

Report Title:	Borough-Wide Design Guide Supplementary Planning Document – Regulation 14 Adoption
Contains Confidential or Exempt Information?	No - Part I
Lead Member:	Councillor Coppinger, Lead Member for Planning and Maidenhead
Meeting and Date:	Cabinet - 25 June 2020
Responsible Officer(s):	Russell O’Keefe, Executive Director Adrien Waite, Head of Planning
Wards affected:	All

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REPORT SUMMARY

1. The National Planning Policy Framework (NPPF) identifies the creation of high quality buildings and places as being fundamental to what the planning and development process should achieve. It also expects councils to provide maximum clarity at an early stage about their design expectations using visual tools such as design guides.
2. Broad direction of what high quality design means for the Council is set out in various policies in the adopted and emerging development plans but the Council does not have any detailed and comprehensive guidance on what it expects high quality design and design excellence to look like across the Royal Borough. The Borough-wide Design Guide Supplementary Planning Document (BWDG SPD) has been prepared to provide this clear, detailed and specific design guidance to support both Council decision making on development applications and the emerging Borough Local Plan (BLP).
3. Publication of a draft version of the BWDG SPD for consultation took place in 2019. The responses received have been reviewed and a number of small changes are recommended to be made to the SPD as a result.
4. This report seeks approval for the adoption of the Borough-wide Design Guide, incorporating the recommended changes.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That Cabinet notes the report and:

- i) Approves the adoption of the final Borough-wide Design Guide Supplementary Planning Document set out in Annex 1.

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

Options

Table 1: Options arising from this report

Option	Comments
<p>Not adopt the Borough-wide Design Guide with the recommended changes.</p> <p>This is not the recommended option.</p>	<p>Officers do not consider this would be the right approach to this important matter. This would leave the Council without the detailed guidance on what constitutes high quality design in the Borough and undermine the Council's ability to secure design excellence in new development and to resist poor quality development.</p>
<p>Adopt the Borough-wide Design Guide, but without including the recommended changes.</p> <p>This is not the recommended option.</p>	<p>Officers do not consider this would be the right approach to this important matter. This would result in the adoption of a document that ignored the valuable input of statutory stakeholders, development industry and the local community. This would minimise support for the adopted document.</p>
<p>Delay adoption of the Borough-wide Design Guide.</p> <p>This is not the recommended option.</p>	<p>Officers do not consider this would be the right approach to this important matter. This option would leave the Council with no detailed guidance to inform the development industry and local residents of the nature of the high quality development that it seeks in the Borough. This would make it more difficult to encourage high quality design and resist poor quality development during this time.</p>

- 2.1 The NPPF identifies the creation of high quality buildings and places as being fundamental to what the planning and development process should achieve. It also expects Councils to provide maximum clarity at an early stage about their design expectations by using visual tools such as design guides. The preparation of a Borough-wide Design Guide helps the Council meet the Government's expectations for clarity on its design expectations.
- 2.2 The Council Plan 2017-2021 has a vision of building a borough for everyone with opportunities for all and has identified priorities of creating:
- Attractive and well connected borough;
 - Healthy skilled and independent residents;
 - Safe and vibrant communities;
 - Growing economy, affordable housing.

- 2.3 The ambitions set out in the Council Plan for the achievement of high quality development are also reflected in the design policies set out in the Council's adopted, 'Made' and emerging development plans. These policies set out a broad or generalised direction of what high quality design means for this Borough. However, they do not provide detailed, comprehensive and locally specific guidance on what the Council expects high quality design to look like across the Royal Borough. The production of a Design Guide bridges this gap. It will provide clear, detailed and specific design guidance to support Council decision making on development applications and the emerging BLP. It will also provide clear demonstration to the development industry of the Council's design expectations and give local communities and neighbourhood planning groups a detailed framework for design within which they can prepare their locally specific policies and guidance.
- 2.4 The first stage in the preparation of the Borough-wide Design Guide Supplementary Planning Document Design Guide was the publication of the draft Design Guide (under Regulation 13 of The Town and Country Planning (Local Planning) (England) Regulations 2012, as amended) for consultation purposes in March 2019. This stage facilitated development of the Design Guidance with local communities, ultimately encouraging ownership of the document across the Royal Borough. The consultation draft Borough-wide Design Guide can be seen on the council's website at https://www3.rbwm.gov.uk/info/201027/planning_guidance/1441/emerging_supplementary_planning_documents_spd/2
- 2.5 The draft Borough-wide Design Guide was generally well received and representations were made on all aspects of it. A wide range of representative groups made comments including statutory stakeholders, Parish and Town councils, developers, agents and landowners, special interest groups and individuals. In total 82 consultation responses were received from 62 interested persons and bodies. The key themes emerging from the representations were:
- a) Strong support for the production of the guide and for its scope, quality and content
 - b) Concern that the document is too generic
 - c) Concern for lack of biodiversity enhancement
 - d) Further clarity needed in relation to Tall buildings and parking design
 - e) Concern that the guide does not go far enough in relation to non-residential design
- The statement on the consultation, which includes details of the consultation points raised, is contained in Appendix A.
- 2.6 Following a detailed review of the consultation responses a number of changes have been proposed to the Borough-wide Design Guide to enable it to be adopted. None of the changes are considered substantial with most being along the lines of clarifications, small additions and corrections to layout. The recommended changes are set out in Appendix B. These changes have been incorporated into the final version of the BWDG.

3. KEY IMPLICATIONS

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Adoption of the Borough wide Design Guide	BWDG not adopted	BWDG adopted on 25 June	n/a	n/a	June 2020

4. FINANCIAL DETAILS / VALUE FOR MONEY

There are no financial implications to this paper. The production of the Design Guide is being funded through the Planning Delivery Fund Design Quality funding.

5. LEGAL IMPLICATIONS

- 5.1 There are no legal implications to this paper. The NPPF (Paragraph 126) expects Councils to use tools such as design guides to provide maximum clarity about its design expectations.

6. RISK MANAGEMENT

Table 3: Impact of risk and mitigation

Risks	Uncontrolled Risk	Controls	Controlled Risk
The Council is unable to resist poor quality new development as it does not have detailed, locally specific guidance as to what constitutes high quality design in the Royal Borough.	HIGH	Adopt the Borough wide Design Guide in June 2020.	LOW

Risks	Uncontrolled Risk	Controls	Controlled Risk
The Council is unable to provide Neighbourhood Plan Groups preparing their locally specific design policy and guidance with clarity of what the Council is seeking at the Borough wide level in terms of design expectations.	HIGH	Adopt the Borough wide Design Guide in June 2020.	LOW
A plethora of design related documents is created at various levels that are not co-ordinated or seeking the same design quality expectations	HIGH	Adoption of the Borough-wide Design Guide in summer 2020 to provide an overarching and co-ordinating design document.	LOW

7. POTENTIAL IMPACTS

- 7.1 Adoption of the BWDG-SPD will improve the ability of the Planning Department to negotiate for high quality design in the Borough. It will also assist with securing more sustainable development and the Borough's Climate Change Objectives. No other potential impacts are anticipated.
- 7.2 An Equalities Impact Assessment was carried out for the emerging BLP which included a number of design related policies. No potentially adverse impacts were identified for any particular group arising from the BLP. As the Design Guide will only provide further detail and guidance on the adopted and emerging policies, rather than create new policy, it is not considered necessary to undertake an Equalities Impact Assessment (EQIA) specifically for the Design Guide.

8. CONSULTATION

- 8.1 The Borough wide Design Guide Supplementary Planning Document has been through both internal and external consultation including a 6 week consultation period in March 2019 under Regulation 13 of The Town and Country Planning (Local Planning) (England) Regulations 2012, as amended.

9. TIMETABLE FOR IMPLEMENTATION

9.1 Implementation date, if not called in, is contained in Table 4.

Table 4: Implementation timetable

Date	Details
June 2020	Adoption of the final Borough-wide Design Guide and publication on the website, along with associated evidence base documents

10. APPENDICES

10.1 This report is supported by 3 appendices:

Appendix 1 - Borough-wide Design Guide Supplementary Planning Document

- Appendix A - Consultation Statement on the draft Borough-wide Design Guide Regulation 13 consultation
- Appendix B – Table of Recommended Changes to the draft Borough-wide Design Guide

BACKGROUND DOCUMENTS

10.2 This report is supported by the following background documents:

- Council Plan, available at:
https://www3.rbwm.gov.uk/downloads/file/3320/2017-2021_-_council_plan
- The Council's adopted and 'Made' Development Plan Documents, available on the Council website at:
https://www3.rbwm.gov.uk/info/200209/planning_policy/591/development_plan
- The draft Borough-wide Design Guide Supplementary Planning Document at:
https://www3.rbwm.gov.uk/info/201027/planning_guidance/1441/emerging_supplementary_planning_documents_spd/2
- The Council's emerging Borough Local Plan, available on the Council website at:
<https://www3.rbwm.gov.uk/blp>
- The National Planning Policy Framework 2019, available at:
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

11. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Date returned
Cllr Coppinger	Lead Member for Planning	02/06/20	03/06/20
Duncan Sharkey	Managing Director	02/06/20	08/06/20
Russell O'Keefe	Director of Place	29/05/20	01/06/20
Adele Taylor	Director of Resources/S151 Officer	02/06/20	
Kevin McDaniel	Director of Children's Services	02/06/20	04/06/20
Hillary Hall	Director Adults, Commissioning and Health	02/06/20	02/06/20
Elaine Browne	Head of Law	02/06/20	04/06/20
Mary Severin	Monitoring Officer	02/06/20	04/06/20
Nikki Craig	Head of HR, Corporate Projects and IT	02/06/20	04/06/20
Louisa Dean	Communications	02/06/20	02/06/20
Karen Shepherd	Head of Governance	02/06/20	03/06/20
Adrien Waite	Head of Planning	02/06/20	02/06/20
	Other e.g. external		

REPORT HISTORY

Decision type:	Urgency item?	To Follow item?
Key decision	No.	
Report Author: Helen Murch, Planning Policy Manager, 07816 535890		

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Royal Borough
of Windsor &
Maidenhead

Borough Wide Design Guide

25 June 2020



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1 Setting the Scene





1 SETTING THE SCENE

INTRODUCTION

- 1.1 The Royal Borough of Windsor & Maidenhead (Royal Borough) recognises the vitally important role that the design of places, buildings and spaces have on people’s quality of life. Poorly designed development and places can contribute to poor physical and mental health, whilst well designed, high quality development can generate wellbeing and pride.
- 1.2 The Council is committed to ensuring the design of development underpins the making of distinctive, sustainable and attractive places that will provide for better health and wellbeing and high quality environments for all who live, work, play in and visit the Royal Borough.
- 1.3 The preparation of the design guide has been undertaken to help deliver **design excellence** to secure the Council’s vision of ‘building a borough for everyone’ and its priorities of:
- Attractive and well connected borough;
 - Healthy skilled and independent residents;
 - Safe and vibrant communities;
 - Growing economy, affordable housing.¹

The requirement for **design excellence** is at the heart of the borough’s vision for the future.

¹ Building a Borough for everyone – Council Plan 2017 - 2021

² This Guide does not specifically address the design of traveller and minerals and waste developments. This will be picked up in Development Plan Documents that deal with these particular forms of development.

Purpose

- 1.4 The Design Guide supports Local Plan policies by setting out in detail what the Council considers to be design excellence in the Royal Borough. The Guide has two main purposes:
- To help guide a major step change improvement in the quality of new development and places created across the Royal Borough.
 - To provide guidance to council members, officers, developers and local communities on how to ensure future development has the required high quality and inclusive design to create beautiful places that function well.

Scope

- 1.5 The Guide relates to the majority² of landuses in the borough and includes
- Residential development , encompassing
 - New housing units - in the form of infill through to new neighbourhoods;
 - Conversions and residential intensifications of existing buildings;
 - Householder improvements (e.g. extensions & curtilage developments).



- Employment & retail development;
- Recreational, infrastructure, and other forms of development.

1.6 The Guide applies to all places in the borough – urban, semi rural, rural, waterways and subterranean.

1.7 The Guide covers all types of development including new buildings, extensions, demolition, changes of use, intensification and alterations. It also relates to all scales of development. For the purposes of this document development has been classified into 4 different scale categories:

Table 1.1: Scales of development covered by this guide

		Residential	Non-Residential
XS	Extra small	Householder development - typically, alterations to dwellings	Very small development involving de minimus or no floorspace –e.g. new fire escapes, shop front changes, flues etc...
S	Small	Sites of 1-9 units	New single buildings, extensions, mezzanine floors or infill development up to GIA 1000sqm
M	Medium	Sites up to 100 dwelling units	New total floorspace of more than 1000sqm up to 5000sqm
L	Large	Sites over 100 dwelling units	Total new floorspace more than GIA 5000sqm

1.8 The Guide only addresses those areas of design where there are specific Royal Borough requirements. It does not provide guidance on matters already addressed by national Building Regulation requirements (e.g. energy and water efficiency and disabled access).

1.9 This document provides an overarching borough wide framework for detailed guidance on design related matters. Sitting alongside this guidance is a range of detailed topic and locally specific design documents. These include the design policies in ‘Made’ neighbourhood plans, detailed design related supplementary planning documents (including Green & Blue Infrastructure, Parking & Tall Buildings), and conservation area appraisals. This Design Guide should be read in conjunction with them. An up-to-date list of all the applicable design related policy and guidance can be viewed on the Council’s website at https://www3.rbwm.gov.uk/info/201039/non-development_plan/1442/design

Status

1.10 This document is a borough wide design guide that has been prepared as a supplementary planning document (SPD) under Regulation 14 of the Town & Country Planning Regulations (Local Plan) 2012, as amended. The Guide supports policies within the adopted Local Plan³ and has also been prepared to support emerging policies in the draft Borough Local Plan.⁴

3 RBWM Local Plan, adopted 1999, incorporating 2003 saved policies.



- 1.11 The Borough Wide Design Guide will be adopted as an SPD to support policies within the adopted Local Plan³. It has also been prepared to support emerging policies in the draft Borough Local Plan(BLPSV)⁴.
- 1.12 Developers will be expected to take the Design Guide into account, along with the requirements of any use or locally specific design policies in adopted, made, or emerging plans and in other SPD's when designing any form of new development in the Royal Borough. Where Design and Access Statements (DAS) are required to be submitted as part of a planning application they will be expected to set out how the standards detailed in this Guide have informed the design of the residential scheme.
- 1.13 The Borough Wide Design Guide will be a material consideration to be taken into account by the Council when considering pre-application proposals, determining planning applications, and at appeals.
- 1.14 It is recognised that innovative, high quality design solutions may come forward that do not fully comply with the requirements of the Guide. In order to provide for a flexible approach in applying the Guide, where applications depart from the Guide's principles, the Council will look to applicants for robust design justification for this departure. This justification may be taken into account as a material consideration when considering the design merits of such proposals.

4 The emerging Borough Local Plan is currently at Examination.

BACKGROUND

Planning Policy context

- 1.15 The Government sees good design as key aspect of sustainable development and creates better places in which to live and work. It is also seen as making development acceptable to communities.

The Government's policy guidance on design

- 1.16 Creation of high quality buildings and well designed places is seen in the National Planning Policy Framework 2019 (NPPF) as fundamental to what the planning process and development should achieve.
- 1.17 The Government expects local authorities to be clear about design expectations and how these will be tested (Para 124). They also expect authorities to develop design policies with local communities so they reflect local aspirations (Para 125). In order to provide maximum clarity about design expectations at an early stage, supplementary planning documents should use visual tools such as design guides. These are seen as providing a framework for creating distinctive places, with a consistent and high quality standard of design (Para 126).
- 1.18 Local Planning authorities are expected to ensure that development:
- Functions well and adds to the overall quality of the area;



- Are visually attractive;
- Are sympathetic to local character and history;
- Establishes or maintains a strong sense of place;
- Optimises the potential of the site to accommodate and sustain appropriate amount and mix of development;
- Create safe, accessible and inclusive places which promote health and well being (Para 127).

1.19 This Borough Wide Design Guide is a direct response to the Government’s ambitions for design. It is grounded on the principles set out in Para 127 of the NPPF, provides clear, visually rich guidance about the Royal Borough’s design expectations, how proposals will be judged and is being prepared in conjunction with local communities.

1.20 Para 130 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards, codes or style guides in plans or supplementary planning documents.

Other Government guidance

1.21 In addition to policy the government has recently published a series of guidance documents on design. The most recent include the 2019 National Design Guide and the 2020 Living with Beauty - Promoting health, well-being and sustainable growth. The 10 principles of the National Guide have helped

inform the local design principles set out in this document. Other national design guidance of importance include Manual for Streets, Secured by Design and Active Design - Planning for health and wellbeing through sport and physical activity.

