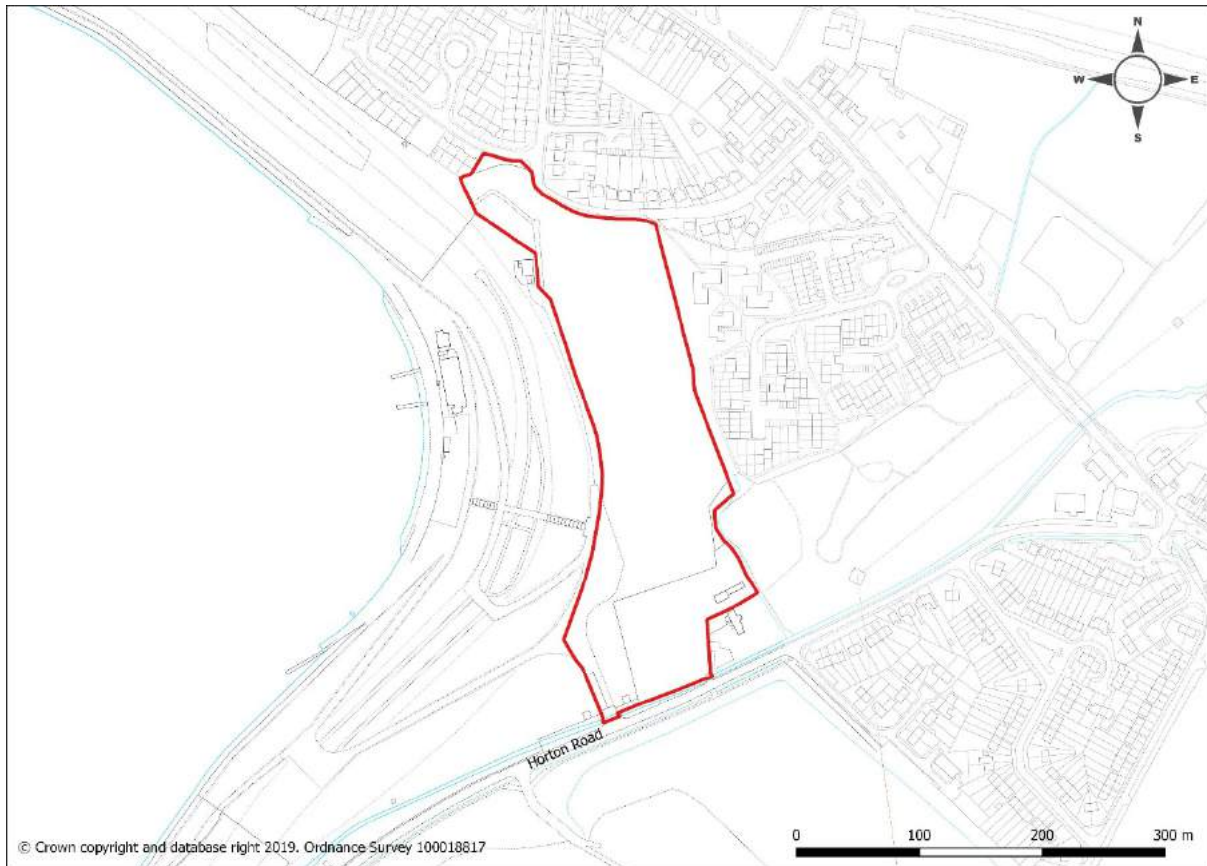
SA Objective 13 - Waste

- 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

Allocation	➤ Approximately 100 residential units
Site Size	➤ 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.

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.

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.

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.

Appendix D: Reasonable Alternative Site Assessments

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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 Directive¹:

“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”.

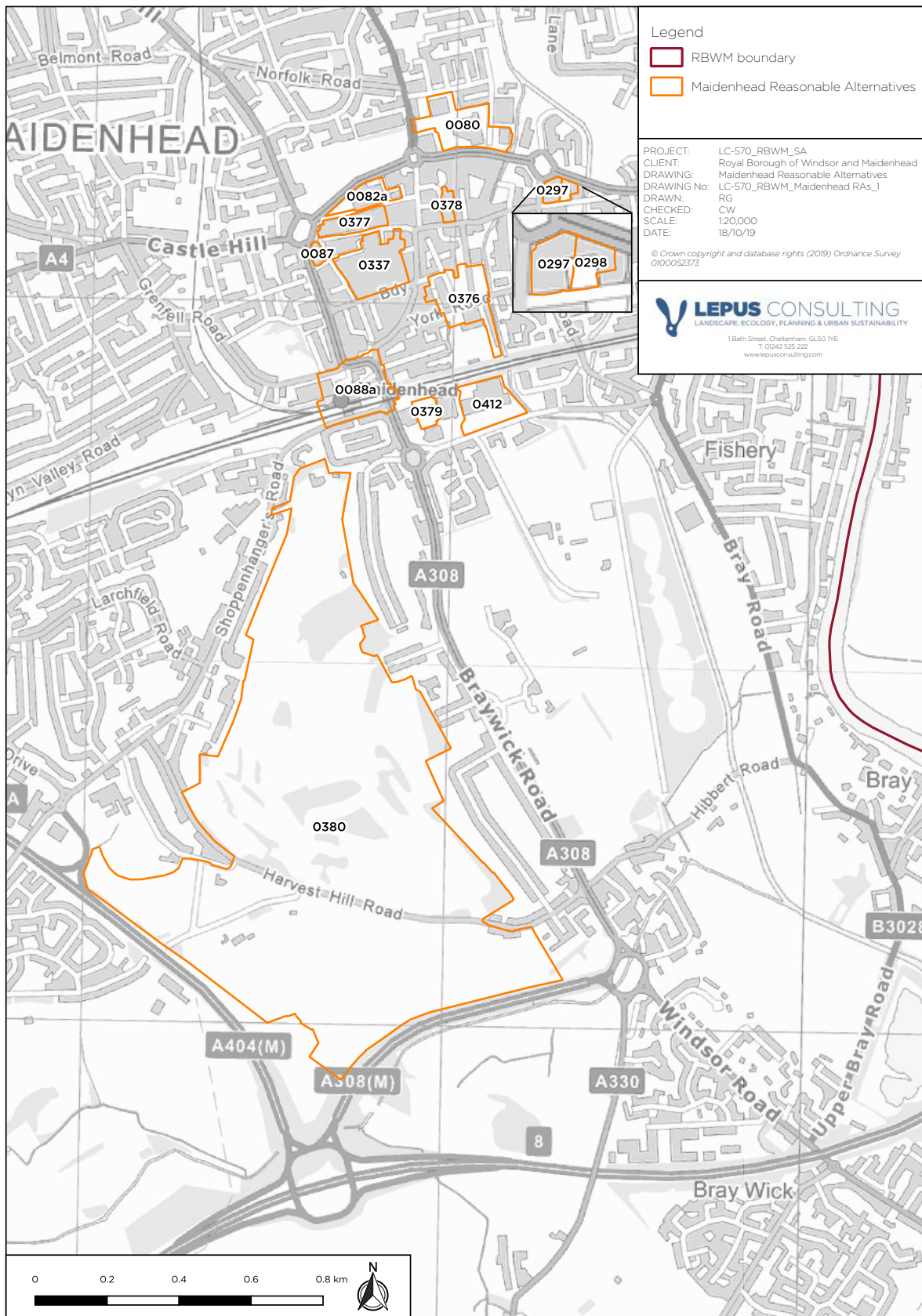
D.1.1.2 Each of the sites appraised in this report has been assessed for its likely impacts on each SA Objective of the SA Framework. The SA Framework is presented in its entirety in **Appendix A**. The full methodology for the assessment of these reasonable alternatives sites is set out in **Chapter 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.

¹ 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



Maidenhead Growth Location				
Site number	Name of preferred site	Site use	Area (ha)	Housing number (if applicable)
0080	St Cloud Way, Maidenhead	Housing	2.52	550
0082a	West Street Opportunity Area, Maidenhead	Mixed use (Housing and Employment)	0.96	240
0087	Methodist Church, High Street, Maidenhead	Mixed use (including housing)	0.2	50
0088a	Maidenhead Railway Station	Mixed use (Housing and Employment)	3.11	150
0297	Moorbridge Court, 29-41 Moorbridge Road, Maidenhead	Housing	0.36	41
0298	Liberty House, 43-53 Moorbridge Road, Maidenhead	Housing	0.23	30
0337	Nicholsons Centre	Mixed use (Housing, Residential Care, Office, Retail and Car Park)	2.31	500
0376	York Road	Housing	2.38	450
0377	Land between High Street and West Street, Maidenhead	Housing	0.96	300
0378	St Mary's Walk, Maidenhead	Mixed use (Housing, employment, retail)	0.15	120
0379	Land to east of Braywick Gate, Braywick Road, Maidenhead	Housing	0.47	50
0380	Desborough, Harvest Hill Road, South West Maidenhead	Housing	89.93	2,600
0412	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.