1.22 Local adopted borough wide design policies can be found in the saved policies of the adopted Local Plan. The principle design related policy is DG1 -Design Guidelines which sets out 11 overarching principles that apply to all forms of new development. These design principles relate to reducing crime through layout, inclusive design, scale and design of buildings, townscape and strategic views, landscaping, parking and access, traffic and character. Other policies in the adopted Local plan relating to design include:

- DG1 Design Guidelines
- N1 Areas of Special Landscape Importance
- N2 Setting of the Thames
- N3 Landscape Enhancement Area
- SF1 Guidelines for Shopfronts
- SF2 Blinds on Shopfronts
- SF3 Security Shutters
- ADV1 Display of Adverts
- ADV2 Display of Adverts
- E10 Design and development Guidelines (Business and Industrial development)
- H10 Housing Layout and Design
- H11 Housing Density
- H12 Subdivisions and Conversions



- H14 House extensions
- T5 New Developments and Highway Design
- P4 Parking within Development
- WTC4 Townscape and redevelopment

1.23 The policies in this adopted plan are expected to be replaced by a new Local Plan in due course.

1.24 There are a number of other adopted development plan documents that provide design guidance for specific local areas, including the Maidenhead Town Centre Area Action Plan (2011), and 'Made' neighbourhood plans. These documents provide locally specific policy detail in addition to the principles set out in this guide.

1.25 The Council has also produced other design documents in the form of SPD's and conservation appraisals and strategies. The Borough Wide Design Guide is intended to be read and used as a companion document to these other Council publications.

Strategic Environmental Assessment

1.26 The Council undertook a screening assessment under Regulation 9(1) of the Environmental Assessment of Plans and Programmes Regulations 2004 on whether or not a Strategic Environmental Assessment was required for this SPD. It was concluded from this assessment that an environmental assessment was not required.

Habitats Regulation Assessment

1.27 The SPD is not expected to adversely impact on European level nature conservation sites and therefore further work, including an Appropriate Assessment, is not required under the Habitats Regulations.





2 How to use the Guide



2 HOW TO USE THE GUIDE



- 2.1 This guide sets out the over-arching specific design considerations for all scales and types of residential development. It works from strategic design principles down to detailed matters. The Guide’s structure reflects the sequence by which successful places are designed, setting the broad strategic considerations of overall layout before thinking about the details of buildings and spaces. Particular attention should be paid to the specific principles set out in the coloured boxes in Chapters 3 - 11.
- 2.2 All developments will need to be designed in light of the Council’s strategic design principles set out in Chapter 3. Table 2.1 should also be used to determine which of the specific guidelines in Chapters 4-12 are likely to be applicable to a particular development.

DESIGN CHECKLIST

- 2.3 Developers must also refer to the design checklist contained in Chapter 13 of this document. For small to large scale developments⁵, applicants will be expected to submit a completed checklist with their applications. This should be included with any Design & Access Statement, where these are required.
- 2.4 The checklist will be used by the planning authority to help assess planning applications. It is strongly recommended that developers use it at the early stages of the design process to help guide and inform the development of the project.

⁵ As set out in Table 1.1 of this Guide

Table 2.1: How to use the Borough Wide Design Guide

Design Matter	Householder	Extra small non residential	Small development	Medium development	Large development
Strategic design themes	X	X	X	X	X
Design Process					
Need for Vision	X	X	X	X	X
Concept Plans			X	X	X
Master and plot plans			X	X	X
Community involvement	X	X	X	X	X



Design Matter	Householder	Extra small non residential	Small development	Medium development	Large development
Character – creating identity and sense of place	X	X	X	X	X
Layouts					
Connectivity			X	X	X
Street design			X	X	X
Open spaces			X	X	X
Blocks			X	X	X
Plots			X	X	X
Defining public/ private space	X	X	X	X	X
Parking	X	X	X	X	X
Backland development			X	X	X
Built form					
Density			X	X	X
Uses & mix			X	X	X
Building positioning	X		X	X	X
Solar design and climate change	X		X	X	X
Building scale, massing and form	X	X	X	X	X
Active frontages		X	X	X	X
Minimum internal space standards	X		X	X	X
Adaptable development	X	X	X	X	X
Architectural detailing	X	X	X	X	X



Design Matter	Householder	Extra small non residential	Small development	Medium development	Large development
Amenity					
Privacy	X	X	X	X	X
Outlook	X	X	X	X	X
Daylight and sunlight	X	X	X	X	X
Private outdoor amenity space	X	X	X	X	X
Curtilage development					
Boundary treatments	X	X	X	X	X
Provision for cycles and bins	X	X	X	X	X
Hard standing and vehicle cross-overs	X	X	X	X	X
Further guidance for householder development					
Extensions	X				
Roof alterations	X				
Conversion and subdivisions	X		X		
Further guidance for specific locations and for non-residential development					
Design in flood risk areas	X	X	X	X	X
Rural and edge of settlement	X	X	X	X	X
Employment uses		X	X	X	X
Mixed-use developments		X	X	X	X





3 Strategic design themes for the Royal Borough of Windsor & Maidenhead



3 STRATEGIC DESIGN THEMES FOR THE ROYAL BOROUGH OF WINDSOR & MAIDENHEAD



3.1 Drawing upon national and local policy context, this Guide is underpinned by the following broad design themes:

Image 3.1

PUTTING PEOPLE FIRST

The places in the Royal Borough where people live, work and play are important in maintaining physical, emotional and mental wellbeing. They provide for activity, rest, sanctuary, recreation and social interaction, and are powerful influences in helping people shape their own identities. Poor quality developments have a considerable negative impact on people's quality of life, life chances and sense of community and identity. It is vitally important that the design of development in the Royal Borough is human scale, supports human health and wellbeing and places people, communities and safety at the heart of decision making on design, rather than cars, or short term commercial gain.





Image 3.2

CREATING A SENSE OF PLACE

The Royal Borough has a vibrant mixture of landscape environments ranging from the heaths of the Sunnings, the extensive expanse of the Royal parks, pastoral landscapes of the Thames Valley and the waterside towns and villages. Despite the rich diversity of places, the over-riding themes of Royalty and history, the presence of the River Thames and associated tributaries and the expanse of green landscapes dominate the borough. Every development should draw on the opportunities presented by the immediate local context to create a sense of place but also reflect the broad overarching themes of **Royalty**, **River** and **Green**. This will involve using landscape, streets, open spaces, buildings and fine details to create or reinforce places of excellence with a strong positive identity.

DELIVERING SUSTAINABLE PLACES

New development represents an opportunity to help people live, work and play in a more sustainable and healthier manner. This includes bringing nature back into places where people are, establishing mixed communities and creating places where walking and cycling are the preferred means of getting around for short trips. It also means providing mixes of uses within walking distances to support communities, minimising flood risk, ensuring that development supports biodiversity and protects important ecosystems and maximising opportunities to reap the benefits of passive solar design.

Image 3.3



IMPROVING QUALITY

Creating a borough where there are opportunities for all is one of the key priorities of the Council. Significantly improving design quality and local distinctiveness in the Borough is part of this priority. All new development in the Royal Borough will be expected to aim to deliver design excellence, with high quality design being the minimum standard. The Council will also encourage innovation in design. New developments will also be expected to support the maintenance of existing good quality design in the locality of a site and take opportunities to improve design quality where it is lacking.



Image 3.5

Image 3.4



PRINCIPLE 3.1

Designers will be expected to demonstrate how their design has addressed the Council's 4 strategic themes of:

- Putting people first
- Creating a sense of place
- Delivering sustainable places
- Improving quality

3.2 The remainder of the SPD sets out specific areas of detailed design which designers and decision makers should give particular attention to.





4 Design Process Expectations



4 DESIGN PROCESS EXPECTATIONS



4.1 The Royal Borough of Windsor & Maidenhead expects development proposals seeking planning permission to have evolved through a logical and iterative design process. No matter the type of development all small, medium and large schemes will be expected to demonstrate that they have followed all of the steps.

4.2 The Council requires the design of large projects (see table 1.1) to have been the subject of review by Design South East (D:SE). There is also a mandatory requirement for D:SE design review for schemes of 40-100 units in designated areas such as conservation areas. Developers of other medium sized schemes will also be encouraged to consider D:SE review to facilitate achievement of good local design.

This would normally be expected to be undertaken at pre-application stage and be funded by the developer. Further information on this process can be found on the council's website at https://www3.rbwm.gov.uk/info/201039/non-development_plan/1442/design.

THE NEED FOR VISION

4.3 All developments need a vision. Successful developments are underpinned by a guiding design vision. Once established and agreed by everyone involved, the vision anchors and guides the design team and enables it to communicate clearly and simply what the development is seeking to be and to achieve.

Table 4.1: Design process steps.

STEP 1	Site and context appraisal	Analysis of site and context
		Character appraisal
		Opportunities and constraints
		Understanding planning policy context
STEP 2	Interpreting the brief	Vision setting
		Concept plan
STEP 3	Engagement	Community and neighbour engagement
		RBWM pre-application discussions
		D:SE Panel Review (where applicable)
		Statutory consultee engagement
STEP 4	Detailed design	Concept refinement
		Masterplanning
		Plot plans
		Detailed design
		Further pre-application discussions
		Preparation of Design and Access Statement
STEP 5	Planning application	



- 4.4 The applicant's team should develop their design vision early in the design process, and then clearly articulate it to the local authority in pre-application discussions.

THE CONCEPT PLAN

- 4.5 For medium and larger schemes (as set out in table 1.1) the vision should be supplemented by a high level concept plan. The aim of the concept plan is to show in a simple and clear way the key design features that drive the layout of the proposed development and how it relates to surrounding areas. It should include an indicative high level layout and illustrate the key components. These features will be specific to each individual

Figure 4.1: Illustration of a Concept Plan.



site, but may typically include: gateways and access points, focal points, key building frontages; broad street layouts, location of open space; retained and proposed landscape features; landmarks; and key view corridors. A concept plan is a higher level strategic tool than a masterplan. It sets the principles for the masterplan and is an important tool for engagement.

- 4.6 Together the vision and concept plan should sum up what kind of place is being created. This allows the developer, local authority and local communities to discuss the basic structure of the proposals and how they can be evolved and improved to achieve excellence.

PRINCIPLE 4.1

All small, medium and large developments will be expected to set out the guiding vision for the development. Medium and large developments should also provide a Concept Plan in the Design & Access Statement.

PROVIDING MASTERPLANS AND PLOT PLANS

- 4.7 Further detail will be provided in masterplans. For medium and large developments, developers will be expected to provide plot plans as part of their application. This is to clearly distinguish the plot boundaries and the extent of public and private ownership.





Figure 4.2: Illustration of a plot plan.

PRINCIPLE 4.2

Medium and large developments will be required to provide plot plans to clearly identify ownership boundaries and public/private spaces.

COMMUNITY ENGAGEMENT

4.8 Developers and designers will be expected to seek the views and opinions of the local community to help inform

preparation of proposals. The council will be particularly interested in understanding how the views of various people, groups and organisations have shaped the proposals it is being asked to make a decision on.

4.9 Whatever the scale of the application, applicants should set out what engagement has been undertaken, with whom, what issues were raised and how the proposals respond to the issues. For householder applications, this could be simply set out in a letter. For small and medium size schemes, the Design and Access Statement (DAS) could include a chapter on engagement. For large-scale schemes, the DAS could be appropriate or, if the issues are complex, a separate Statement of Community Involvement (SCI) may be necessary.

Image 4.1





5 Character - creating identity and sense of place



5 CHARACTER

CREATING IDENTITY AND SENSE OF PLACE



5.1 One of the council’s strategic design themes is the creation of place and identity. Developments should not only reflect the strategic characteristics of the borough identified in Section 3, but also local identities.

5.2 The character of a place comes from different elements – large and small – that collectively result in a distinct identity. These elements are principally:

- Strategic landscape elements such as topography, forests, water bodies, geology and other natural elements;
- Connections and the networks of streets and open spaces;
- Layout of development blocks and plots;
- Arrangement and forms of buildings;
- Architectural details;
- Design of curtilage development such as boundary treatments, bin and cycle stores, amenity areas
- Presence and type of trees, vegetation, water and other natural elements.

5.3 The Royal Borough has a rich history and diversity of land and townscapes ranging from heathlands, forests, pastoral countryside, parkland, riparian areas, historic towns and

villages and modern suburbs and industrial estates. The borough has 27 conservation areas, 956 Listed Buildings and structures (including 23 Grade I and 72 Grade II* Listed buildings and structures) and a range of international wildlife designations. The richness of the borough’s character is captured in the Townscape Assessment (2010) which identified 17 distinctive townscape types and the Landscape Assessment (2004) which revealed 14 distinct landscape types and 32 discrete character areas.

5.4 Unfortunately, many recent developments in the borough are similar, have a bland feel and could be anywhere in the United Kingdom. They undermine, rather than re-inforce the sense of local identity and place. The richness and diversity of place is a key feature of the borough and valued by local communities. The council wishes to support local communities in securing quality new development that enhances their places and unique identities. Accordingly, whatever the scale or type of development, the council will expect development proposals to enhance and respond to the borough’s strategic character themes and positive local character elements in order to create identity and root the proposed development in local places.

5.5 Developers should draw on their site surveys and other planning documents to identify local character and identities

6 This will include the borough’s landscape & townscape assessments, Neighbourhood Plan policy and character SPD’s and design documents produced by Neighbourhood Planning groups.





Image 5.1: New development on the right of the street complements the character of the historic development on the opposite side.



Image 5.2: Example of a good response to a riverside and historic Windsor location.

at an early stage to underpin the development proposals⁶.

5.6 There are essentially three ways of responding to character:

- create a design that blends in seamlessly with the existing character, so reinforcing it; or
- using cues from the local area to create a design that is sympathetic to the character, while providing a contemporary interpretation – e.g. using similar form and composition with contemporary materials;
- Defining a new and distinctive character. This is more likely to be more appropriate for larger developments.

5.7 Developers will need to decide which approach is the best for their proposals. However, where a new character is being proposed, the council will expect this to be fully justified.

Image 5.3: New development integrating with heathland landscape.



PRINCIPLE 5.1

1. All new development must be designed to maintain or enhance the special place characteristics of the Royal Borough. The council will expect development to draw upon the following elements in the local area to create positive character and locally specific identity:
 - Strategic landscape elements;
 - Connections and the networks of streets and open spaces;
 - Layout of development blocks and plots;
 - Arrangement and forms of buildings;
 - Architectural details (including colour and materials);
 - Design of curtilage development;
 - Presence and type of trees, vegetation, water and other natural elements.
 - Features of historical interest
2. Where the local context is strong, high quality and positive, new development should reflect local urban design characteristics. Where the local context has a weak or negative character, new development will be expected to improve the quality of the area.
3. All new development will be expected to integrate existing features such as:
 - Topography,
 - Waterbodies (including the River Thames, streams and ponds),
 - Mature trees, forests, hedgerows, plantings and other ecological features;
 - Views to and from the site to important features (including Windsor Castle, River Thames, The Moor in Cookham);
 - Listed buildings, archaeology, historic parks and gardens and buildings and features of cultural, historic heritage and/or townscape merit.
4. New development should remove unattractive or inappropriate buildings, elements or features that detract from the quality and/or character of the site and its surroundings.
5. Where a development site is adjacent to a water body, the development should respect the water frontage and present a positive frontage to it. Particular consideration should be given to improving views of the waterbody and public access to it, as well as creating a soft interface to provide enhanced biodiversity and extend the green corridor network.

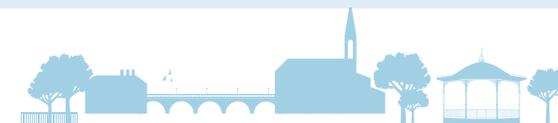




6 Layouts



6 LAYOUTS



6.1 The large structural elements of a development are vital in terms of setting whether it functions well and is visually appealing. These structural elements include strategic landscape features, street and open space networks, block and plot layouts, use mixes and building layouts. Carefully thought out layouts create the permanent connected 'bones' upon which great places can be created and maintained. Poor layouts create poor places which are difficult to correct going forward.

6.2 Designers should pay particular regard to the following layout matters to ensure that beautiful places that function well can be created:

- Connectivity
- Street design
- Open spaces
- Blocks
- Plots
- Defining public/private space
- Parking
- Backland development

CONNECTIVITY

6.3 Woven through both the urban and rural areas of the Royal Borough is a network of public spaces made up of streets,

parks, public open spaces and paths. This framework allows people to get to where they want to go, with a choice of how they do so. It also creates public spaces where people can spend time outdoors and physically encounter and meet others. Good public places encourage positive interaction and are community spaces, as well as providing movement corridors. Maintaining and improving this network of connections is vitally important in creating high quality places in the Royal Borough.

6.4 Some parts of the Royal Borough have dense networks of connected spaces and routes for pedestrians, cyclists and vehicles that are easy to understand and navigate. Other areas are poorly connected and less permeable with streets and estates isolated by cul-de-sac layouts and lack of connections to surrounding areas (Fig 6.1). Developers may find local character guidance set out in Neighbourhood Plans and other SPD's useful in identifying whether the development site lies in an area of well or poorly connected streets.

6.5 All new development will be expected to connect into the surrounding route and space network in a high quality, accessible and safe way. Larger developments may create a new hierarchy of street space whilst small proposals have the ability to enhance existing streets, for instance by addressing them positively or adding new connections.



6.6 Layouts should be designed to encourage walking, cycling and public transport in preference to the private car for local journeys. This can be achieved by:

- Creating an integrated, permeable network of streets, paths, parks and public open spaces that offer accessible, safe and convenient connections between streets within the site as well as to neighbouring areas;
- Providing pedestrian and cycle routes along key desire lines, linking to existing communities, facilities, shops, schools, employment, public transport interchanges and other destinations;
- Carefully considering the potential to support commercially viable bus routes to, from and through the site, with larger developments including appropriate bus priority measures to reduce journey time, improve service reliability and enhance connectivity; and
- Controlling the speed and routing of motor vehicles such that permeability is maintained, without vehicle movements dominating the development and detracting from the sense of place.

6.7 Where new street spaces are being created these are expected to be designed for people and be highly connected, especially through walking and cycling routes. They should demonstrate excellence in design. In historic areas developers should also draw upon Historic England's "Streets for All". In existing poorly connected places designers of schemes should look for opportunities to improve the number and quality of connections.

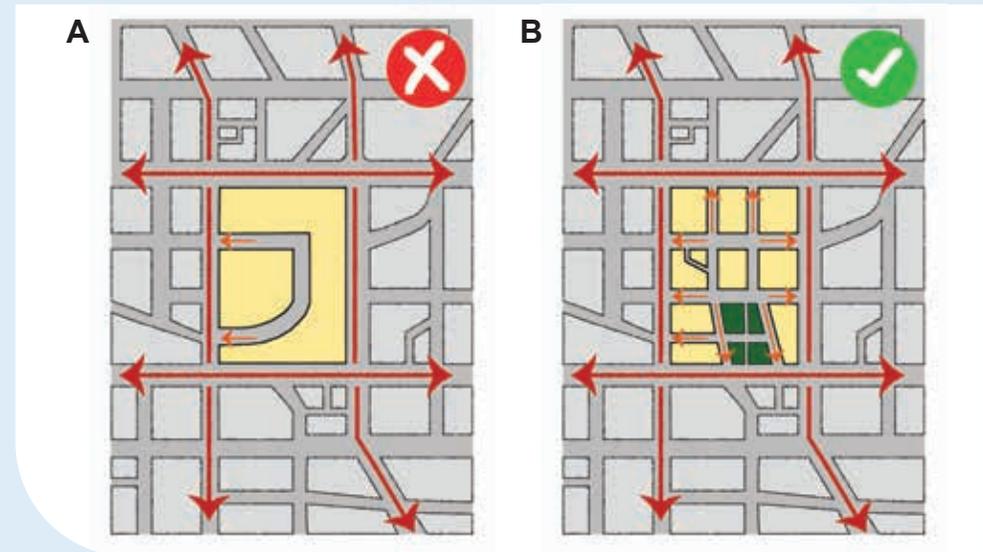


Figure 6.1: Illustration of a poorly connected layout (A) and well connected streets (B).

Image 6.1: A good quality green footpath link.



6.8 New footpaths/cycleways should provide high quality connections, acting as corridors for green and/or blue infrastructure. Routes through green infrastructure should generally be lit by low level solar powered lighting.

PRINCIPLE 6.1

All new development should:

- Connect into and strengthen the existing network of routes and public open spaces.
- Create or maintain connections that are direct, legible and safe.
- Ensure connections for pedestrians, cyclists and public transport are given the highest priority in the hierarchy of spaces.
- Make walking and cycling more attractive and convenient for short trips than using the private motor car. Distances by foot and cycle should be shorter and more direct than by car.
- Respect existing desire lines and public rights of way and make connections to local destinations, such as schools, shopping and employment areas.
- Look for opportunities to create connections into/through neighbouring land so that a well connected network can be created in the event of future land release and development.

STREET DESIGN

6.9 Streets (be they urban or rural) are the bedrock of places and make up a significant part of the public spaces within the Royal Borough. They allow people access in, out, and through places, are spaces of social interaction and are vital in creating and maintaining the character of an area. Street quality has a significant impact on how those living, working and visiting the Royal Borough experience the area. It is therefore vitally important new development helps to create high quality streets with distinctive character that are easy to navigate, safe and attractive places to be in.

6.10 A significant number of the Royal Borough's existing streets have a strong green character reflecting the rural nature of much of the borough. Another defining characteristic

Image 6.2: Borough streets with a strong green character.



Image 6.3: Borough streets following the River Thames.



of the Borough is the number of streets which provide views of water, either in the form of waterways or fountains. The council wishes to perpetuate and enhance this green and blue character in its streets to re-inforce the special characteristics and identity of the borough. Designers will be expected to make use of green infrastructure in the form of street trees, planted verges, green walls and gardens in new residential development to help maintain the strong green character of the borough. Strong encouragement will also be given to the incorporation of blue infrastructure into the borough's streets in the form of SUDS, water based public works of art and vistas of water based features, especially the River Thames and its tributaries. Provision of public access to the borough's blue infrastructure through new street networks will be expected.

Image 6.4: Borough streets incorporating fountains.





Image 6.5: An example of a semi-rural street with hedges, trees and wide verges providing a strong soft green character. Along with the tall set back buildings the street is attractively enclosed.

6.11 Street frontage and enclosure to streets help to create a sense of place and character. In most cases, streets are defined by buildings. In some rural or particularly leafy areas, green infrastructure may be the dominating enclosure element in streetscenes. All development will be expected to contribute to the creation, maintenance and enhancement of the greenness of the borough's streets. In new streets, designers will be expected to include space for street trees, including adequate space to accommodate large street trees. Long term maintenance and adoption of green infrastructure in streets should be considered early on in the design process.

6.12 Streets should usually have building height to street width ratios that provide for a good sense of enclosure without overwhelming people who are using the streets. Street design should fall within the following height to width ratios⁷.

	MAXIMUM	MINIMUM
Mews	1:1.5	1:1
Streets	1:3	1:1.5
Squares	1.5	1:4

Image 6.6: An attractive urban street that is well enclosed by buildings, boundary treatments and landscaping, with a strong green character and space for both cars and pedestrians.



⁷ Street widths should be measured from the front of the building on one side of the street to the front of the building on the other side of the street. This will mean front gardens, pavements, cycle lanes, verges and road carriageways are included in the street width.





Image 6.7: Colour, materials, street furniture, water, and vegetation create a very high quality and visually interesting street design which provides attractive public spaces for socialising.

Image 6.8: A street where people rather than cars dominate.



Image 6.9: An attractive street with a strong rural character.

Image 6.10: An unattractive street dominated by cars.





Image 6.11: A hard street lacking greenery.

6.13 It is important that streets feel safe. Whatever size or function, routes should be safe and well over looked by active building fronts, particularly where pedestrian and cycle routes lie adjacent to site boundaries. The creation of active frontages will be vital to maintain a sense of safety, as well as creating visually and socially interesting streets.

6.14 It is also important that streets should be designed so as to achieve vehicle speeds that are appropriate to the local context. This will depend on the relative importance of place and movement for each street.

Image 6.12: Long inactive frontage created by the high fences and no windows or doors fronting onto the street. Lack of street lighting and parked cars on pavements leaves street users feeling unsafe.



PRINCIPLE 6.2

All developments should enhance existing streets or create new streets that:

- Are primarily designed as places for people to walk, cycle, socialise and play. In streets needing to carry high levels of vehicle movement particular attention will need to be given to designing for people;
- Create a legible hierarchy of streets based on street character and form. New street layouts dominated by cul-de-sac type layouts will be resisted;
- Make walking and cycling more attractive and convenient for short trips than using the private motor car. Distances by foot and cycle should be shorter and more direct than by car;
- Use focal points, enclosure, setbacks, pressure vacuums, deflections and other townscape features to create visually interesting streets. Streets will be expected to be visually rich and create a sense of excitement and drama for people using them;
- Design in spaces within the street to facilitate social interaction. This could include pause points, small amenity spaces, seating and squares;
- Strengthen the green/blue infrastructure network of the borough and enhance wildlife and biodiversity. Trees, vegetation, gardens and open spaces should be used to create a strong, soft green character to streets. Development should not result in the loss of existing street trees and developers should look to include street trees wherever possible.
- Create animated and active streets by using fine grain development and designing strongly active frontages on the network of streets and other routes. Blank or poorly active frontages (including buildings that turn their side or backs onto the street) will be resisted;
- Do not contain overly engineered streets led by highway requirements. Street clutter should be avoided and street furniture placed with care to create attractive and vibrant spaces;
- Are safe places with the needs of vulnerable users considered by providing active frontages, good lighting, clear, obstacle free routes for pedestrians and designing in traffic calming measures to restrict vehicle speeds.
- Street furniture will be expected to be high quality that is of a scale and design that fits in with positive local character, particularly historical references.



OPEN SPACES

6.15 Together with the streets, open spaces form the structural framework on which the Royal Borough has been built. The borough has a diverse and high quality network of open spaces including natural and semi natural greenspaces, parks and gardens, playing fields, amenity green spaces, private gardens, rights of way, allotments, cemeteries and graveyards

Image 6.13: A pond set in a landscaped open space will not only drain a development but may also provide habitat for wildlife, be a recreational asset for the local community, act as a visual focal point in the local townscape and provide a space to help with physical and mental health and wellbeing.



and areas for water management including SUDS, rivers, streams and ponds. This network of blue and green spaces and links is especially valued by local residents and visitors and is an integral part of the character of the borough.

6.16 These open spaces are vitally important to provide space for nature and for the health and well-being of people who are living working, playing and visiting the Royal Borough. Very often these spaces have multifunctional roles further enhancing their value to communities.

6.17 The benefits of open space are wide ranging including improved health benefits, opportunities for active lifestyles, visual amenity, recreational activities, waste water management and food production.

6.18 The health and wellbeing benefits of people having access to nature and natural elements within their living and working spaces is well documented. The Council is committed to ensure that nature is integrated into new development. This will be particularly important in expanding and intensifying urban areas.

6.19 The council intends to provide more detailed guidance on incorporating biodiversity and green and blue infrastructure into developments through a separate companion Green & Blue Infrastructure SPD. Further information on open space provision in the Borough is set out in the council's Open Space Study (2019)⁸.

⁸ Royal Borough of Windsor and Maidenhead – Open Space Study; 2019 https://www3.rbwm.gov.uk/info/200209/planning_policy/489/open_space_study



Image 6.14: High quality open spaces.

PRINCIPLE 6.3

1. Development proposals will be expected to provide high quality new open space at levels and types appropriate to their size and use type.
2. The role and function of public spaces must be clearly defined. Spaces should robustly connect with the existing network of streets and relate well to the wider context.
3. Public spaces should add to the existing blue and green infrastructure and include high levels of access to nature for people.
4. To be high quality, new public open spaces should:
 - Be based on existing local high quality landscape characteristics and appropriate in terms of character;
 - Contain generous amounts of green infrastructure, and where appropriate, blue infrastructure;
 - Be multifunctional and well connected;
 - Reduce environmental development impact;
 - Enhance biodiversity;
 - Be accessible and safe for all; and
 - Be functionally and visually attractive.



Adoption and maintenance of streets and open spaces

- 6.20 Adoption or an alternative management regime is critical to ensure the successful delivery and long term maintenance of new streets and open spaces within the borough.
- 6.21 The adoption of trees and SUDS features within the public realm can be difficult. Where conflicts arise the council does not consider it acceptable to revert to a lower design standard and, for example to omit street trees. The landscape character is one of the principle characteristics of the borough and applicants will need to work with the council to identify suitable management strategies, such as the use of maintenance companies or community land trusts in order to ensure the desired quality.
- 6.22 For further detail applicants should refer to the Borough's Highway Design Guide, which sets out further detail on adoption and highway design. The Open Space study also contains some information on the maintenance of open spaces. The matter will also be addressed in the Blue/Green Infrastructure SPD. In every case this would be secured as part of a planning application.

BLOCKS

- 6.23 Within the networks of streets and open spaces lie blocks of development. Well connected and distinct places rely on a clearly defined block structure. The size of blocks influences the degree of permeability. Larger blocks provide fewer opportunities for connections and often rely

on internal courtyards or cul de sacs. Small blocks create a higher degree of connectivity. The shape and size of blocks are an important consideration for larger developments.

PRINCIPLE 6.4

Large developments should incorporate blocks that:

- Create a clearly defined street network;
- Avoid deep blocks or overly large blocks that reduce connectivity and/or lead to the use of cul de sacs or rear courtyards;
- Reflect local characteristics;
- Consider micro-climate, such as prevailing wind direction and solar orientation

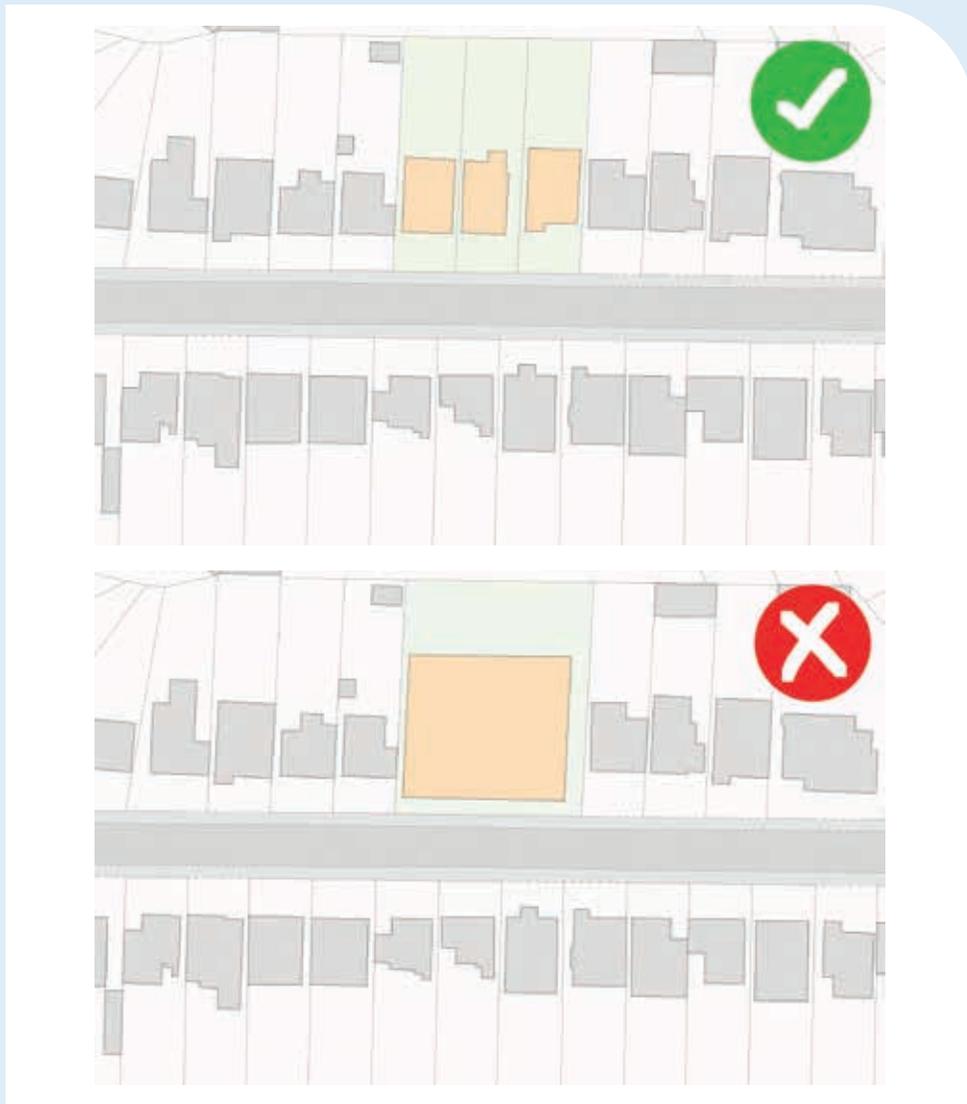
PLOTS

- 6.24 Plots are important elements in the character of an area. Their sizes, especially the widths along a street frontage are key determinants of the rhythm of buildings and spaces along a street, how active it will be and the grain of development in an area.
- 6.25 Streets with regular, clearly defined plot rhythms that are fine grain create the most interesting and attractive street scenes. Development that disrupts the rhythm of existing plots can create unattractive, inactive streetscenes and



reduce visual interest.(Fig 6.2). As a result, the council will generally resist plot amalgamation that results in the loss of historic plot rhythms and visual richness in the street scene.

Figure 6.2: Examples of acceptable and unacceptable plot rhythms.