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.

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 (NO₂). 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 area². 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.

²Environmental 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.

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 centre³, 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.

³Barton, 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.

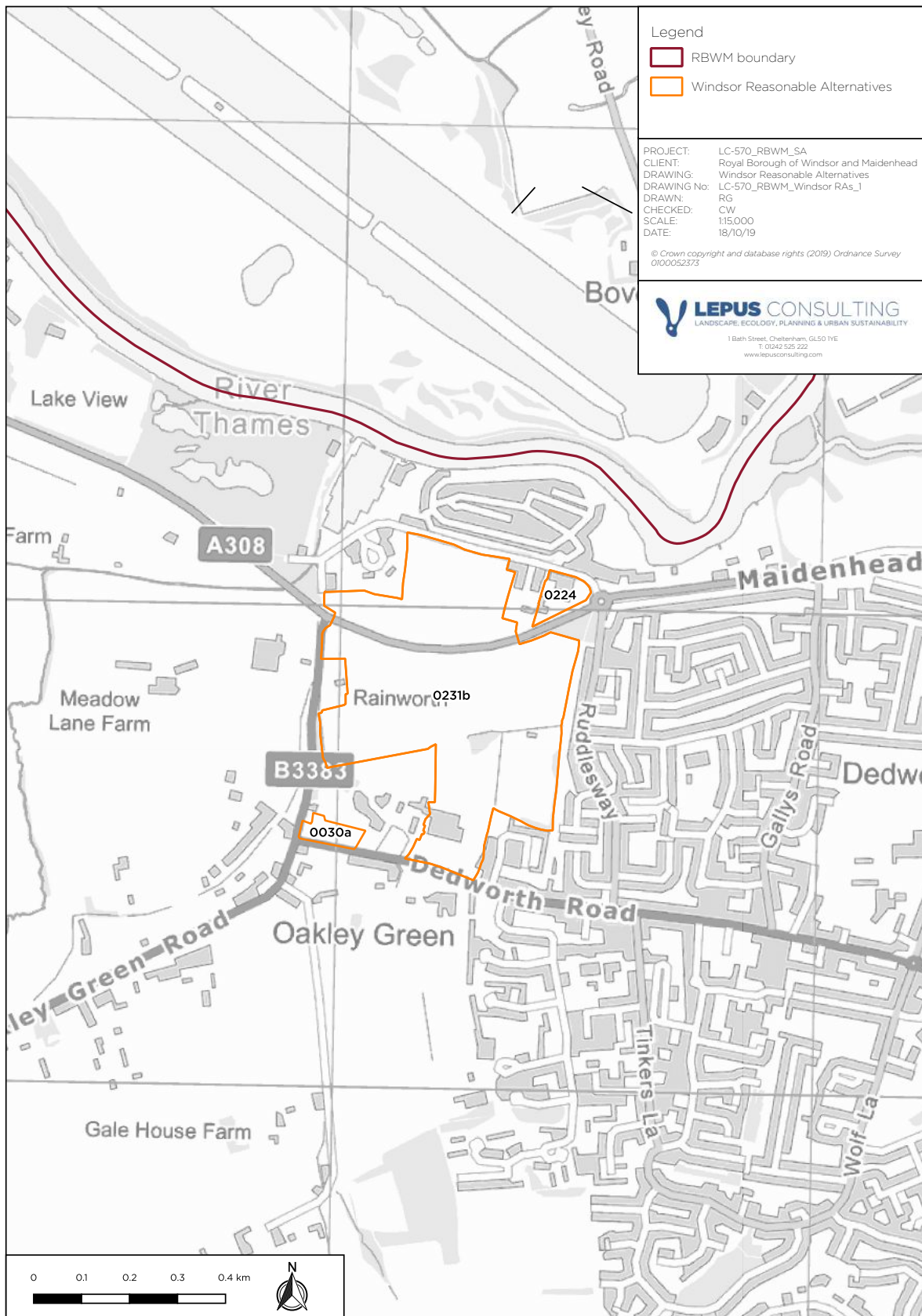
D.2.14 SA Objective 14 – Employment

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 area⁴. Site 0224 is proposed for the development of 39 dwellings and Site 0030a 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 0231b 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.

⁴ 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 centre⁵, 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.

⁵ 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.

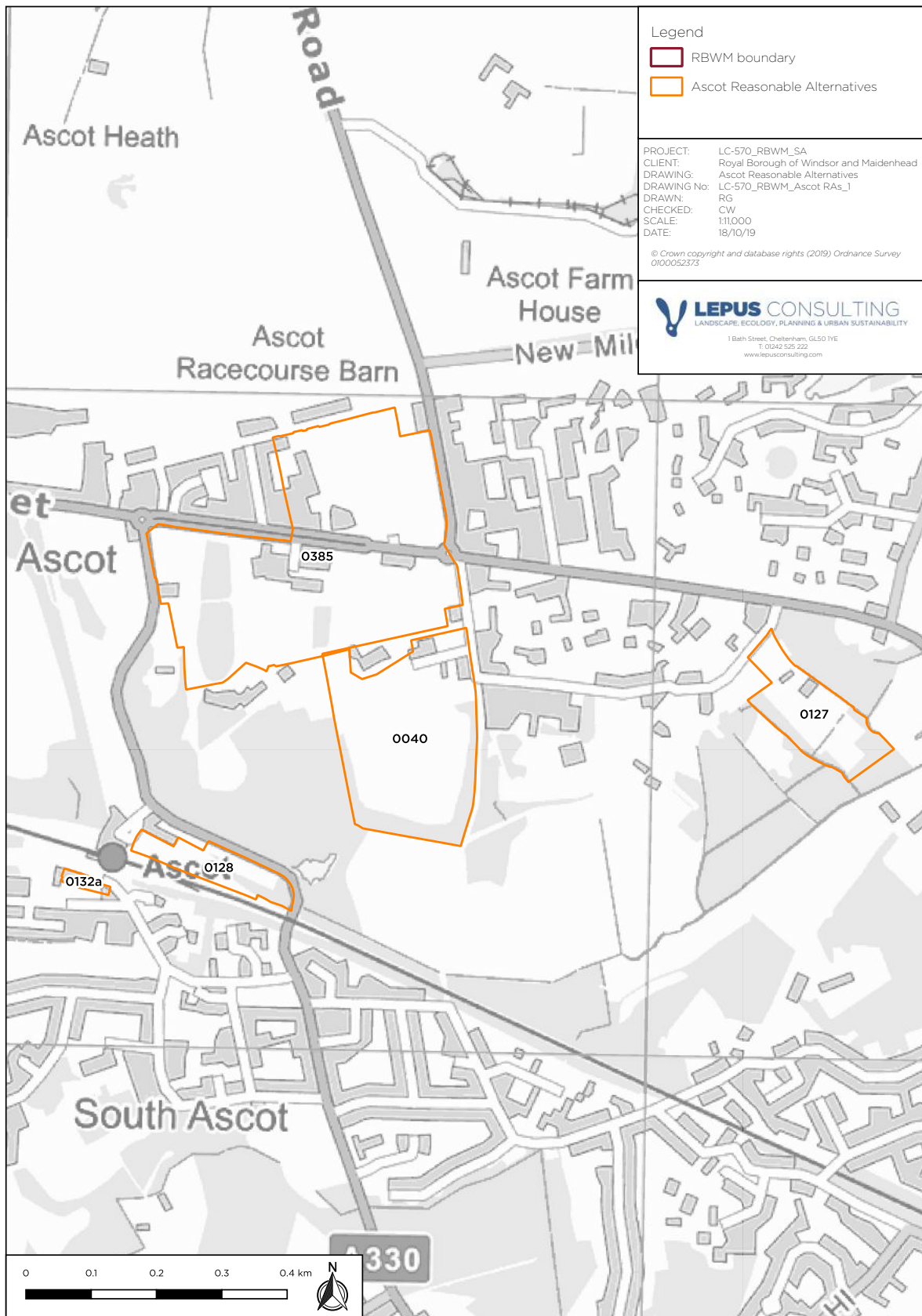
D.3.14 SA Objective 14 – Employment

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.

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 area⁶. 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.

⁶ 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 centre⁷, 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.

⁷Barton, 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.