PRINCIPLE 6.5

1. All development will be expected to respond to the size, shape and rhythm of surrounding plot layouts. Plot layouts that are out of context with the surrounding character, will be resisted. In particular, the creation of large plots that are out of character with surrounding smaller grain plot patterns will not be supported.
2. Fine grain plot divisions will be supported and encouraged, particularly in intensifying urban areas. Loss of fine grain or historic plots layouts will generally be strongly resisted.
3. All plot boundaries will be expected to be clearly and strongly defined, especially those to the front of the site. Proposals with weak or absent plot definition will be resisted.

DEFINING PUBLIC/PRIVATE SPACE

- 6.26 It is important that the boundaries between public and private space are clearly defined. Poorly defined spaces create confusion as to ownership and use. This can lead to both public and private spaces becoming neglected, avoided and unattractive. This not only damages the streetscene, but also fosters a sense that the place is not safe.

Image 6.15: Traditional streets where public and private space is very clearly defined by walls and hedges.



Image 6.16: Poor quality developments in terms of private public space definition.



PRINCIPLE 6.6

1. In all new developments the boundaries between public and private space need to be clearly defined by either planting, walls, railings or fencing. Boundary will need to be of good quality and enhance green infrastructure wherever possible. Around access points, boundary treatments should not obscure visibility for vehicles emerging from properties and will need to provide for adequate site lines.
2. Developments that leave space with unclear ownership will be resisted.

PARKING

- 6.27 Space to park cars places a significant burden on the design of development layouts. Balancing the expectations of residents, workers and visitors for adequate parking spaces near to properties with the need to ensure parking does not unduly impact on the street scene and safety and amenity of people is a key design consideration.
- 6.28 In order to create attractive and well functioning layouts it is important that the space to park vehicles is carefully considered at the early stages of the design process.

General standards

- 6.29 The Royal Borough is dominated by its countryside and tree assets and it will be expected that parking solutions will

reflect this green nature with significant use of soft green landscaping. Parking solutions involving unrelieved and large areas of hard surfacing will be resisted.

- 6.30 It is also expected that the quality of parking solutions will be very high. Use of high quality hard and soft landscaping to provide appealing and functional parking spaces will be required. Developers will be expected to use porous surfacing for parking areas and encouraged to use different materials and colours to delineate parking bays and road carriageways.
- 6.31 Parking can be provided in a number of ways:
- On plot;
 - In communal mews/parking courts;
 - On street.
- 6.32 The Council accepts that different parking layouts are likely to be required in different locations and developments may need a mix of solutions. Low density schemes, for instance will find it easier to predominantly accommodate parking on-plot whilst higher intensity schemes in more urban locations may need to use solutions involving undercrofts or on street provision. Whatever solution is used, it is important that it is high quality and that the development layout is not visually and functionally dominated by parked cars.





Image 6.17: Generous green infrastructure, varied and quality materials, attractive lighting and street furniture create a high quality parking layout.

Image 6.18: On plot frontage parking that does not dominate the street scene and provides space for softening vegetation.



PRINCIPLE 6.7

1. Parking layouts should be high quality and designed to
 - Reflect the strong sylvan identity of the borough. All parking arrangements should be softened with generous soft landscaping to enhance the borough's green infrastructure networks. No design should group more than 3 residential parking spaces together without intervening landscaping unless an alternative, justified approach would provide a better quality contribution towards green infrastructure, useable amenity space and visual amenities.
 - Ensure developments are not functionally and visually dominated by cars;
 - Maintain activity in the street without adversely affecting the attractiveness of the streetscene;
 - Minimise impact on the amenity of residents;
 - Be safe, overlooked and convenient for users;
 - Be spaces that are visually and functionally attractive in the streetscene

2. Where undercroft parking forms part of the parking strategy, the council will expect:
 - Blank ground floor facades to be avoided where they face the street or other routes;
 - Entrances to residential units on upper floors to be prominent and stand out in the frontage;
 - First floor windows and balconies to provide surveillance and a sense of overlooking through the provision of large and frequently spaced windows and balconies.
 - Visible cycle parking areas and other activities at ground floor level to provide animation.



Image 6.19: Domination of frontages by car parking leading to a loss of enclosure and green character.

Image 6.20: A poor on street parking solution that does not delineate bays, create safe spaces for pedestrians or provide good levels of softening green infrastructure.



Parking space standards

- 6.33 6.28 For details on the number and sizes of parking spaces in proposed schemes developers should consult the borough's most recent Parking Strategy SPD https://www3.rbwm.gov.uk/downloads/download/187/parking_strategy.

On-plot parking

- 6.34 On-plot parking can occur to the front, side or rear of dwellings. It may include integral or stand-alone garages and carports.
- 6.35 The council's preference is for parking to be to the side or rear where adverse impacts on the street scene and amenities can be more effectively managed. Where parking has to be provided to the front it is important that the visual impacts are mitigated as far as possible. Potential solutions include landscaping, staggered buildings, separation and use of boundary treatments. It is also important that buildings are set back far enough from the road to enable cars to be comfortably parked in front. Enclosure of front on-plot parking areas with vegetation will be strongly encouraged.
- 6.36 On-plot parking generally requires many crossovers onto the highway. In heavily treed landscapes the landscape screen along plot boundaries is a key element of local character. In such locations a single shared drive may be required from the street to serve dwellings with on plot parking.

PRINCIPLE 6.8

1. On-plot parking should generally be provided to the side or rear of the property or underground. Underground parking will be encouraged, provided the site is not subject to flood risk.
2. Where front of plot parking is proposed this should be enclosed with soft landscaping. For large parking areas, parking bays should also be regularly interspersed by significant landscaping areas. Front of plot parking should not:
 - Dominate the appearance of the plot or the street scene with extensive hard surfacing or multiple or over wide vehicle cross overs; or
 - Result in vehicles overhanging the public highway or lying hard up against habitable rooms
 - Consider micro-climate, such as prevailing wind direction and solar orientation

Parking courts

- 6.37 Communal parking courts are private car parking areas, typically positioned either to the front or rear of dwellings. Parking courts are used for flats and intense terraced housing.
- 6.38 Parking courts should be designed as attractive, busy, safe spaces in their own right.



Image 6.21: A parking court with a variety of surface treatments and with soft landscaping enclosing the court and interspersing between clusters of parking bays.

Image 6.22: Hard and unattractive parking court with non-permeable surfaces and no green/blue infrastructure.



PRINCIPLE 6.9

1. Car parking courts should be safe and busy places that are overlooked and which accommodate a number of activities and uses.
2. Parking courts should be attractive places with high quality hard and soft landscaping.
3. Where parking courts are provided to the front of development they should not be dominant elements in the streetscene. The council will expect front parking courts on all types of development to be enclosed with strong soft landscape screens.
4. Where there are more than 5 parking bays on parking courts, the council will expect soft landscaping to intersperse every 3 bays on residential schemes and every 5 bays on all other types of development.
5. Dwellings with frontages onto streets should not have their main frontage to rear parking courts.

On-street parking

- 6.39 If well designed, on-street parking can add to the vibrancy and variety of a street scene. The council's preference is for visitor and non-allocated parking to be provided on-street where possible and appropriate to local character.
- 6.40 Where on-street parking is proposed, then the street must be purposefully designed to accommodate it. Parking bays may accommodate parallel, perpendicular or angled spaces.



Image 6.23: A lack of space for on-street parking, no marking of parking bays and lack of softening landscaping creates an unattractive, poor street environment that is unsafe for pedestrians.

Image 6.24: Attractive on-street parking solutions in a landscaped setting.



PRINCIPLE 6.10

1. Where provided, on-street parking will be expected to be high quality in terms of layout and materials.
2. On-street parking should not dominate the street scene and must be integrated with other street features.
3. Positioning of on-street parking should not dominate adjoining plots and residential uses.
4. Street car parking will be expected to be placed in a landscaped street setting utilising hard and soft features of a very high quality. Where bays are provided, they should accommodate no more than a cluster of 3 cars.
5. Where the width of the road has been increased to accommodate on-street parking designers will be expected to employ features such as increasing building height, street trees or other planting to ensure that the street is well enclosed.

BACKLAND DEVELOPMENT

- 6.41 New development that occurs at the back of plots and blocks can have a detrimental impact on character, amenity and functionality if not treated sensitively. Such development can result in the loss of trees and vegetation, affect the amenity of surrounding development and disrupt the rhythms and character of the street scene, particularly if access ways are wide.

- 6.42 It is therefore important that backland development remains subordinate to existing buildings on the street frontage and is not overly prominent in the character and appearance of the area. It is also important that backland development does not result in a net loss of green or blue infrastructure, and that it enhances biodiversity and connects well into the surrounding area.

PRINCIPLE 6.11

All backland development should be subordinate to the existing buildings on the street frontage and not overly prominent in the character and appearance of the area. It should ensure that:

- Does not harm the existing character of the local area;
- Relates positively to the existing layout and urban form;
- Maintains the quality of the environment and does not result in the loss of green or blue infrastructure;
- Creates or maintains satisfactory amenities for the occupiers of both the new and the existing surrounding properties.
- Does not result in unacceptable noise and disturbance for properties adjacent to accessways serving the backland development.





7 Built Form



7 BUILT FORM



DENSITY

- 7.1 The Royal Borough has a limited supply of land for housing and thus it is important that this resource is used efficiently to deliver the new development that the borough needs. This will involve intensifying the urban fabric both in terms of the amount of built mass and amount of houses or bedrooms and commercial floorspace (density).
- 7.2 Building at higher density creates a more intense environment which can be visually and socially exciting. It can also allow for additional populations (residents, workers and visitors) to help maintain and support vital local facilities such as public transport systems, local shops and community centres.
- 7.3 Denser development at locations which are sustainably located will be encouraged provided it is very high quality, protects amenity, enhances the streetscene, is supported by generous green and blue infrastructure and allows people access to external space and nature.
- 7.4 The presence of green infrastructure is vital in denser developments and developers will be expected to provide a mix of green infrastructure which could include pocket parks, roof gardens, green walls, community gardens and communal amenity space. The council will be preparing a blue/green infrastructure SPD to provide further detail on this matter.

PRINCIPLE 7.1

1. Housing development should be sustainable and seek to make effective use of land without:
 - Adversely impacting on the amenity of neighbours,
 - Creating unsatisfactory living conditions for future occupants of the new development; or
 - Compromising local character, the environment (including biodiversity) or the appearance of the area.”
2. All development will be expected to provide green infrastructure in accordance with the latest council standards. Provision of generous green infrastructure provision in higher intensity locations will be particularly important for visual amenity, biodiversity and human health and wellbeing.

USES AND MIX

- 7.5 Mixed and balanced communities are seen as being important in delivering the sustainable, very high quality places for the Royal Borough. A mix of uses helps to ensure that places are well-used and occupied at all times. Places with a mix of densities, uses, types, sizes and tenures are vibrant, convenient and feel safe to use. Development with homogenous use classes, densities, tenures and sizes should be avoided. However, it



is recognised that similarity of tenure may be acceptable in certain instances for specialist facilities e.g. bespoke housing for defined groups such as disabled, homeless and the elderly.

- 7.6 Residential developments over 100 net new units will be encouraged to incorporate a range of non-residential uses such as shops, schools, community, leisure and health facilities, as well as employment uses. Homogenous business parks without ancillary uses and facilities for workers should be avoided.
- 7.7 Designers are encouraged to discuss with the Borough at an early stage the specific nature of the mixes that a development site should look to deliver.

PRINCIPLE 7.2

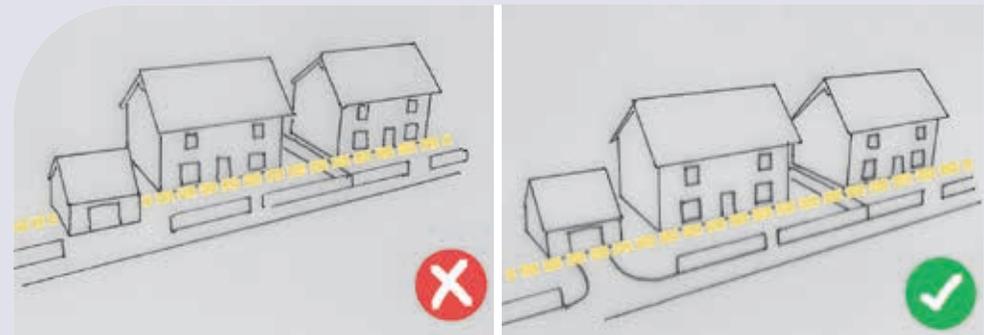
1. All small, medium and large development should contribute to the provision of balanced communities through the provision of a mix of uses, densities, forms, sizes and tenures.
2. Without good design justification, development which promotes very similar tenures and sizes across the development site will be resisted.
3. Larger development sites will also be expected to deliver a mix of uses.

BUILDING POSITIONING

Building lines

- 7.8 Front building lines help to define the street and the degree of street enclosure (Figure 7.1). Rear building lines are important in protecting neighbour amenity, especially at 2 storey levels. Where dwellings are detached or semidetached, building lines along the side walls can help maintain visual gaps and protect the amenities of neighbours.
- 7.9 The council will expect new developments to give careful consideration to all forms of setbacks.
- 7.10 Occasional variation from a common front building line may provide opportunities to add visual interest to townscapes. Developers may consider using this as a design feature where positive opportunities arise and no adverse impact on neighbour amenity would be likely to arise.

Figure 7.1: A common front building line.



PRINCIPLE 7.3

Building lines in new developments should complement the streetscene, avoid impacting on neighbour amenity and allow for suitable landscaping and open space. Setbacks that erode character, street enclosure and amenity of neighbours will be resisted.

SOLAR DESIGN AND CLIMATE CHANGE

- 7.11 The council strongly encourages designers to design buildings to minimise energy consumption by taking advantage of the sun's energy. This opportunity should be considered at the early stages of the design process.
- 7.12 Passive solar design involves orientating buildings to maximise the entry of low winter sun for passive solar heating. (Fig 7.2). Facades with generous fenestration with no overshadowing need to be orientated within 30 degrees of due south to gain from solar heating. When employing passive solar design designers will also need to consider how to maximise solar collection during winter and minimise overheating during summer months.
- 7.13 Active solar gain uses building facades and roofs to collect solar energy for conversion into electricity or hot water. Any aspect within 30 degrees due south is ideal (Fig 7.3). The council is generally supportive of active solar micro renewable technologies where they do not have a detrimental impact on sensitive historic environments and the appearance of the building and streetscenes.

- 7.14 Tree planting and ultimate tree heights and spreads will need to be taken into account to avoid future shading of solar panels. In some cases, this may mean solar panels will be inappropriate.

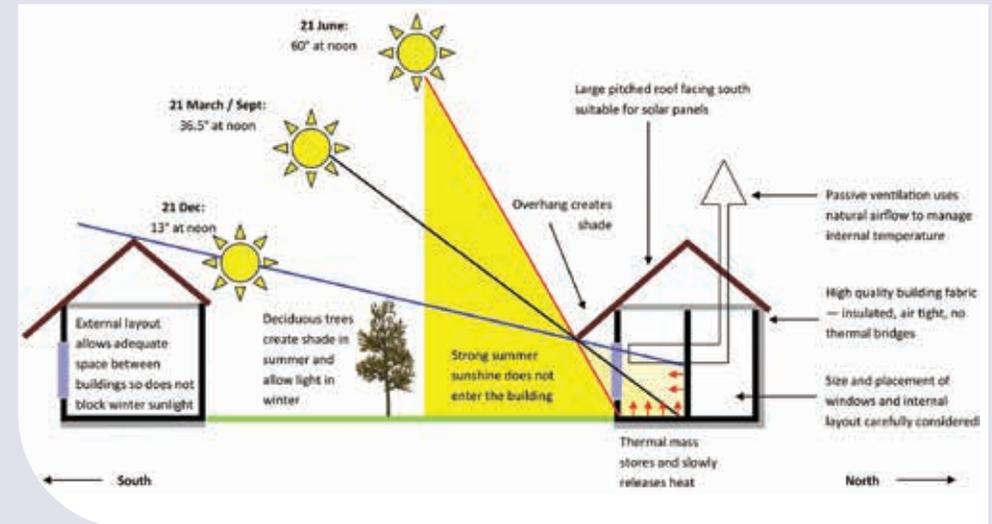
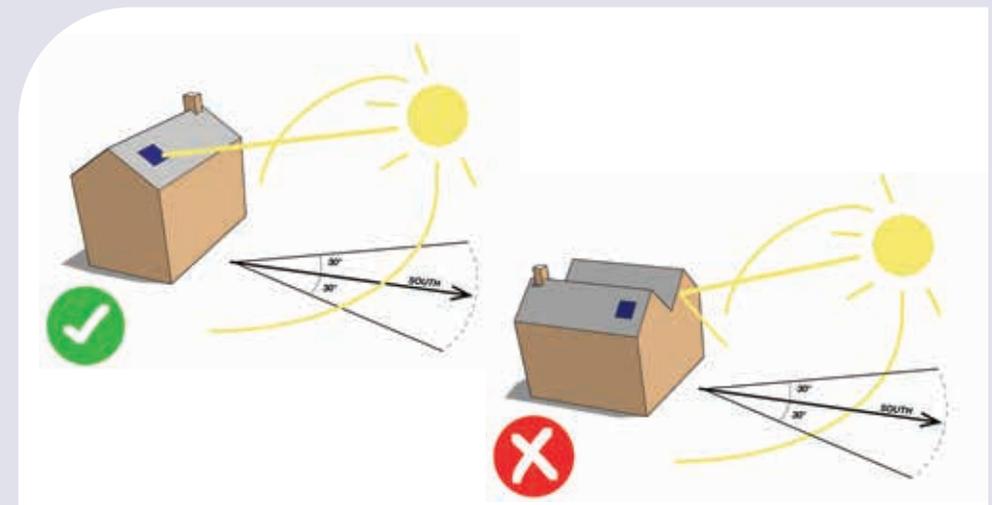


Figure 7.2: Principles of passive solar design.