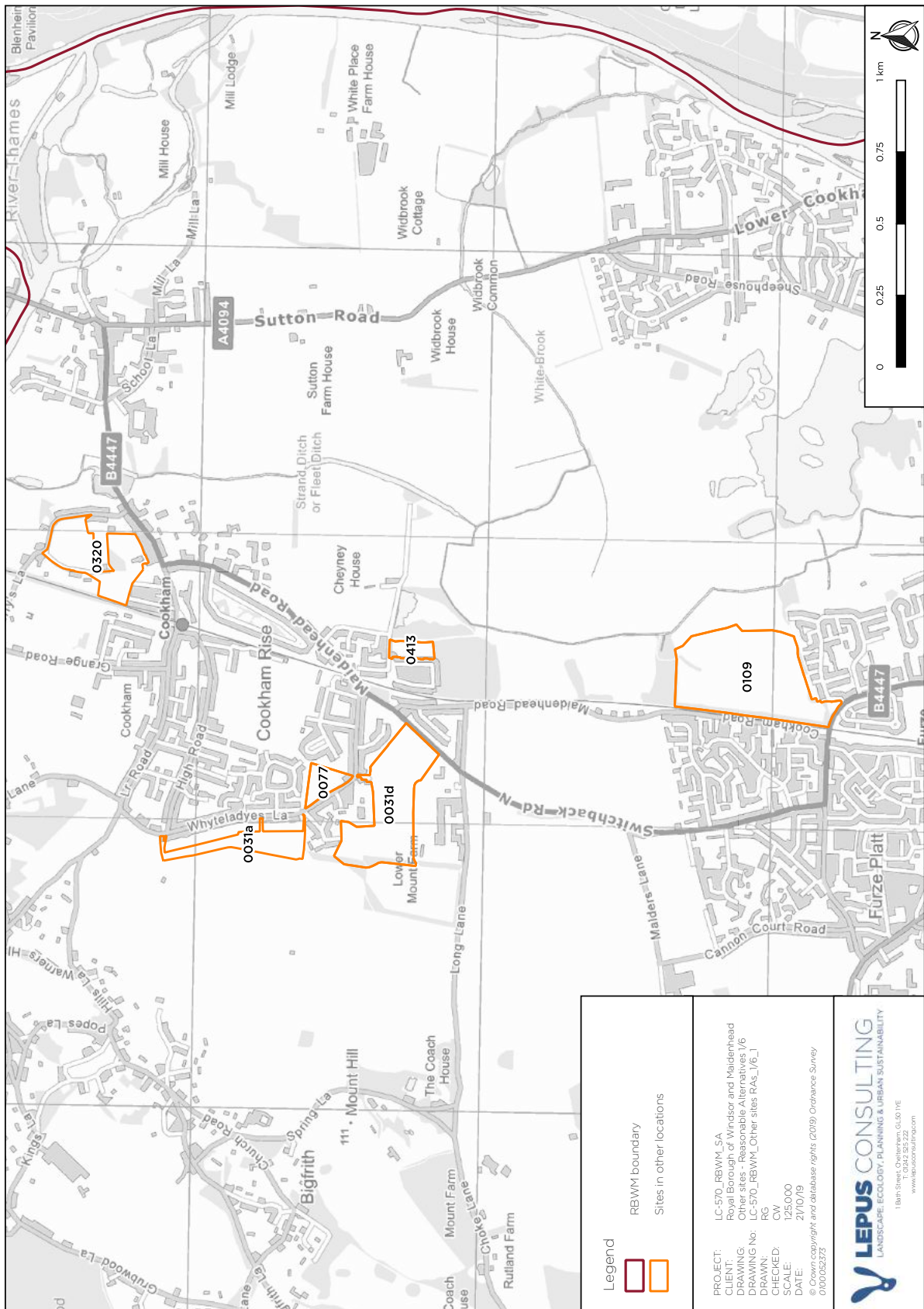
D.4.13 SA Objective 13 - Waste

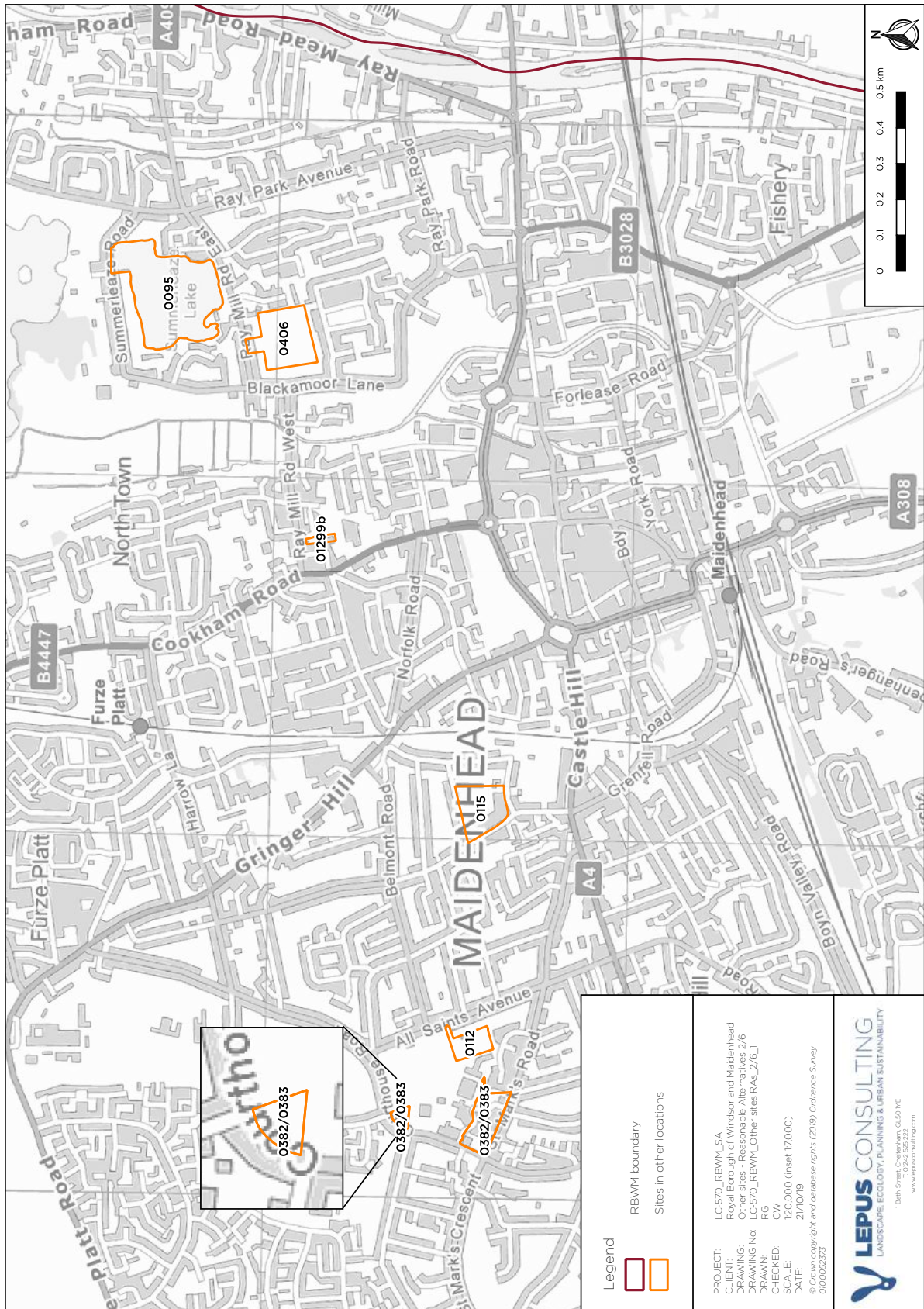
D.4.13.1 **Increase in Waste:** Sites that are proposed for between 70 and 701 dwellings would be expected to increase household waste generation by more than 0.1% in comparison to current levels. Sites 0385 and 0040 are proposed for the development of 70 and 701 dwellings and as a result, a minor negative 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.