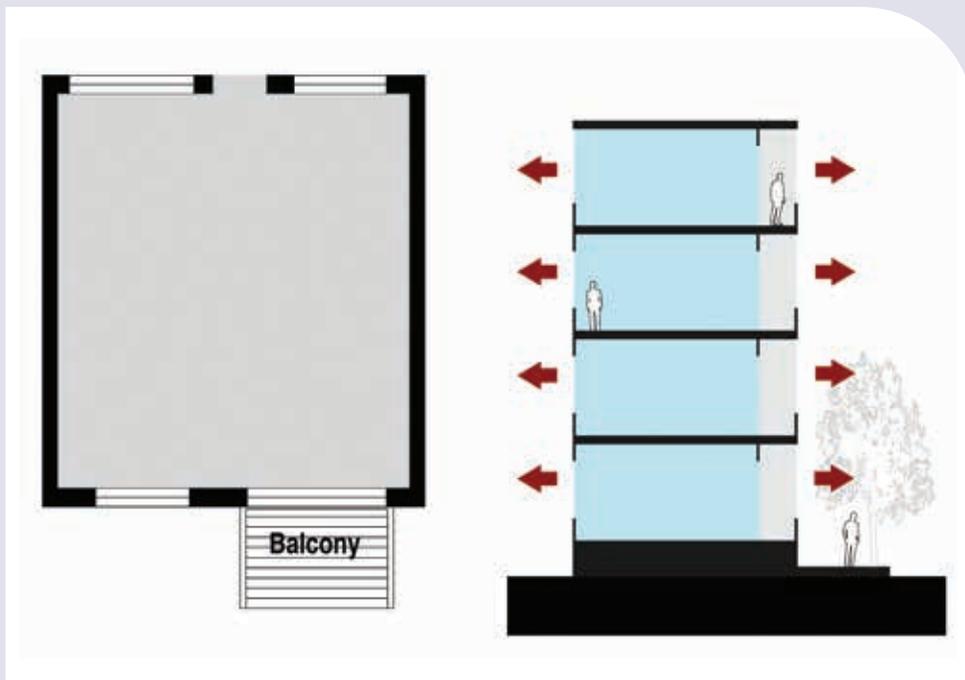
Figure 7.3: Active solar design principles.



Building cooling

- 7.15 With hotter summers likely to become more prevalent, it is important that buildings are not only warm in winter, but can be kept cool in summer without the need to resort to resource hungry air conditioning. Provision of dual aspect accommodation enables occupants to have some measure of control over the cooling of their internal spaces by allowing through currents of air (Figure 7.4). Without this ability to produce a refreshing through air currents, buildings can become stiflingly hot and the council seeks to resist this type of single aspect accommodation.

Figure 7.4: Dual aspect accommodation enable occupants to keep internal spaces cooler by facilitating a through flow of air.



PRINCIPLE 7.4

1. The Council will expect all new residential developments to make optimal use of natural light and warmth so as to minimise the use of energy for lighting and heating.
2. Proposals that fail to incorporate passive solar design will be resisted unless there is strong justification for not integrating it into a building or site.
3. Active solar systems will be supported where they do not have a detrimental effect on the character and visual appearance of the area and on neighbour amenities.
4. Developments that overshadow existing light dependant micro-renewable technologies (e.g. photovoltaics, and solar hot water panels) on neighbouring properties will be resisted.
5. Dual aspect accommodation will be strongly encouraged for all types of development to facilitate cooling of internal spaces through natural airflows. Single aspect development that relies on air conditioning to keep internal spaces cool will be strongly resisted.

BUILDING SCALE, MASSING AND FORM

Height

- 7.16 The height of a building has an important impact on the character and enclosure of a streetscene. Buildings that are too low in relation to the width of a street provide low levels of enclosure and unsatisfying street scenes, whilst buildings that are too high in relation to the width of a street create dark, overwhelmed spaces that do not feel human scale.



7.17 Buildings that are out of context with their neighbours in terms of height may also create unsatisfactory visual and physical relationships. There is also a greater likelihood of an overly tall building having adverse impacts on the amenity of occupiers of adjoining buildings and reducing the quality of adjoining public spaces through the loss of light and sunlight.

7.18 Building heights across the borough are generally low, with the majority of residential areas being 1 or 2 storeys in height (Image 7.1). This low height is a strong defining element in the character of these places and the council will seek to maintain this.

Image 7.1: Two storey suburban residential accommodation in the Royal Borough.



7.19 Heights increase at town centres with notable tall buildings being Berkshire House in Maidenhead, Windsor Castle and the Ascot Racecourse Grandstand building. The borough is experiencing an increasing number of proposals for developments that are at a scale significantly above context height. This is particularly so for Maidenhead Town Centre. Such schemes have the potential to significantly alter the character of town centre areas.

7.20 An in depth analysis of the heights of buildings across the borough can be found in the Tall Buildings Technical and Baseline Study, 2019⁹. This provides an overview of the context building heights found in the towns and villages, where there are existing tall building landmarks and information on building heights above ordnance datum. The companion Tall Buildings Strategy¹⁰ identifies potential locations for tall buildings across the borough and within Maidenhead Town Centre.

7.21 Given the impact that tall buildings may potentially have on skylines, character, infrastructure and amenity developers will need to ensure that such development is designed carefully and is of exemplar quality. Developers should refer to the detailed guidance and information provided in the Tall Buildings Study, 2019 and the Tall Buildings SPD.

7.22 Tall buildings that reflect city scale development are likely to result in a significant increase in density. Unless

9 Royal Borough of Windsor & Maidenhead Tall Buildings Study - Tall Buildings Technical and Baseline Study, 2019

10 Royal Borough of Windsor & Maidenhead Tall Buildings Study - Tall Buildings Strategy, 2019



designed carefully and of exemplar quality, such city scale developments can have significant adverse impacts on character, amenity and infrastructure provision. Developers should refer to the separate Tall Buildings SPD for further detailed design guidance on such tall building proposals.

PRINCIPLE 7.5

1. The council will expect building heights to help enclose the street without overwhelming it. Upper floor set backs should be used where appropriate to maintain light to public and private realms.
2. Building height should not result in adverse impacts on:
 - Skylines and the character of the area;
 - The amenities of the occupiers of neighbouring properties; and
 - Public realm environments;
 - The natural environment.
3. When considering height of new development detailed attention should be paid to context height. Tall buildings may be acceptable in certain locations provided they are of exceptional quality and comply with the location and detailed design standards set out in the Tall Buildings Study 2019 and the Tall Buildings SPD.
4. Tall buildings will be expected to contribute at ground and upper levels to biodiversity and blue/green infrastructure networks and comply with the detailed standards set out in the Green and Blue Infrastructure SPD.



Image 7.2: Taller mixed use development in a tighter Royal Borough environment .

Scale & massing

7.23 The footprint that a building makes on the ground, along with its height, and the amount of space around it determines the mass of a building and the impact it has on the street scene.

7.24 Most existing areas in the borough have discernible patterns of massing and it would be expected that new development would reflect this pattern. Many locations are historic and contain fine grained development. Insertion of large floorplates and bulky developments into such patterns (for example offices, care homes and large format retail stores) generally create strong juxtapositions in bulk and massing and are unlikely to be acceptable because of their damaging impact on neighbour amenity and the quality of the streetscene. The following approaches may allow buildings with large scale and mass to be integrated into fine grain environments in a sensitive and high quality manner:

- Articulating the form of the building as illustrated in Figure 7.6;
- Breaking down single use buildings by introducing a mix of uses and/or locating active and more public uses on the ground floor to create active frontages;
- Drawing on local characteristics in terms of rhythm of facades, plot width, materials, details and building articulation.

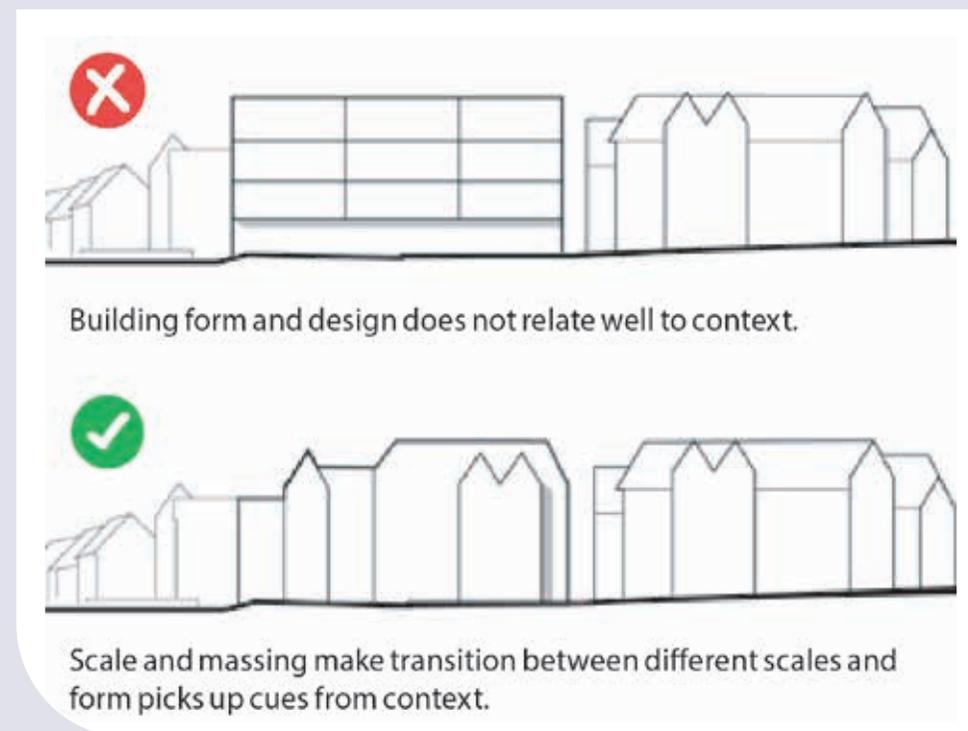


Figure 7.5: Integrating large bulky buildings.
Large bulky buildings can be broken down through either the massing or elevation treatment.

7.25 Significant differences in height and/or bulk between neighbouring buildings are difficult to integrate sensitively and avoid issues of overlooking, overshadowing, loss of privacy and being overbearing. The form and mass of buildings can be manipulated to ease the change and moderate the perceived scale of buildings.

PRINCIPLE 7.6

1. New development should reflect and integrate well with the spacing, heights, bulk, massing and building footprints of existing buildings, especially when these are local historic patterns.
2. The council will resist proposals where the bulk, scale and mass adversely impacts on the streetscene, local character and neighbour amenities.

Roofscapes

7.26 Rooflines, roof shapes and chimneys can have an important influence on the character of a street scene. Designers should consider this aspect of their proposals carefully and look to use the roofscapes they create to enhance buildings and townscapes. In higher intensity environments, developers will be expected to demonstrate that all opportunities for incorporating green infrastructure on roof spaces have been considered.

7.27 In the Royal Borough traditional residential roof forms are based on pitches with hips and gables with various forms of dormers. More contemporary styles have explored flat and curved roof forms.

7.28 Buildings that are overly deep were historically bridged with a double pitched roof (Figure 7.7). More contemporary approaches have been to propose a large element of flat roof behind short pitches to span the depth, often leaving unattractive and contrived roof forms.

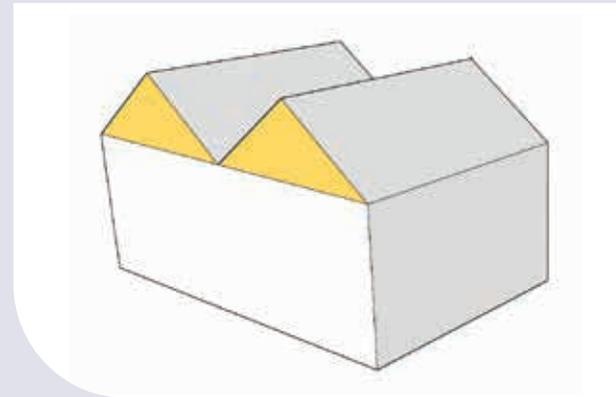


Figure 7.6: Historic double pitched form.

Image 7.3: Example of a good corner roofscape.





Image 7.4: A richness in new townscape can also be achieved through the use of strong roof rhythms along with some variation to provide visual interest.

ACTIVE FRONTAGES

- 7.29 There should be a strong relationship between the street and the buildings and places that frame it. Buildings should front onto the street and animate it with 'active' frontages to provide interest, life and vitality to public realm.

Image 7.5: Example of poor roof design with unattractive bridging flat roof section, awkward angles and poor treatment to top of bay window.

PRINCIPLE 7.7

1. Proposals to introduce roof forms on development that diverges from the prevailing character will be resisted unless it can be demonstrated that the proposals would make a positive contribution to the streetscape.
2. Where a building has been designed to reflect traditional pitched roof forms, flat roofs should not be used as a means of spanning overly deep buildings.
3. Developers should use the opportunities presented by corner plots to introduce variations in height to create visual interest





Image 7.6: Example of a place with frequent doors and windows onto a commercial street.



Image 7.7: A quiet residential street with many doors and windows creating an active frontage.

7.30 Active frontages mean:

- Frequent doors & windows, with few blank walls;
- Narrow frontage buildings, giving vertical rhythm to the streetscene;

- Articulation of facades, with projections such as bays and porches;
- Key habitable rooms fronting onto the street so that lively internal uses are visible from the public realm.





Image 7.8: An inactive frontage with no openings at street level.

MINIMUM INTERNAL SPACE STANDARDS

7.31 In 2015 the Government produced national internal space standards covering dwelling sizes and storage requirements¹¹. Developers will need to take these into account when designing new residential developments.

PRINCIPLE 7.8

As a minimum, the council will expect all new housing development to comply with the national internal space standards.

11 DCLG; Technical housing standards – nationally described space standard; March 2015

12 <http://www.lifetimehomes.org.uk/pages/lifetime-homes-principles.html>

13 https://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%202012_0.pdf

ADAPTABLE DEVELOPMENT

7.32 The council considers it important that development is flexible enough to adapt to the changing needs of occupants over time. Building regulations give practical advice and technical criteria for designing housing that can meet the needs of people throughout their lives. Lessons may also be learnt from historic housing forms such as Georgian, Victorian and Edwardian houses, which have proved very adaptable to evolving lifestyles and modern living.

7.33 Adaptability may include the ability to combine or to subdivide the space to allow it to be occupied in a different manner and by different uses. Buildings must also be adaptable to climate change threats such as flooding, and therefore vulnerable buildings or developments, especially those that contribute to flooding, will be resisted.

7.34 The council encourages applicants to consider applying the Lifetime Homes Standards to residential developments¹². These standards look to create dwelling spaces that are accessible, adaptable and flexible. The council also encourages applicants to consider criteria for Building for Life¹³ in their development design schemes.