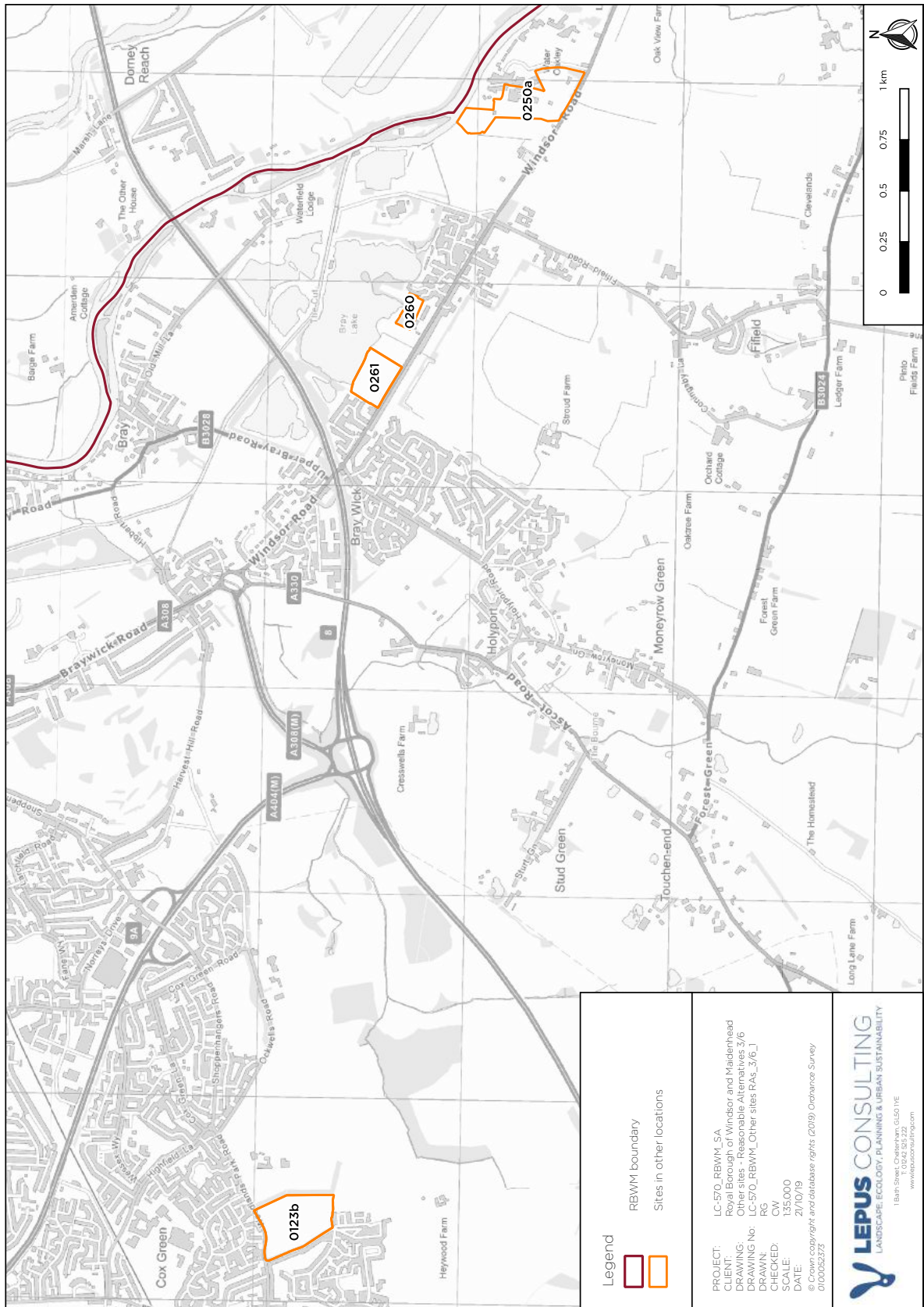
D.4.14 SA Objective 14 - Employment

- 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.

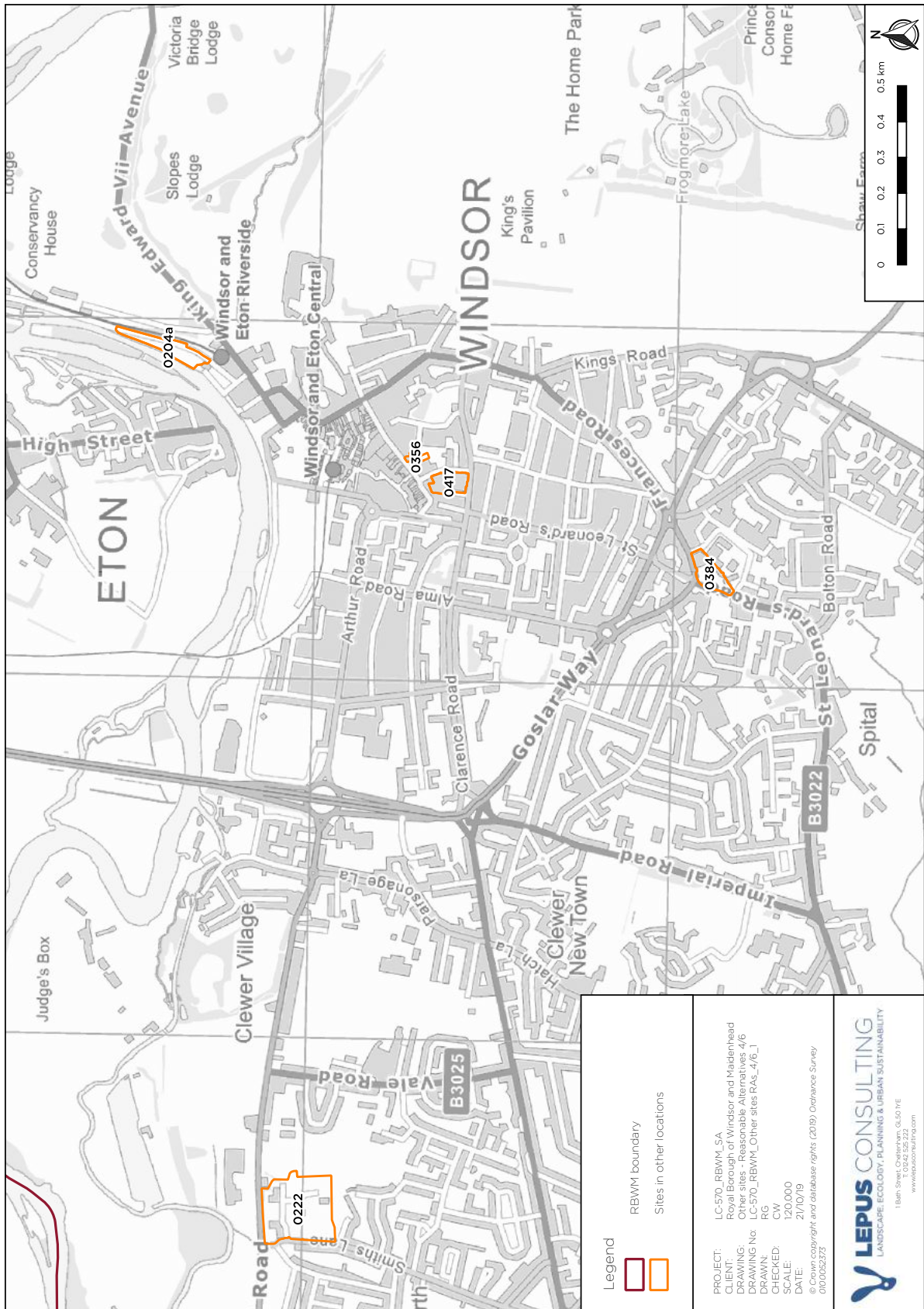
D.5 Other Locations

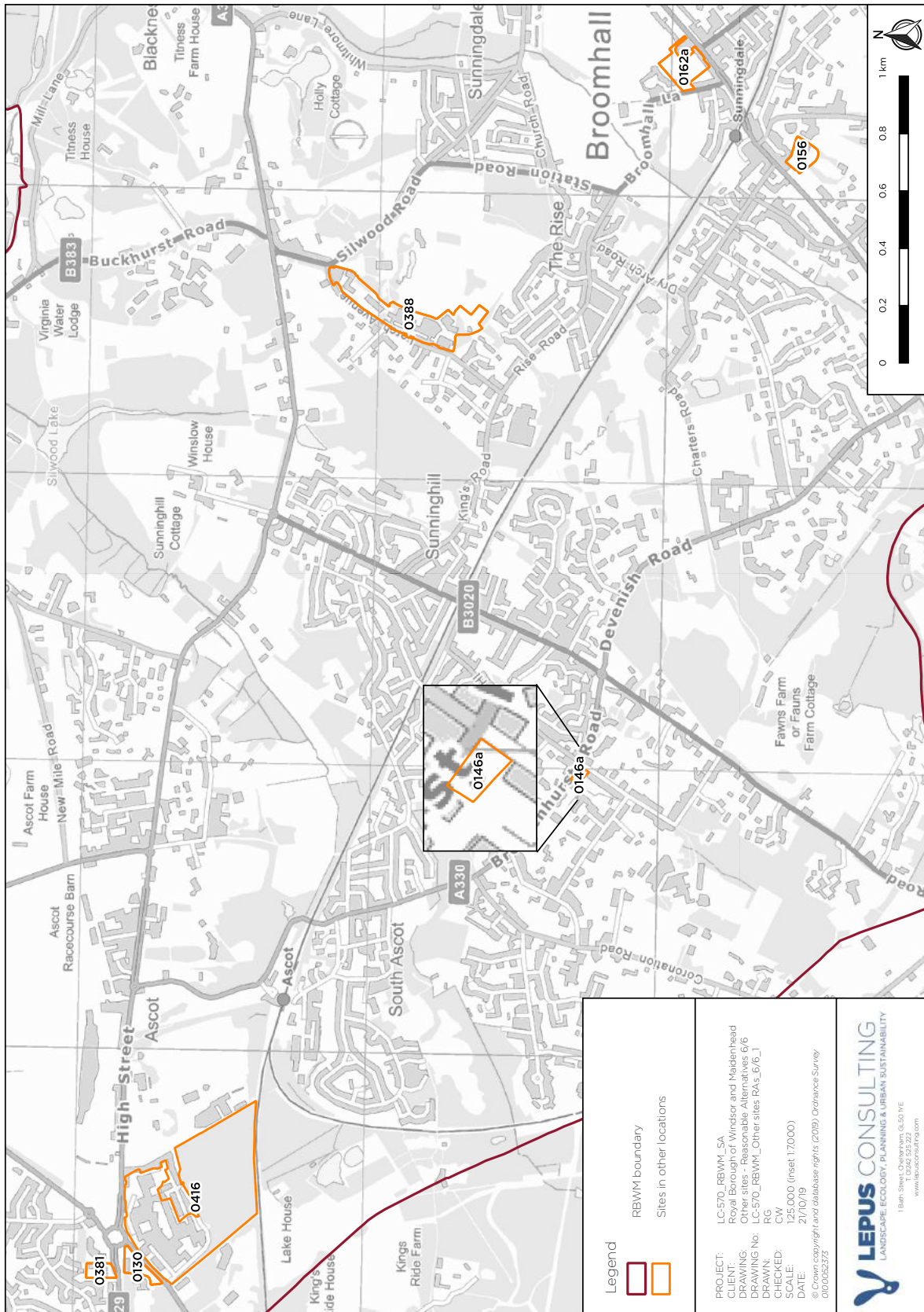






<p>Legend</p> <ul style="list-style-type: none"> RBWM boundary Sites in other locations 	<p>PROJECT: LC-570_RBWM_SA CLIENT: Royal Borough of Windsor and Maidenhead DRAWING No: Other sites - Reasonable Alternatives 3/6 DATE: 27/10/19 CHECKED: RG SCALE: 1:25,000 DATE: 27/10/19 © Crown copyright and database rights (2019) Ordnance Survey 0100052373</p>	<p>LEPUS CONSULTING LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY 18th Street, Chesham, GL50 1YE T: 01292 523 222 www.lepusconsulting.com</p>
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Other Locations				
Site number	Name of preferred site	Site use	Area (ha)	Housing number (if applicable)
0031a	Land Rear of 99 To 119 Whyteladyes Lane Cookham Maidenhead (Land West of Whyteladyes Lane)	Housing	2.77	75
0031d	Land north of Lower Mount Farm Long Lane Cookham	Housing	8.78	200
0045	Land at Riding Court Road and London Road, Datchet	Housing	3.92	80
0077	Gasholder Station Whyteladyes Lane, Cookham	Housing	1.23	50
0095	Summerleaze Lake, Summerleaze Road, Maidenhead	Housing	5.99	33
0109	Spencer's Farm, Maidenhead	Housing	13.51	330
0112	Maidenhead Lawn Tennis Club, All Saints Avenue, Maidenhead	Housing	0.76	34
0115	School on College Avenue, Maidenhead	Housing	1.63	53
0123b	Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead (West)	Housing	8.00	300
01299b	St Edmunds House, Ray Mill Road West, Maidenhead, SL6 8SB	Housing	0.18	12
0130	Englemere Lodge London Road Ascot	Housing	0.65	10
0146a	The Frith, Brockenhurst Road, South Ascot, SL5 9HA	Housing	0.26	12
0156	White House, London Road, Sunningdale	Housing	0.52	10
0162a	Sunningdale Broomhall Centre	Mixed use (Housing and retail)	1.41	30
0199	Land to East of Queen Mother Reservoir	Mixed use (Housing and retail)	4.45	100
0204a	Windsor and Eton Riverside Station Car Park	Housing	0.86	30
0222	Sawyers Close, Windsor	Housing	3.39	179
0250a	Land at Water Oakley Farm	Housing	11.2	127
0260	Land North and East of Tithe Barn Drive (Land Rear of 55 To 65 Windsor Road Maidenhead SL6 2DN)	Housing	1.18	17
0261	Land between Windsor Road and Bray Lake, Bray	Housing	4.00	100
0320	Philo Field, Cookham	Housing	1.30	17
0356	32 Peascod Street Windsor SL4 1EA	Housing	0.12	13
0381	Sandridge House, London Road, Ascot	Housing	0.49	25
0382/0383	St. Marks Hospital, Maidenhead	Housing	1.32	54
0384	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 area⁸. 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.

⁸ 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.

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 centre⁹, 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.

⁹ 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.

D.5.13 SA Objective 13 – Waste

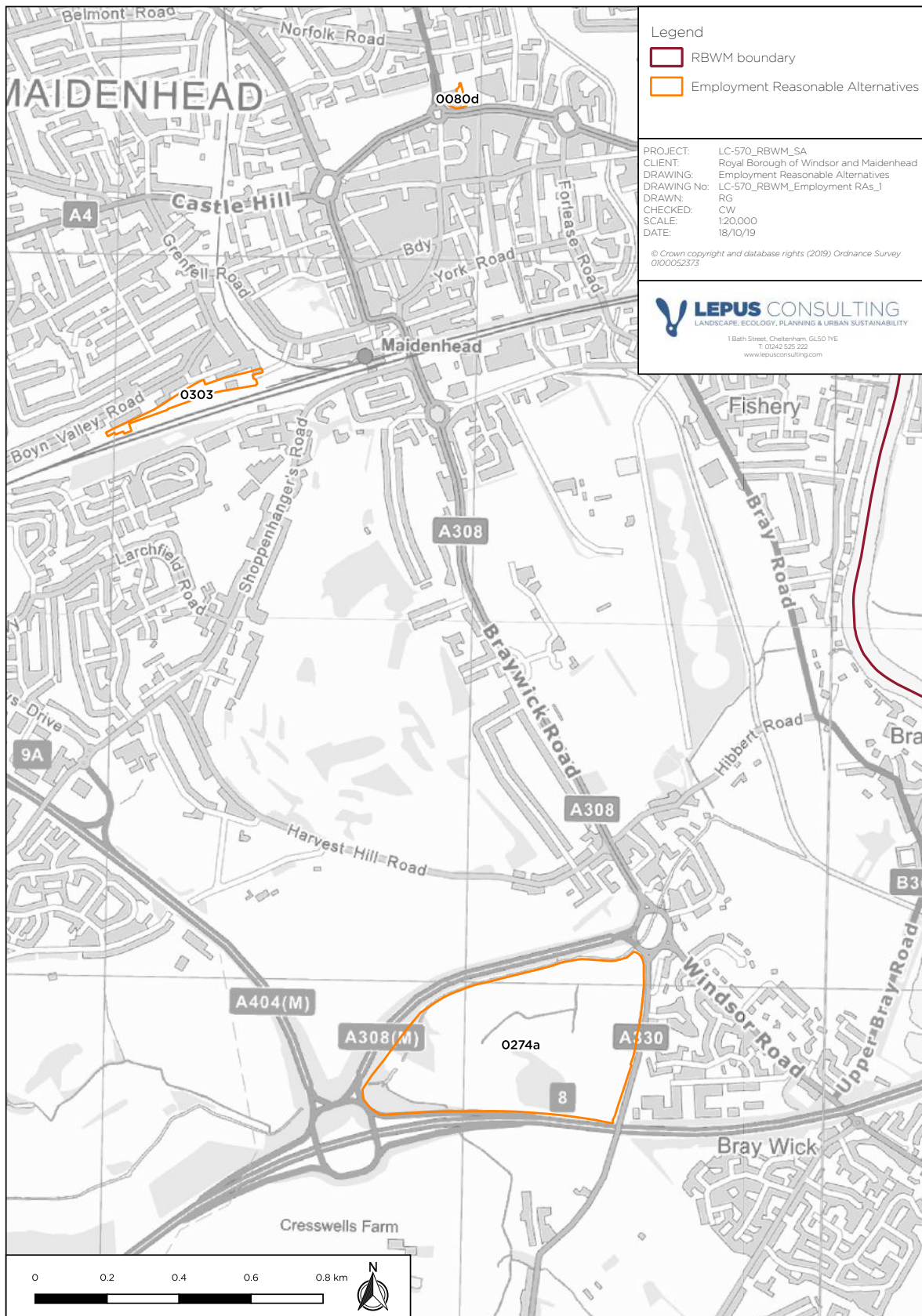
D.5.13.1 **Increase in Waste:** Sites that are proposed for the development of between 70 and 701 dwellings would be expected to increase household waste generation by more than 0.1% in comparison to current levels in the borough. Sites 0261, 0123b, 0109, 0417, 0031a, 0222, 0250a, 0406, 0416, 0388, 0031d, 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.