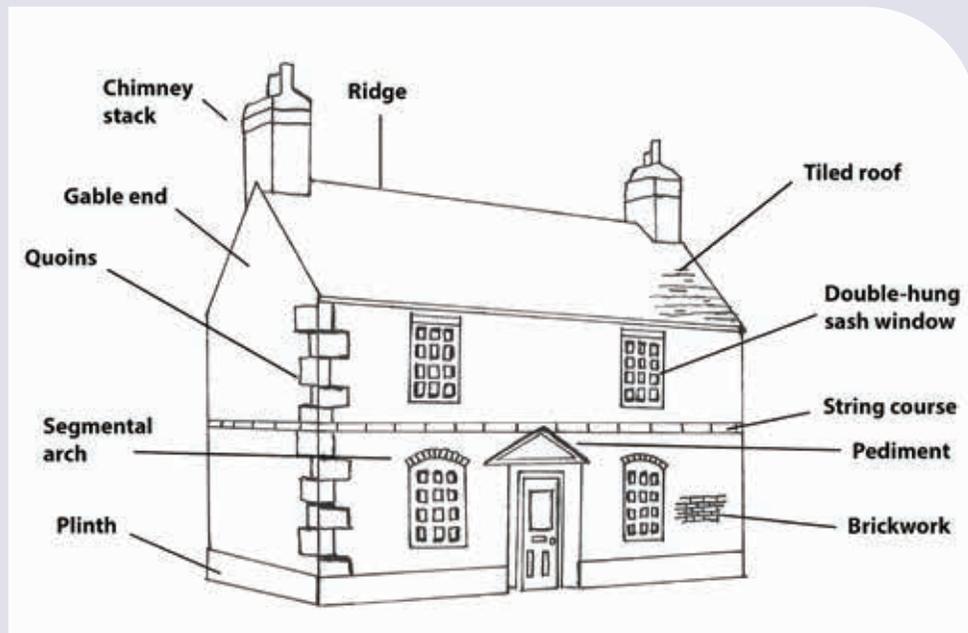
ARCHITECTURAL DETAILING

7.35 Architectural detailing has an important role to play in setting the quality of a development. It is also important in setting or re-inforcing the character of an area.



- 7.36 Architectural details include windows proportions and style, doors, chimneys, eave lines, cills, window to wall ratios, string courses, corners, fenestration, roof overhangs, colour, materials, gables & hips, pediments and brickwork styles (Figure 7.8).
- 7.37 The council will expect developments to exhibit high quality architecture which reinforces the design vision for the scheme. The design should be carefully considered to create a rational, coherent whole with a visually pleasing balance of proportions. The use of high quality materials will be an added important element in creating an architecturally satisfying development.

Figure 7.7: Pictorial glossary of architectural features to consider when designing built form.



- 7.38 Developments can take a contemporary or traditional approach, but should be sympathetic to local character or street scene. Attention to detail is vital to ensure that a development is successful. Buildings where the elements have been well put together will be pleasing to the eye, will last well and will complement the spaces they face, whatever the style of architecture.
- 7.39 Architectural honesty is expected. Pastiche designs that incorporate a mix of historic styles and detailing will generally be resisted as this typically creates a confused, poor quality visual appearance that does not specifically relate to any specific building style or age. If a traditional/vernacular language is being applied it is important that details (such as windows and doors) are convincing. Where designers seek to mix architectural styles to create a contemporary approach, the council will look for attention to detail and high quality with strong architectural justification for the proposals.
- 7.40 Developers will be expected to incorporate features into developments to encourage biodiversity. This could include bat, swift or other bird boxes.
- 7.41 The quality of new development can be spoilt by poor attention to detail. Wherever possible, designers should take cue from historic buildings and features in the area, as well as the natural environment. Careful consideration should be given to the design of and positioning of items such as roofs, windows, doors, porches, flues, gutters, pipes and other rainwater details, ironmongery and other decorative details.



Image 7.9: Poor architectural detailing on contemporary dwelling .

PRINCIPLE 7.9

1. Designers should use architectural detailing to create attractive buildings that positively contribute to the character and quality of an area.
2. Buildings that employ architectural detailing that is unattractive, low quality or is not honest or legible will be resisted.
3. Developers will be expected to incorporate features into building design to encourage biodiversity.

Image 7.10: Householder changes that have resulted in a loss of historic detailing on one half of the building.



Windows

- 7.42 Windows are particularly important detailed features on a building. Designers will be expected to pay particular attention to window proportions, positioning, symmetry, frame and glazing bar thicknesses, recessing/projection and surrounding decoration (e.g brickwork arches). If a traditional vernacular design language is being applied it is important that details are as convincing, rather than paying lip service to tradition.
- 7.43 Window to wall ratios will also need to be considered. Public facing elevations that have large areas of blank wall with limited amounts of glazing will be unacceptable.

- 7.44 Ground windows that are distinctly taller than fenestration on upper floors help to maintain balance and harmony and create pleasing compositions. Additionally recessing windows, or enabling them to project beyond a façade provides an elevation with articulation and visual richness.

Image 7.11: A good example of a building where taller ground floor windows make for a pleasing composition.



Image 7.12: An example of good window design on modern development.

PRINCIPLE 7.10

1. Window design visible in the public realm should be high quality and create visually balanced and harmonious compositions. Poor quality window design will be resisted, especially where it will be visible in the street scene.
2. Large areas of blank wall with limited glazing should be avoided on elevations visible from the public realm.

Materials & colour

7.45 Materials and colour have a significant influence on people's perceptions of the quality of a building or place, as well as the durability of a building. They are also significant components in the local character of a place. The choice of colour and materials for a scheme should be derived from an analysis of local context, in order to ensure local distinctiveness is maintained or enhanced.

PRINCIPLE 7.11

The choice of materials must be carefully considered and justified. Proposals must demonstrate the following design principles have been met:

- Materials that need little maintenance to retain a quality appearance are preferred.
- Changes in material should have some other clearly identifiable role in the design and must not be random;
- Where materials and details are used to reflect traditional building forms or vernacular architecture, then they should be a genuine reflection of those traditions rather than 'stick-on' features. For instance, chimneys should relate to fireplaces, and weatherboarding should be timber;
- Using materials and colour to help distinguish special character areas within larger developments;
- Providing three dimensional detailing to add depth to the facade.





8 Amenity



8 AMENITY



- 8.1 Residential amenity, in the form of light, privacy, outlook and provision of outdoor amenity space, is a detailed but important design matter that has a very strong influence on the quality of people's living environments. Natural light and access to outdoor amenity space are also important design matters for places where people work.
- 8.2 New developments should provide future occupiers with high quality amenities and not undermine the amenities of occupiers of neighbouring properties, especially where these are residential properties.

PRIVACY

- 8.3 It is important that people are able to enjoy a degree of privacy which makes them feel comfortable inside their dwellings and also able to enjoy their private outdoor spaces without feeling overlooked or overheard. Areas of particular sensitivity are habitable rooms, the first 3m of private space behind a rear elevation and balconies or terraces which are the sole source of private outside space for a home.
- 8.4 Developers will be expected to use one or more of the following design solutions to maintain privacy in new development and with neighbouring properties:

- **Distance**

A minimum distance of 20m is this Council's generally accepted guideline for there to be no material loss of privacy between the rear of two storey buildings directly facing each other (i.e. a back to back relationship). For two storey rear to side relationships it may be possible to reduce the separation distance to 15m.

However, there are instances where this minimum separation distance to maintain privacy may not be appropriate. Extra separation may be needed where there are significant changes in level between buildings, or where new development is greater than 2 storeys in height.

Equally, in more compact contexts (e.g. in centre of towns and villages, mews arrangements or infill plots), or where the development is single storey, it may not be appropriate to provide the conventional separation distances. Alternative design solutions to maintain privacy will be needed in such instances.



Table 8.1: Rule of thumb separation distances for residential development.

1 and 2 storeys:	Front to front across street: 10m
	Rear to rear of dwelling: 20m
	Flank wall to rear of dwelling: 12m
Above 2 storeys	Front to front across street: 15m
	Rear to rear of dwelling: 26m – this measurement increases to 30m where the relationship is between 2 storey houses and a block of flats above 2 storeys
	Flank wall to boundary: 2m
	Flank wall to rear of dwelling: 15m

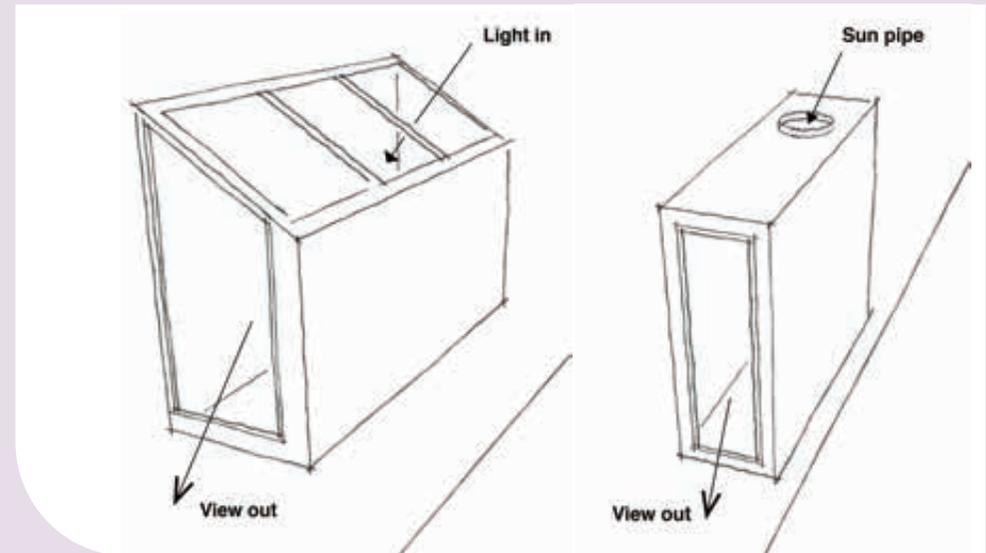


Figure 8.1: Oblique window solutions.

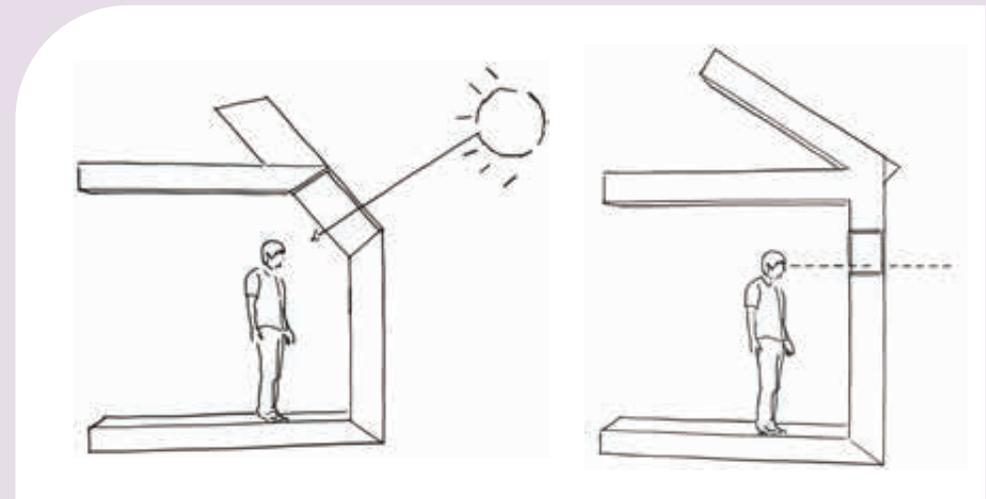
- **Oblique angles**

Positioning of buildings and angled windows to create oblique views are useful tools to reduce overlooking (Fig 8.1). Where buildings are angled at more than 30 degrees from each other separation distances can often be reduced to 15m. Angled windows need to be designed to maintain adequate light levels to the rooms they serve.

- **Window design**

Roof lights, slit windows, high level windows and smaller vertically proportioned windows can be used to maintain privacy as well as provide adequate internal light levels (Figure 8.2). However, it is important to ensure that the design and positioning of windows does not compromise the need for light.

Figure 8.2: High level windows.





*Image 8.1:
Domestic kitchen lit by slit
windows and rooflights.*

- **Obscure glazing**

Obscure glazing will be appropriate for bathrooms and exceptionally can be considered for other rooms provided that there is clear glazing to another window in the room which does not overlook another property. Obscure glazing will not be appropriate to habitable rooms.

- **Screening**

Provided it does not create significant overshadowing small ground floor extensions, walls, fencing, hedges, trees and general landscaping can be used to provide screening to private spaces.

- **Gardens**

Use of small front gardens can help maintain privacy for habitable rooms facing the street (Figure 8.3).

- **Room layout**

Designing the internal layout to concentrate habitable rooms away from adjacent properties where overlooking may be an issue.

Figure 8.3: Screening provided by an extension and wall.

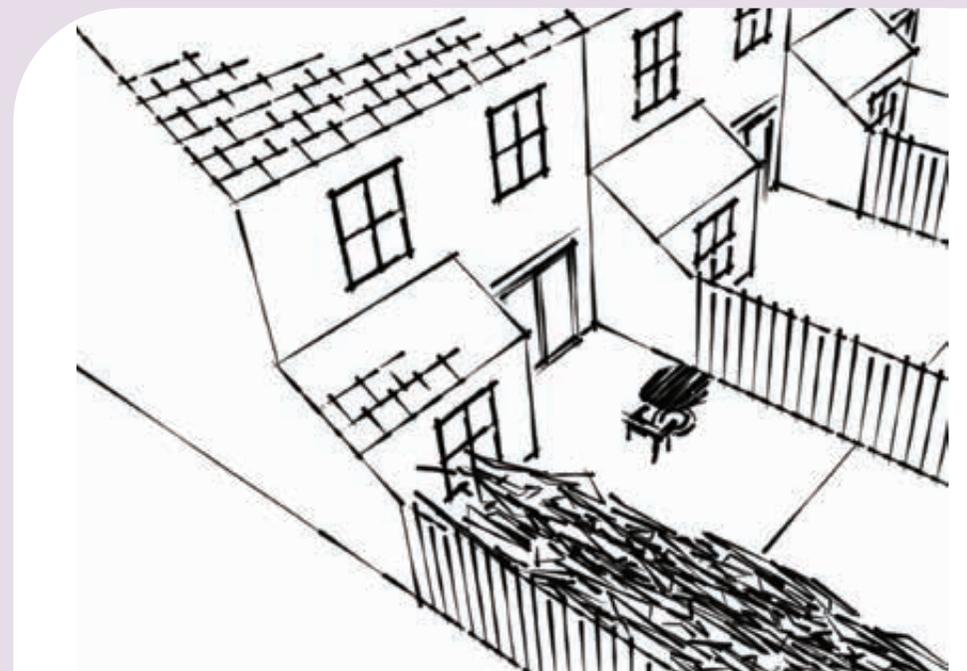




Image 8.2: Small enclosed front gardens providing privacy to habitable rooms.

PRINCIPLE 8.1

1. All new development incorporating residential use should be provided with a reasonable degree of visual privacy to habitable rooms and sensitive outdoor amenity spaces using one or more of the following tools:
 - Distance separation;
 - Window design;
 - Obscure glazing;
 - Screening;
 - Front gardens;
 - Room layout.
2. Developments which provide a poor level of privacy for their occupants, or which have a significant adverse effect on the privacy of neighbouring properties will be resisted.

OUTLOOK

- 8.5 Although there is no right to a view, residents should be able to enjoy good quality outlook to the external environment from habitable rooms, without adjacent buildings, walls, parked vehicles or storage materials being overbearing or visually intrusive. Outlook from the home to exterior spaces keep people in touch with their wider surroundings, the prevailing weather and the rhythm of the day and seasons. Contact with nature and the social life of the community people live in has been shown to be important in maintaining human health and mental wellbeing.
- 8.6 A poor outlook relationship is caused when the height and bulk of buildings, walls & fences or the proximity of parked vehicles, dense high vegetation or storage materials, significantly dominate the outlook of a habitable room or area. Topographical changes can also create overbearing relationships and poor outlooks.
- 8.7 Poor outlook is also created when rooms are only served by:
 - obscurely glazed windows;
 - roof lights that only provide a small sky vista;
 - Small oblique windows.

Such design solutions to provide outlook are considered inadequate and should be avoided.



PRINCIPLE 8.2

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

DAYLIGHT AND SUNLIGHT

- 8.8 Access to warm, sunny places are important to people's health and wellbeing. Daylight and sunlight animate and enhance people's enjoyment of interior spaces. Good natural light reduces the energy needed to provide light for everyday activities, while controlled sun penetration can also help to meet part of the winter heating requirement. Public spaces that are well lit by natural light and sunny tend to be well used, encouraging people to spend time outdoors and enhancing community activity and interaction.
- 8.9 Conversely, spaces that are poorly lit by natural light and are not sunny discourage use and encourage higher levels of energy consumption. Where people have to reside in spaces with poor or no natural light or sun for long periods of time, this can be injurious to mental health and physical wellbeing.