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 centre¹⁰, 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.

¹⁰ 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).
SA Objective 1 – Climate change mitigation		
Increase in carbon emissions	SP 3 – Character and Design of New Development <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.
	NR 5 – Renewable Energy <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.
	NR 2 – Trees, Woodlands and Hedgerows <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.
SA Objective 2 – Water and flooding		
Pollution of water sources	EP 5 – Contaminated Land and Water <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.
	NR 1 – Managing Flood Risk and Waterways	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>NR 1 – Managing Flood Risk and Waterways</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>NR 1 – Managing Flood Risk and Waterways</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>NR 1 – Managing Flood Risk and Waterways</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>NR 1 – Managing Flood Risk and Waterways</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>IF 8 – Water Supply and Sewerage Infrastructure</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>
SA Objective 3 – Air and noise pollution		
Exposure of population to air and noise pollution	<p>EP 2 – Air Pollution</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>EP 4 – Noise</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>EP 4 – Neighbourhood Noise</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>EP 4 - Environmental Noise</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>IF 2 - Sustainable Transport</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>SP 3 - Character and design of new development</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>EP 2 - Air Pollution</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>NR 2 – Trees, Woodlands and Hedgerows</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>IF 2 – Sustainable Transport</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>IF 2 – Sustainable Transport</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>SP 3 – Character and Design of New Development</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>NR 4 - Thames Basin Heaths Special Protection Area</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>NR 3 - Nature Conservation</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>NR 3 - Nature Conservation</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>NR 1 - Managing Flood Risk and Waterways</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>SP 4 - River Thames Corridor</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>NR 2 - Trees, Woodlands and Hedgerows</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>EP 3 - Artificial Light Pollution</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>SP 3 - Character and design of new development</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>NR 2 - Trees, Woodlands and Hedgerows</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>NR 3 – Nature Conservation</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>IF 3 – Green and Blue Infrastructure</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>SA Objective 5 – Landscape</p>		
<p>Loss or alteration of local landscape character</p>	<p>SP 3 Character and design of new development</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>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p>NR 2 - Trees, Woodlands and Hedgerows</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>EP 1 - Environmental Protection</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>EP 3 - Artificial Light Pollution</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>EP 4 - Noise</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>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p>HO 5 - Housing Density</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>SP 4 - River Thames Corridor</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>SP 5 -Development in the Green Belt</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>SA Objective 6 - Cultural heritage</p>		
<p>Potential loss of heritage assets</p>	<p>HE 1 - Historic Environment</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>

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>HE 1 - Historic Environment</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>HE 2 - Windsor Castle and Great Park</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"> <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> <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> <i>c. protects and enhances public views of the Castle including those from further afield”.</i> 	<p>This policy will specifically help to protect and conserve Windsor Castle and Windsor Great Park.</p>
	<p>HE 3 - Local Heritage Assets</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>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p>SP 3 - Character and design of new development</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>SP 4 - River Thames Corridor</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>VT 1 - Visitor Development</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>SA Objective 7 – Use of resources</p>		
Loss of soils	<p>NR 3 - Nature Conservation</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>NR 2 – Trees, Woodlands and Hedgerows</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>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p>NR 5 - Renewable Energy Generation Schemes</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>SA Objective 9 - Human health</p>		
<p>Lack of suitable health facilities</p>	<p>IF 5 - Rights of Way and Access to the Countryside</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>IF 6 - New Sports and Leisure Development at Braywick Park</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>SP 3 - Character and design of new development</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>SP 6 - Local Green Space</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"> <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> <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> <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> 	<p>good access to natural and open spaces, which are known to have physical and mental health benefits.</p>
	<p>IF 4 - Open Space</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>IF 5 - Rights of Way and Access to the Countryside</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>EP 4 - Noise</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>SP 4 - River Thames Corridor</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>SA Objective 10 – Community and wellbeing</p>		
<p>Lack of access to local services</p>	<p>IF 2 – Sustainable Transport</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>TR 5 - Local Centres</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>TR 7 - Shops and Parades Outside Defined Centres</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>IF 4 - Open Space</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>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p>IF 7 - Community Facilities</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>IF 8 - Telecommunications</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>SA Objective 11 - Transport</p>		
<p>Lack of access to sustainable public transport options or local network of pedestrian and cycle infrastructure</p>	<p>IF 2 - Sustainable Transport</p> <p><i>“Development proposals should show how they have met the following criteria where appropriate:</i></p> <ul style="list-style-type: none"> <i>a. be located to minimise the distance people travel and the number of vehicle trips generated</i> <i>b. secure measures that minimise and manage demand for travel and parking</i> <i>c. be designed to improve accessibility by public transport</i> <i>d. be designed to improve pedestrian and cyclist access to and through the Borough’s centres, suburbs and rural hinterland”.</i> 	<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>IF 5 - Rights of Way and Access to the Countryside</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>SP 1 - Spatial Strategy</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>SP 2 - Sustainability and Placemaking</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"> <i>i. walkable neighbourhoods and</i> <i>ii. attractive public spaces and facilities and routes which encourage walking and cycling”.</i> 	<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>SP 3 - Character and design of new development</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>SP 4 - River Thames Corridor</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>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p>VT 1 - Visitor Development</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>SA Objective 12 - Education</p>		
<p>Access to schools</p>	<p>IF 7 Community Facilities</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>SA Objective 13 - Waste</p>		
<p>Increase in waste</p>	<p>SP 3 - Character and design of new development</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>SA Objective 14 - Employment</p>		
	<p>TR 7 - Shops and Parades Outside Defined Centres</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>IF 8 - Telecommunications</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>ED 1 - Economic Development</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>ED 2 - Employment Sites</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>

Identified adverse effects	Policy	Mitigating effects (this includes recommendations if mitigation through policy is not available).
	<p>ED 3 - Other Sites and Loss of Employment Floorspace</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>ED 4 - Farm Diversification</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>SP 4 - River Thames Corridor</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>

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D.7.2 Post-mitigation appraisal findings

D.7.2.1 The mitigation hierarchy¹¹ 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 NPPF¹² 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**).

¹¹ 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 [Date Accessed: 17/01/19]

¹² 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 [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"> All residential development should have good access to frequent, affordable and sustainable modes of transport, to reduce the need for car usage. The use of recycled and renewable materials should be encouraged during the construction phase. Where possible, the green infrastructure network should be enhanced and expanded.
Water and Flooding	<ul style="list-style-type: none"> 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. Where possible, riparian habitats and spaces along watercourses should be naturalised with the introduction of native vegetation to improve natural flood risk attenuation. 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.
Air and Noise Pollution	<ul style="list-style-type: none"> 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. 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. 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.
Biodiversity	<ul style="list-style-type: none"> Where it is unavoidable that habitats would be detrimentally affected by development, compensatory habitat of at least equal quality and scale must be provided. 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. In line with the NPPF, developments should achieve biodiversity net gain to enhance ecological networks. Future sites designated and protected for their biodiversity importance should be located more than 200m from a main road. 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. Measures should be made to restrict public access to specially designated biodiversity sites, including Wraysbury Reservoir. It is recommended that the findings and recommendations of the HRA be incorporated into final policies.
Landscape	<ul style="list-style-type: none"> 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. 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. 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. Where vegetative screening is appropriate, native tree species should be considered.

SA Objective	Recommendations
	<ul style="list-style-type: none"> Where possible, developers should be encouraged to employ techniques to help integrate new developments into the surrounding landscape. 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'¹³.
Natural Resources	<ul style="list-style-type: none"> 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. Where possible, the reuse of existing buildings and previously developed land should be encouraged at all developments. The retention of trees and other vegetation should be encouraged to help retain the stability of the soil and prevent erosion. 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. Effective management should be in place to help prevent pollution and unnecessary compaction of soils during construction.
Cultural Heritage	<ul style="list-style-type: none"> 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. Where possible, development should propose to enhance and regenerate areas with important local character. Development should be encouraged to pay close attention to the existing character of the local area. If vegetative screening is required, native plant species should be considered. Where possible, development should aim to maintain and enhance local historic assets. 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.
Human Health	<ul style="list-style-type: none"> 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. 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. 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. 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. All public greenspaces should be accessible, safe and functional. Where possible, links to the surrounding countryside should be enhanced.
Transport	<ul style="list-style-type: none"> 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. Where new residents have limited access to sustainable transport options, new, frequent and affordable bus links should be installed. Increases in parking provision should be limited, with a focus away from car use.
Education	<ul style="list-style-type: none"> Development should ensure that there is sufficient provision of schools for new residents.


¹³ 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"> 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. 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.
Waste	<ul style="list-style-type: none"> 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)¹⁴ The provision of recycling facilities should be increased where possible. Developers should be encouraged to maximise the use of recycled and locally resources materials during construction.

¹⁴ 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 [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.
 Biodiversity, flora and fauna	
A Green Future: Our 25 Year Plan to Improve the Environment (2018)	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"> • Clean air; • Clean and plentiful water; • Thriving plants and wildlife; • A reduced risk of harm from environmental hazards such as flooding and drought; • Using resources from nature more sustainably and efficiently; and • Enhanced beauty, heritage and engagement with the natural environment. The 2019 Environment Bill (October 16 th , 2019) embeds several of these aspects into the proposed new legislation.
State of Nature Report (2019)	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.
EC Seventh Environmental Action Programme 2013-2020 (2013)	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.
Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (2011)	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"> • Full implementation of EU nature legislation to protect biodiversity; • Better protection for ecosystems, and more use of green infrastructure; • More sustainable agriculture and forestry; • Better management of fish stocks; • Tighter controls on invasive alien species; and • A bigger EU contribution to averting global biodiversity loss.

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.
UN Convention on Biological Diversity (1992)	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.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The Convention seeks to conserve wild flora and fauna and their natural habitats, and to monitor and control endangered and vulnerable species.
Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992 (the Habitats Directive)	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.
Directive on the Conservation of Wild Birds 2009 (the Birds Directive)	<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"> • 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.
The Convention on Wetlands (Ramsar Convention)	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.
The Conservation of Habitats and Species Regulations 2010 (Habitats regulations)	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.
DEFRA. Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011)	<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>

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.
<p>National Planning Policy Framework (MHCLG, 2019)</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"> • protecting and enhancing valued landscapes, geological conservation interests and soils; • recognising the wider benefits of ecosystem services; • 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; • 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 • remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
<p>Natural England: Securing Biodiversity: A New Framework for Delivering Priority Species and Habitats in England</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"> • encourage the adoption of an ecosystem approach and better embed climate change adaptation principles in conservation action; • achieve biodiversity enhancements across whole landscapes and seascapes; • achieve our priority habitat targets through greater collective emphasis on habitat restoration and expansion; • 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; • support the restoration of designated sites, including by enhancing the wider countryside in which they sit; • support the conservation of marine biodiversity, inside and outside of designated sites; • establish and implement a delivery programme, with agreed accountabilities, for priority species and habitats in England; • improve the integration of national, regional and local levels of delivery; and • improve the links between relevant policy-makers and biodiversity practitioners; strengthen biodiversity partnerships by clarifying roles at England, regional and local levels.
<p>Making Space for Nature: a review of England’s wildlife sites and ecological network (2010)</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"> • Improve the quality of current sites by better habitat management; • Increase the size of current wildlife sites; • Enhance connections between, or join up, sites, either through physical corridors, or through ‘stepping stones’; • Create new sites; and • Reduce the pressures on wildlife by improving the wider environment, including through buffering wildlife sites. <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"> • 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. • 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. • 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. • 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. <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>DEFRA England’s Trees, Woods and Forests Strategy (2007)</p>	<p>The England’s Trees, Woods, and Forest Strategy (2007) aims to:</p> <ul style="list-style-type: none"> (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;

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	<ul style="list-style-type: none"> (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; (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; (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 (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.
<p>The Natural Choice: Securing the Value of Nature. The Natural Environment White Paper. (HM Government 2011)</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"> • <u>Protecting and improving our natural environment</u> • <u>Growing a green economy</u> • <u>Reconnecting people and nature</u> • <u>International and EU leadership</u> <p>The global ambitions are:</p> <ul style="list-style-type: none"> • internationally, to achieve environmentally and socially sustainable economic growth, together with food, water, climate and energy security; and • 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.
<p>UK National Ecosystem Assessment (2011)</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"> • What are the status and trends of the UK's ecosystems and the services they provide to society? • What are the drivers causing changes in the UK's ecosystems and their services? • 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? • Which vital UK provisioning services are not provided by UK ecosystems? • What is the current public understanding of ecosystem services and the benefits they provide? • Why should we incorporate the economic values of ecosystem services into decision-making? • How might ecosystems and their services change in the UK under plausible future scenarios?

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	<ul style="list-style-type: none"> • What are the economic implications of different plausible futures? • How can we secure and improve the continued delivery of ecosystem services? • 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?
DEFRA Guidance for Local Authorities on Implementing Biodiversity Duty (2007)	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.
Forestry and Woodlands Framework Steering Group (2004) Seeing the Wood for the Trees: A forestry and woodlands framework for South East England	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.
South East England Biodiversity Forum (2009) South East Biodiversity Strategy	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.
Chilterns Area of Outstanding Natural Beauty Management Plan 2014 - 2019	The Management Plan sets out the following broad aims for biodiversity: <ul style="list-style-type: none"> • Conserve and enhance the wildlife value of all habitats; • Enhance ecological networks so that they are bigger, better, more resilient, joined up and dynamic; • Ensure that the wider benefits of the natural environment are understood and recognised; and • Encourage more people to develop a greater understanding of and involvement in wildlife conservation.
<div style="display: flex; align-items: center;">  <h2 style="margin: 0;">Population and human health</h2> </div>	
EC Together for Health: A Strategic Approach for the EU 2008-2013 (2007)	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>National Planning Policy Framework (MHCLG, 2018)</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"> • 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; • 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 • 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. <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"> • 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; • 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; • 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 • ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.
<p>DCMS: Playing to win: a new era for sport. (2008)</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>DoH: Healthy Lives, Healthy People: Our strategy for public health in England White Paper (2010)</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"> 1) protect the population from health threats – led by central government, with a strong system to the frontline; 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; 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; 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 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.
<p>DoH & 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)</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"> 1. creating new perspectives on health and work; 2. improving work and workplaces; and 3. supporting people to work. <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>Forestry Commission: Trees and Woodlands - Nature’s Health Service (2005)</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>Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation (2003)</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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UN The Aarhus Convention (1998)	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.
Social Exclusion Unit: Preventing Social Exclusion (2001)	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.
MHCLG Homes for the future: more affordable, more sustainable (2007)	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.
ODPM & Home Office: Safer Places: The Planning System and Crime Prevention (2004)	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.
RBWM Rights of Way Improvement Plan 2016-2026 (2016)	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.
Strategy for open space and recreation provision in the Royal Borough of Windsor and Maidenhead (2008)	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>	
EC Air Quality Directive (1996)	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.
DEFRA et al: Clean Air Strategy 2019	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 ³ is reduced by 50% by 2025.


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DEFRA: Safeguarding our Soils: A Strategy for England (2009)	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. Key objectives of the strategy include: <ul style="list-style-type: none"> • Better protection for agricultural soils; • Protecting and enhancing stores of soil carbon; • Building the resilience of soils to a changing climate; • Preventing soil pollution; • Effective soil protection during construction and development; and • Dealing with our legacy of contaminated land.
DEFRA (2012) Environmental Protection Act 1990: Part 2A. Contaminated Land Statutory Guidance	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: <ul style="list-style-type: none"> • To identify and remove unacceptable risks to human health and the environment. • To seek to ensure that contaminated land is made suitable for its current use. • 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.
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)	This document sets out the Soils Lead Coordination Network's vision for soil conservation. The 'desired outcomes' of the vision are as follows: <ol style="list-style-type: none"> (i) Maintaining the diversity and biodiversity of UK soils; (ii) Controlling and when appropriate reversing loss of soil carbon and water-holding capacity; (iii) Reducing accelerated soil erosion and sediment transport into watercourses; and (iv) Ensuring appropriate status of soils in mitigation and remediation scenarios to control the impact of climate change.
Water Framework Directive 2000/60/EC	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.