Daylight access to dwellings

- 8.10 It is important that habitable rooms in people's homes are well lit by natural daylight to facilitate a range of daily activities. Building Regulation requirements will set the standards for internal illuminations in new dwellings but it is also important that designers consider lighting of outdoor spaces and the impact of the development on the amount of daylight reaching habitable rooms and external spaces of neighbouring dwellings.
- 8.11 Design solutions to achieve good quality internal lighting of new homes include:
- providing glazing areas in habitable rooms that is not less than 20% of internal floor area of room;
 - dual aspect dwellings;
 - Ensure that habitable rooms comply with current/up to date BRE guidance on daylighting, currently contained in 'Site layout planning for daylight and sunlight: a guide to good practice'.
- 8.12 One or all of these solutions may be required to ensure people will have comfortable light levels in their habitable rooms.
- 8.13 Potential design solutions to prevent material loss of daylight to neighbouring windows and overshadowing of habitable external spaces include:
- Applying a 25 degree vertical angle from a point 2 m above the floor at the façade is not obstructed. (Fig 8.4). This typically results in separation distances of 10m;



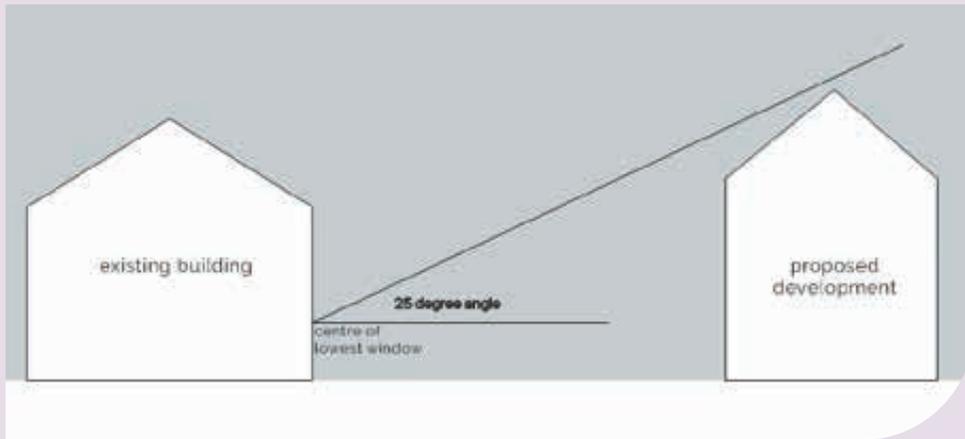
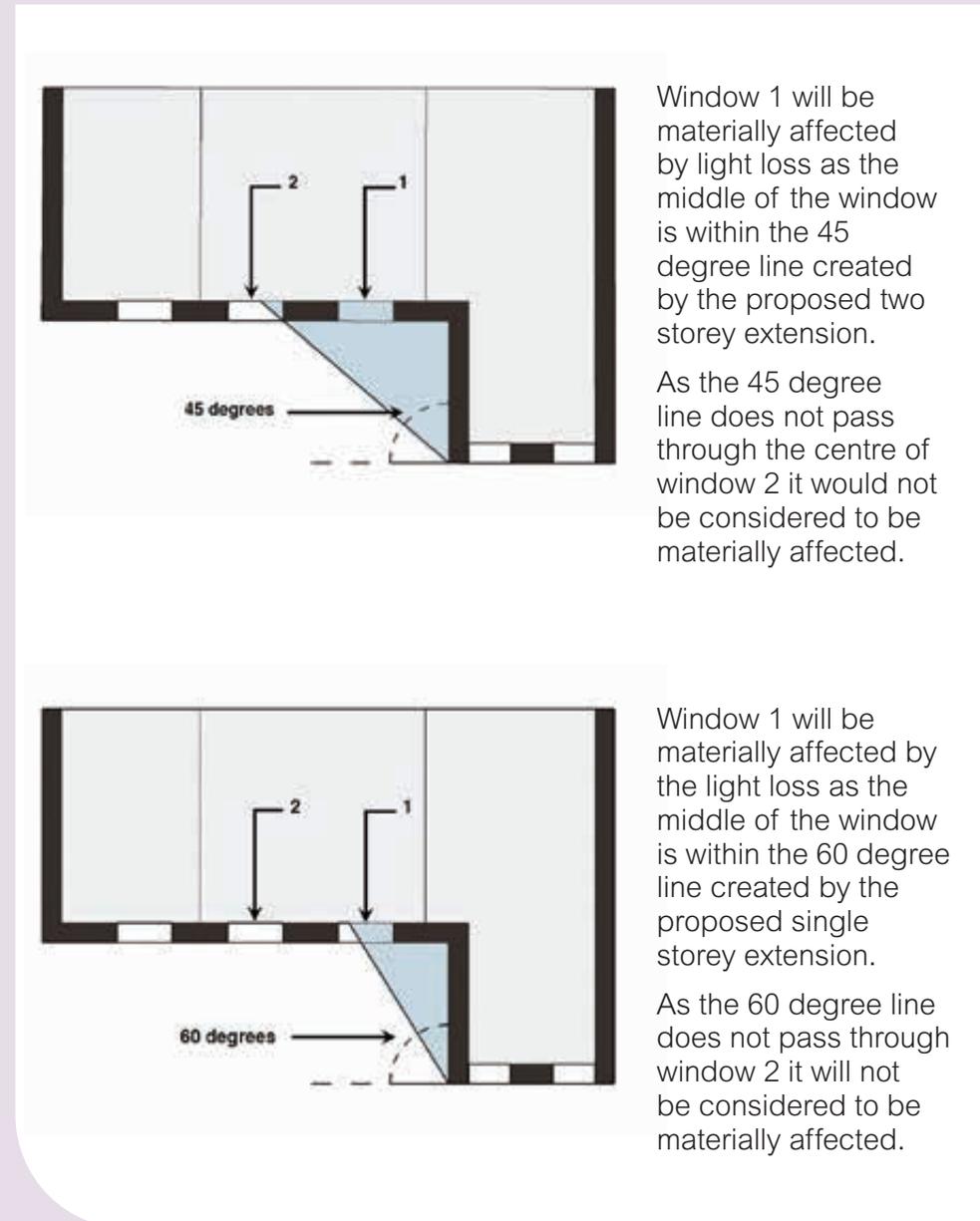


Figure 8.4: The 25 Degree Rule (Source: BRE Guide to Daylighting & Sunlighting)

- Avoiding obstruction to light by ensuring that the centre of an existing window serving a habitable room does not fall within 45 degrees of a line drawn from the edge of an extension or a new development (Fig 8.5).

The 45 degree rule is applicable to 2 storey extensions. A 60 degree rule is typically applied by this authority for single storey extensions. Designers should note that the 45/60 degree rule is only an indicator and the acceptability of a development proposal will also be dependent on ground levels on site and the orientation of buildings.



Window 1 will be materially affected by light loss as the middle of the window is within the 45 degree line created by the proposed two storey extension.

As the 45 degree line does not pass through the centre of window 2 it would not be considered to be materially affected.

Window 1 will be materially affected by the light loss as the middle of the window is within the 60 degree line created by the proposed single storey extension.

As the 60 degree line does not pass through window 2 it will not be considered to be materially affected.

Fig 8.5: The 45 Degree Rule (Source: BRE Guide to Daylighting & Sunlighting)

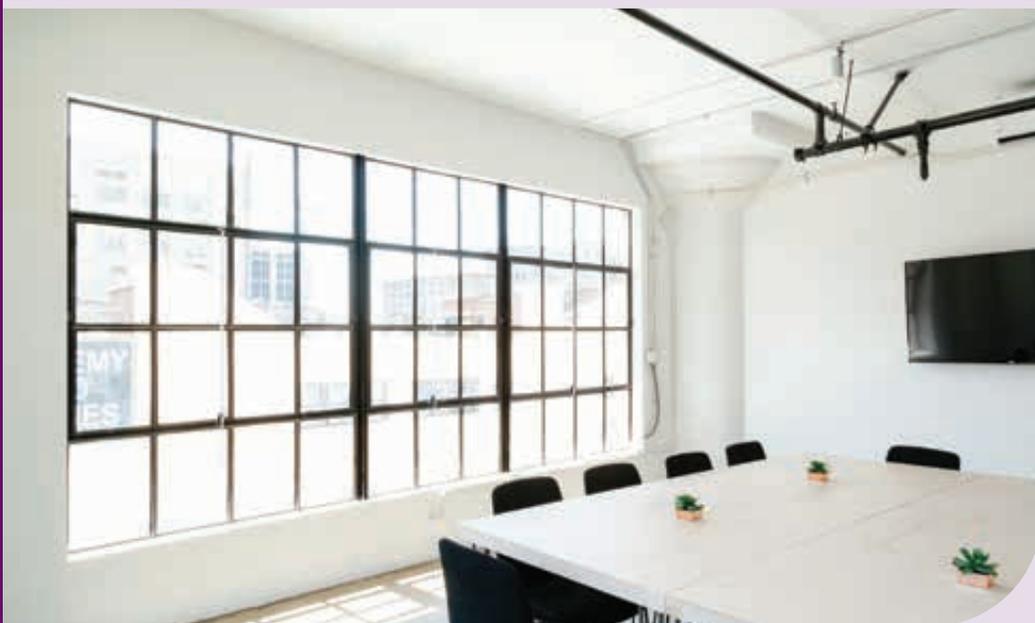


Image 8.3: An employment building with good natural light to internal spaces

Daylight access for workplaces

- 8.14 Many people spend much of their daytime at work. Where these places have little or no natural light people are working during much of the day under artificial lights and are separated from natural light rhythms and conditions. Not only is this energy inefficient, the lack of natural light can cause negative health effects.
- 8.15 It is therefore important that designers consider the provision of natural light in workplaces and seek to maximise this as far as possible.

Sunlight access

- 8.16 Provided it can be controlled, people love sunlight and likewise, its absence has a damaging effect. Neighbours will often be particularly distressed if new development threatens their existing private sunny spaces.
- 8.17 Accordingly, when drawing up their plans developers should consider the following sunlight needs:
- sun access for habitable indoor spaces of both new and existing neighbouring development. The needs for people who spend a large proportion of their day indoors, (including older people), will require particular consideration.
 - Sun access to habitable residential outdoor spaces of both new and existing neighbouring development;
 - Provision or maintenance of good sunlight to public realm social spaces and focal points such as squares, pause points, gardens and pocket parks.
- 8.18 Potential design solutions to provide good quality solar access include:
- Providing for direct sunlight to enter at least one habitable room for part of the day through-out the year. Dual aspect dwellings will assist with this;



- Providing private external spaces (patios, gardens, balconies, roof terraces) that receive direct sunlight for part of the day in the period between 1st April and 30th September;
- Providing public realm social focal point spaces with direct sunlight for a good part of the day in the period between 1st April and 30th September.

8.19 Sunlight has a significant impact on thermal comfort and energy consumption. In winter it can make an important contribution to heating, but excessive solar gain can cause discomfort in summer. Careful design can control sunlight to maximise the benefits of solar access whilst minimising overheating. Further information on passive and active solar design is contained in Chapter 7.

8.20 Where there is doubt about the quality of daylight or sunlight access to new dwellings and public realm focal point spaces, or the maintenance of light access to existing neighbouring development, developers may be required to produce plans illustrating sky components and shadow paths at the winter solstice and spring/autumn equinox.

PRINCIPLE 8.3

1. The occupants of new dwellings should be provided with good quality daylight and sun access levels to habitable internal rooms and external spaces.
2. Dual aspect dwellings are strongly encouraged. Where single aspect dwellings are proposed, developers should demonstrate how good levels of ventilation, daylight and sun access will be provided to habitable spaces. Single aspect residential units that are north facing should be avoided.
3. New public realm social focal point spaces should be provided with direct sunlight for a good part of the day in the period between 1st April and 30th September.
4. Developments should not result in occupants of neighbouring dwellings or nearby public realm social spaces suffering from a material loss of daylight and sun access.



PRIVATE OUTDOOR AMENITY SPACE

Residential uses

- 8.21 This council considers the provision of high quality, private open space to serve homes to be a necessity. This form of space serves a number of important household functions including allowing people contact with nature as part of their home life, clothes drying, growing food and pursuing domestic leisure activities. It is considered vitally important for people's physical and mental wellbeing.
- 8.22 In the context of increasing intensification of residential development and the specification of minimum internal space standards, it is important to ensure that this private outdoor amenity space is provided in adequate amounts and is of a high quality. Accordingly, the council has established minimum space standards for the provision of external private amenity space in all forms of property. Developers will be encouraged to exceed these standards where the site allows for this. Where developments are not able to meet the minimal outdoor amenity space standards the council may consider accepting lower standards provided this is robustly justified and it can satisfy itself that the outdoor amenity space provided will be of a very high quality.
- 8.23 The amount of garden space (including front, side and rear spaces) may vary widely but new houses must provide for a minimum amount of private amenity space in the form of gardens. The minimum amount will vary depending on the orientation of the house. Homes with private amenity spaces

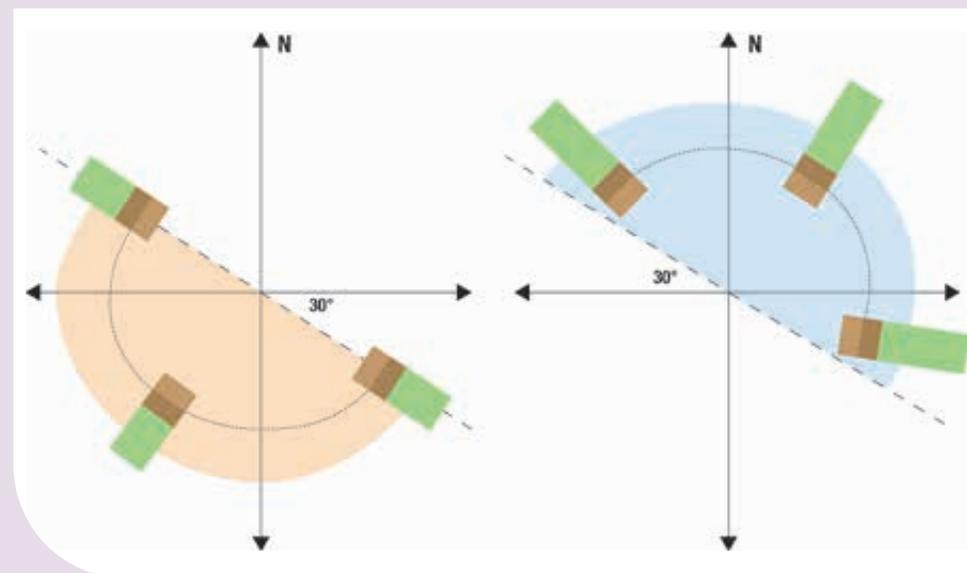


Fig 8.6: Differing garden space requirements depending on orientation

facing predominantly north will need to provide larger private gardens than those facing the sun with a predominantly southern orientation (Figure 8.6 & Table 8.2).

- 8.24 As a general rule, front gardens will not count towards private amenity space as they tend to be too small and do not provide the appropriate level of privacy. In lower density areas, where houses are set back within their plots and well screened, front gardens may contribute towards private amenity.
- 8.25 Gardens should be of sufficient size to include trees and other structural planting, which at maturity will not adversely affect the reasonable enjoyment of the property by future occupiers.

PRINCIPLE 8.4

Table 8.2: Minimum outdoor amenity space size standards for houses (sqm).

House size	Minimum standard/unit for outdoor amenity spaces facing predominantly south (sqm)	Minimum standard/unit for outdoor amenity spaces facing predominantly north (sqm)
1 bed	40	50
2/3 beds	55	65
4+ beds	70	85

Private outdoor garden spaces should:

- Be roughly rectangular in shape;
- Screened by fences or walls to provide privacy;
- Receive direct sunlight;
- Able to accommodate bin and cycle storage;
- Not be heavily overshadowed by trees and tall hedges;
- Directly accessible from habitable rooms;
- Have level access from the home.

Garden spaces that are separated from the dwellings they serve will generally be resisted.

Outdoor amenity space standards for flats & maisonettes

- 8.26 Provision of high quality outdoor amenity space on flatted developments is very important, especially in tight urban environments. The council expects flatted developments to provide both private and communal amenity space.
- 8.27 Private space can take the form of small contiguous gardens for ground floor flats and private balconies for flats above ground. Balcony spaces should be large enough to accommodate chairs, tables, planting areas and space for drying of clothes (Figure 8.7). To encourage use, private spaces should provide privacy for occupants, be large enough to accommodate outdoor activities and be located in sunny, quiet positions with a good outlook. Screens, recesses and orientation are potential design solutions to provide for privacy.

Fig 8.7: Minimal standards for private outdoor amenity space in flats.



8.28 Residential care homes will be expected to provide private amenity space at the same level as flatted developments.

PRINCIPLE 8.5

1. Flatted developments will be expected to provide high quality private outdoor amenity space for each unit.
2. All ground floor flats should have access to a well-defined private area of amenity space which:
 - a. Directly adjoins and is accessible from the flat;
 - b. Has a minimum depth of 3m;
 - c. Is as wide as the dwelling it serves;
 - d. Is clearly identified by boundary treatments, including railings, low wall or a hedge;
 - e. Has a privacy screen between dwellings.
3. Unless conservation, privacy or heritage issues negate against the use of balconies, all flats above ground floor should be provided with balconies which:
 - a. Are a minimum of 2m deep and are wider than their depth;
 - b. Provide a minimum floor area of 5 sqm metres for 1-2 person homes and an extra 1 sqm for each additional occupant;
 - c. Provide for privacy;
 - d. Are not overshadowed and have good access to sunlight;
 - e. Have a good outlook;
 - f. Are well related to internal accommodation;
 - g. Be well related to the architecture of the building on which they are placed.
4. Predominantly north facing balconies with no access to sunlight during the year, or balconies in close proximity to adjoining main roads which will be materially affected by noise and air pollution will not be considered to have fulfilled the obligation to provide high quality private outdoor amenity space for flat occupants.