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HM Government Strategy for Sustainable Construction (2008)	Encourages the construction industry to adopt a more sustainable approach towards development; identifies eleven Themes for targeting Action, which includes conserving water resources.
DEFRA The Water Environment (Water Framework Directive) (England and Wales) Regulations (2003)	Requires all inland and coastal waters to reach “good status” by 2015. It mandates that: <ul style="list-style-type: none"> • development must not cause a deterioration in status of a waterbody; and • 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 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.
Environment Agency: Building a Better Environment: A Guide for Developers (2013)	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.
National Planning Policy Framework (MHCLG, 2018)	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).
DEFRA (2015) Water for Life and Livelihoods: River Basin Management Plan, Thames River Basin District	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"> • Improving flows in the River Misbourne; • Promoting soil and nutrient management plans to local farmers; and • Assess improvements to fish passage on the River Colne at Denham Country Park. Key actions for the Thames (Maidenhead to Sunbury) catchment include: <ul style="list-style-type: none"> • Investigate improvements to sewage treatment works; • Assess the impact of abstraction on the ecology, recreation and navigation of the Lower Thames; and • Carry out further monitoring and investigation to allow targeting of additional measures to improve the status of this catchment.
Environment Agency (2014) Thames Catchment Abstraction Licensing Strategy	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.
Thames Water: Draft Water Resources Management Plan 2019	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"> • Demand management; • Leakage reduction; • New raw water trading agreement with RWE N-Power; and • Groundwater schemes.
Affinity Water (2019) Revised Draft Water resources management Plan 2020 - 2080	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.
Southern Water (2019) Revised Draft Water resources management Plan 2015 - 2040	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.
 Climatic factors	
UN Framework Convention on Climate Change (1992)	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change.
IPCC Kyoto Protocol to the United Nations Framework Convention on Climate Change (1997)	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.
EC Sixth Environmental Action Programme 2002-2012 (2002)	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.

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EU Sustainable Development Strategy (2006)	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.
EU Floods Directive (2007)	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.
UK Renewable Energy Strategy (2009)	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.
Royal Borough of Windsor & Maidenhead Energy and Water Strategy 2019-2023	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.
UK Renewable Energy Roadmap Update (2013)	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.
The UK Low Carbon Transition Plan (2009)	<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"> • Producing 30% of energy from renewables by 2020; • Improving the energy efficiency of existing housing; • Increasing the number of people in ‘green jobs’; and • Supporting the use and development of clean technologies.

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.
<p>National Planning Policy Framework (MHCLG, 2018)</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"> • 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); • consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and • 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. <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"> • applying the sequential test and then, if necessary, applying the exception test; • safeguarding land from development that is required for current and future flood management; • using opportunities offered by new development to reduce the causes and impacts of flooding; and • 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"> • be clear as to what development will be appropriate in such areas and in what circumstances; and • make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas. <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>


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.
	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’.
DfT An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour (2006)	Summary report of the findings of an evidence base review investigating the research base on public attitudes towards climate change and transport behaviour.
Carbon Trust: The Climate Change Challenge: Scientific Evidence and Implications (2005)	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.
Energy Saving Trust: Renewable Energy Sources for Homes in Urban Environments (2005)	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.
Environment Agency, Adapting to Climate Change: A Checklist for Development (2005)	The document contains a checklist and guidance for new developments to adapt to climate change. The main actions are summarised in a checklist.
 <h3 style="text-align: center;">Material Assets</h3>	
EC Sixth Environmental Action Programme 2002-2012 (2002)	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.
EC Waste Framework Directive (1975, updated 2006)	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.

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.
EC Landfill Directive (1999)	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.
DEFRA. Our Waste, Our Resources: A strategy for England (2018)	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.
DECC Energy White Paper: Meeting the Energy Challenge (2007)	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"> 1) aiming to cut CO₂ emissions by some 60% by about 2050, with real progress by 2020; 2) maintaining the reliability of energy supplies; 3) promoting competitive markets in the UK and beyond; and 4) ensuring every home is heated adequately and affordably.
DTI Micro Generation Strategy (2006)	Acknowledges that local authorities can be pro-active in promoting small-scale, local renewable energy generation schemes through 'sensible use of planning policies'.
EU Sustainable Development Strategy (2006)	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.
The Replacement Minerals Local Plan (Incorporating the Alterations Adopted in December 1997 and May 2001).	Statutory plan for the strategic management of minerals in the borough.


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.
The Waste Local Plan for Berkshire (adopted December 1998).	Statutory plan for the strategic management of waste in the borough.
EU Transport White Paper. Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011)	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.
National Planning Policy Framework (MHCLG, 2018)	<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"> • the potential impacts of development on transport networks can be addressed; • 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; • opportunities to promote walking, cycling and public transport use are identified and pursued; • 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 <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>
Department for Transport: National Cycling Strategy and Review (1996, reviewed 2005)	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.
Secretary of State for Transport (2013) Aviation Policy Framework	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"> • 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. • To ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions. • To limit and where possible reduce the number of people in the UK significantly affected by aircraft noise. <p>To encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together.</p>
RBWM Local Transport Plan 3 (LTP3; July 2012)	<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"> • To improve access to everyday services and facilities for everyone • To improve road safety and personal security for all transport users • To support sustainable economic growth • To improve quality of life and minimise the social, health and environmental impacts of transport • To mitigate and adapt to the effects of climate change.
DEFRA (2010) Noise Policy Statement for England (NPSE)	<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"> • Avoid significant adverse impacts on health and quality of life; • Mitigate and minimise adverse impacts on health and quality of life; and • Where possible, contribute to the improvement of health and quality of life.
Environment Agency: Water for people and the environment: A Strategy for England and Wales (2009)	<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>
EU Sustainable Development Strategy (2006)	<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>
DTI Draft Strategy for Sustainable Construction (2006)	<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).
HM Treasury: Barker Review of Housing Supply, Delivering Stability: Securing our Future Housing Needs (2004)	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.
Planning for Town Centres: Practice guidance on need, impact and the sequential approach (December 2009)	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>	
Council of Europe: Convention on the Protection of the Architectural Heritage of Europe (1985)	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.
Council of Europe: The Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention) (1992)	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.
National Planning Policy Framework (MHCLG, 2019)	<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"> • the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; • the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; and

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.
	<ul style="list-style-type: none"> 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.
Circular on the Protection of World Heritage Sites, CLG 07/2009 2	<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>
Historic England: Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment (2008)	<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>
Historic England (2015) The Historic Environment in Local Plans, Historic Environment Good Practice Advice in Planning: 1	<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>
Historic England (2015) Managing Significance in Decision-Taking in the Historic Environment, Historic Environment Good Practice Advice in Planning: 2	<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>
Historic England (2015) The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning: 3	<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>
The Historic Environment and Site Allocations in Local Plans Historic England Advice Note 3 (2015)	<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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Historic England (2016) Sustainability Appraisal and Strategic Environmental Assessment Historic England Advice Note 8	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.
 Landscape	
Council of Europe: European Landscape Convention (2006)	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.
MHCLG: National Design Guide: Planning practice guidance for beautiful, enduring and successful places (2019)	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.
English Heritage and CABI: Guidance on Tall Buildings (2007)	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.
National Planning Policy Framework (MHCLG, 2019)	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.
The Chilterns Area of Outstanding Natural Beauty (AONB) Management Plan 2014-2019	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"> • Conserving and enhancing natural beauty; • Landscape; • Farming, forestry and other land management; • Biodiversity; • Water environment; • Historic environment; • Development; • Understanding and enjoyment; and • Social and economic well-being. The plan also considers integration of cross-cutting themes with Management Plan policies.

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Landscape Character Assessment for RBWM (2004)	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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8.2 This report is supported by 21 background documents:

- [2018 Authority Monitoring Report](#)
- [Appropriate Assessment for Bisham Woods SAC](#)
- [Strategic Housing Market Assessment](#)
- [Open Space Study 2019](#)
- [Habitats Regulation Screening \(Stage 1\) and AA following Sweetman Judgement \(Stage 2\)](#)
- [Water Quality Assessment – post stage 1 hearings review version](#)
- [Housing and Employment Land Availability Assessment 2019](#)
- [Employment Topic Paper](#)
- [Housing Topic Paper Update](#)
- [Draft Borough Design Guide SPD \(consultation version\)](#)
- [Infrastructure Delivery Plan Update 2019](#)
- [Tall Buildings Strategy](#)
- [Tall Buildings Technical and Baseline Study 2019](#)
- [Ascot Centre Topic Paper](#)
- [Maidenhead Town Centre Topic Paper](#)
- [South West Maidenhead Topic Paper](#)
- [Sequential and Exceptions Test of Sites in BLPSV PC, Level 2](#)
- [Viability Report](#)
- [Transport Assessment + junction mitigation scheme \(+ appendices\)](#)
- [Blue / Green Infrastructure Study 2019](#)
- [Local Development Scheme \(updated under delegated authority 15 October 2019\)](#)
- [EQIA Screening](#)
- [Policies Map 1 - Maidenhead and Cookham](#)
- [Policies Map 2 – Holyport and The Walthams](#)
- [Policies Map 3 – Windsor, Old Windsor and Datchet](#)
- [Policies Map 4 – Ascot, Sunningdale and Sunninghill](#)
- [Policies Map Legend](#)

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