8.29 Communal gardens provide the opportunity to provide adequate space for sustainable tree planting. Designers should provide attractive communal amenity space which serves all residents. All too often, communal amenity spaces in flatted developments become neglected, unused low

quality spaces which serve flat occupants poorly and make little positive contribution to townscapes.

8.30 Communal space may include balconies, roof terraces, podiums and ground floor gardens. It is vital that such spaces



benefit from good levels of sunshine and microclimate (including air quality) and are placed on the quiet side of the building wherever possible.

- 8.31 It is also important that all types of outdoor amenity space in flatted developments relate well to the architecture of the building, play a visually positive role in the street scene and allow for informal opportunities for play. Private and communal outdoor space should not compromise the privacy of adjoining dwellings.

Image 8.4: Roof top courtyard with community garden for food production.

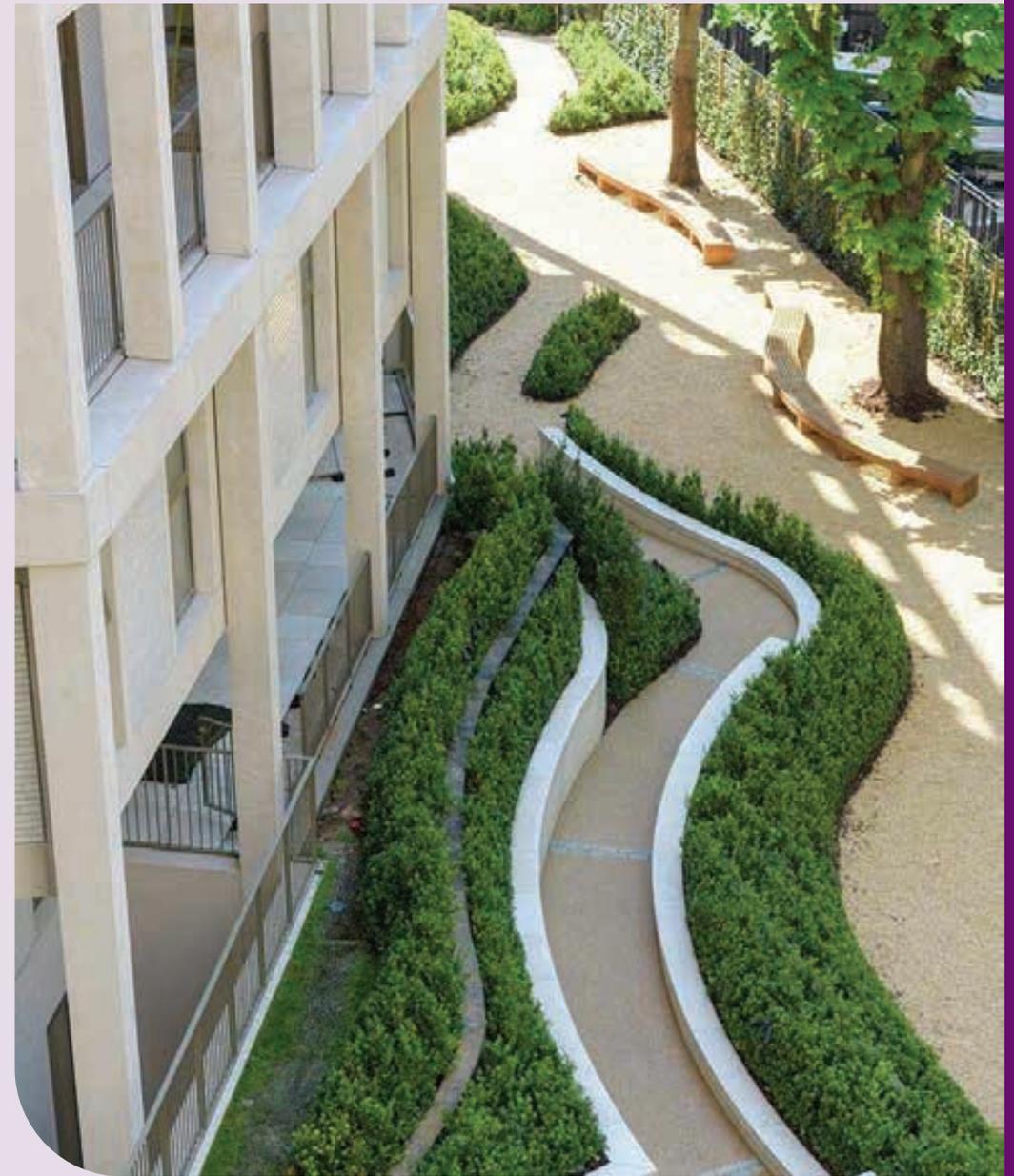


Image 8.5: A high density scheme with communal space at upper levels and balcony provision.

PRINCIPLE 8.6

1. A minimum of 10 sqm of communal outdoor amenity space per flat must be provided.
2. Communal outdoor amenity space will be expected to be:
 - a. Connected to the building;
 - b. Easily accessible to all residents;
 - c. Screened from public view;
 - d. Quiet and free of vehicles;
 - e. Located to receive sunlight for a substantial part of the day and to have a good microclimate;
 - f. Actively overlooked to provide surveillance and security;
 - g. Dominated by planting; and
 - h. Allow for sustainable tree planting.

Amenity space for employment uses

- 8.32 Provision of outdoor amenity space for workers to use at lunchtime is important, particularly where workplaces are on estates with limited or no access to public open space, water features and nature.



*Image 8.6:
Sunny outdoor
amenity space for
workers with green
infrastructure and
good facilities for
sitting and eating
outside.*

PRINCIPLE 8.7

1. High quality outdoor amenity space should be provided on all new employment development over 1000 sqm.
2. Employment outdoor amenity space will be expected to be:
 - Purpose built and well designed;
 - Provide space for workers to sit and eat outside in a green infrastructure setting;
 - Quiet and free of vehicles;
 - Located to receive sunlight for a substantial part of the day and to have a good microclimate;
 - Well integrated into the design of the building and site;
 - Actively overlooked to provide surveillance and security; and
 - Be accessible to all.



9 Curtilage & utility development



9 CURTILAGE & UTILITY DEVELOPMENT



BOUNDARY TREATMENTS

- 9.1 Boundary treatments are important in helping to define defensible space, establishing the boundaries between public and private space and setting the character of a street.
- 9.2 The cumulative effect of boundary treatments in a street is a very significant component of street character and quality. Good quality boundary treatments define the pattern of plots and frontages along a street and create visual interest through the provision of rhythm and variety of materials and form.
- 9.3 Poor quality boundary treatments erode street character and quality and can create environments that feel unsafe. This can result from:
- A lack of strong front and side boundary treatments;
 - Absence, or very weakly present boundary treatments;
 - Partial removal of boundary treatment to accommodate parking;
 - Erosion of existing boundary treatments by the insertion of ill-considered new styles of treatments that are out of keeping;
 - Long unbroken stretches of high, blank walls or fences; and



Image 9.1: Boundary treatments helping to define the plots and create a strong unified character.

- Use of poor quality boundary treatments materials (e.g. close boarded fencing) fronting public realm areas.
- Boundary treatments that obscure visibility for vehicles emerging from properties.



9.4 Given the importance of boundary treatments in setting the quality of a development and streetscene the council will expect developers to consider this aspect of their designs very carefully and provide a high quality design response. Particular consideration will need to be given to boundaries which are visible in the public realm. Figure 9.1 illustrates the typology of boundary treatments to public realm areas that the designers should draw upon when developing their schemes.

Image 9.2: Inactive, unrelieved boundary treatment that deadens the street scene.

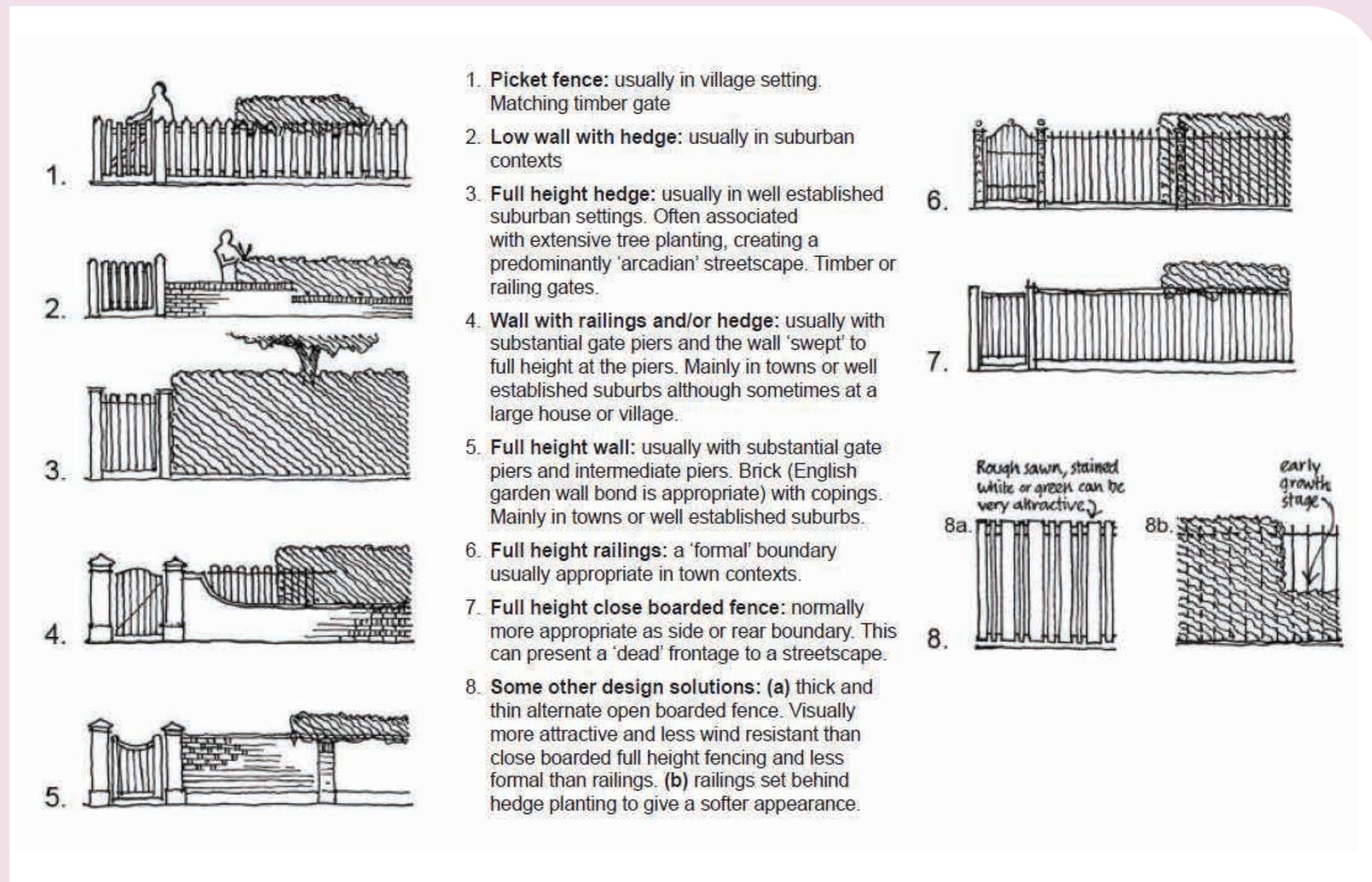


9.5 Where existing boundary treatments make a consistent and positive contribution to the character of the street, this design should be adhered to.

PRINCIPLE 9.1

1. All boundary treatments will be expected to be high quality, reflect the positive character of the surrounding context and draw upon local design references, including historical references.
2. Treatments to the public realm will be expected to be visually interesting and very high quality.
3. Long lengths of unrelieved hard boundary treatments will be resisted. Wooden shiplap or panel fencing will be discouraged when visible from the public realm.
4. Boundary treatments should be safe and not obscure visibility for vehicles emerging from properties.

Figure 9.1: Potentially acceptable forms of boundary treatments to public realm areas



PROVISION FOR CYCLES & BINS

Waste and recycling storage

- 9.6 It is important that the design of bin storage is considered at an early stage in the design process and that a high quality response is achieved.
- 9.8 The Royal Borough currently has a weekly domestic waste collection service.
- 9.8 It is important that the waste storage requirements are handled in purpose built spaces that are sufficient in size, easily accessible both to residents and waste and recycling collection vehicles and which do not generate offensive smells or negatively impact on street scenes. The Borough's specific standards for waste facilities for all types of uses, including flats or care homes are set out in the council's current waste management advice¹⁴.
- 9.9 The council's strong preference is for refuse storage areas to be located to the rear or side of dwellings, including apartment buildings, where they are invisible in the public realm, but still easily accessible for refuse and recycling collection vehicles. Bin stores in front of dwellings or flats, even when well screened, have a poor negative visual impact on the street.
- 9.10 Early discussion with the LPA during pre-application discussions is recommended so that waste management is considered as an integral part of the design process.

¹⁴ Currently set out in https://www3.rbwm.gov.uk/download/downloads/id/4272/waste_management_planning_advice.pdf



Image 9.3: Poor quality waste storage provision that dominates the street scene and erodes its quality.

Cycle storage

- 9.11 This council actively supports the development of cycling as a sustainable transport mode. Good quality space to accommodate the safe and secure storage of bikes is expected to be specifically designed in at an early stage for each dwelling. This can be external or internal space but it is important that cycle parking is additional to space used for other uses (e.g. balconies, lobbies and hallways). Cycle storage facilities on balconies or in hallways will not be acceptable.





Image 9.4: High quality cycle storage solutions that reflect and blend in with the building design.

9.12 Cycle storage facilities should be easily accessible to occupiers and wherever possible, be integral to the design of the residential development. Where external cycle facilities are provided they should be constructed of durable materials, relate to the design of the main residential building, be easily accessible and not have a detrimental impact on the street scene.

9.13 Within apartments or commercial buildings it is important that space for cycle parking is secure and room for cycle maintenance is considered. In commercial premises a shower should be provided to support those willing to cycle to work. Developers should refer to the Parking SPD for additional guidance on the design and layout of cycle parking.

PRINCIPLE 9.2

1. All new development will be provided with on-plot space for bin and cycle storage in accordance with the council's current waste storage and cycle parking standards.
2. Space for bin and cycle storage must be very high quality and function well. The council will resist bin and cycle storage development that is:
 - Poorly integrated into the design of the development;
 - Not easily accessible or secure;
 - Unattractive and visually prominent;
 - Constructed in a manner that compromises the design of the main building in terms of colour, materials and form and erodes the visual amenities of the street scene.

HARD STANDING AND VEHICLE CROSS-OVERS

9.14 If not carefully designed, driveways and hardstanding areas can create hard, unattractive environments that break down the rhythm of plot definitions and landscaping, increase flooding and reduce biodiversity. If inadequate space is available in front of a dwelling for parking, it can result in:

- Vehicles hanging over pavement areas, potentially causing problems for pedestrians, mobility scooters and buggies, and/or
- Cars lying hard up against habitable rooms, affecting outlook.

9.15 Provision of new vehicle crossings can result in a loss of front boundary definitions and open up unsightly holes in the streetscene.

9.16 It is important for this council that new vehicle crossings and areas of hardstanding on residential properties do not contribute to a deterioration of the streetscene, a loss of biodiversity, reduced pedestrian safety or increased risk of flooding.

9.17 Potential solutions for minimising adverse impacts of hardstanding include:

- Using porous materials such as gravel or blocks;
- Keeping driveways and parking areas only as large as necessary;
- Integrating areas into the overall landscaping schemes;
- Ensuring the spaces is enclosed as much as possible by soft planting, walls or other boundary treatments which are in keeping with the character of the area.



Image 9.5: Hardstanding area that dominates the front of the property and has resulted in the loss of soft landscaping and plot enclosure.

Image 9.6: Enclosed green approaches to hardstanding that make positive contributions to the street scene and help to reduce the potential for flooding.



PRINCIPLE 9.3

1. New hardstanding areas will be expected to be constructed in porous materials and cover only the minimum space necessary. Hardstanding that is not integrated into a soft landscaping scheme, or which results in a deterioration of the streetscene, will be resisted.

UTILITIES AND OTHER MINIMAL DEVELOPMENT

Meter cabinets

9.18 It is recognised that utility companies prefer meter cabinets to be located on external elevations that are easily accessible from the street. However, it is also important that the meter cabinets do not undermine the attractiveness of buildings and the street scenes by virtue of their design and positioning.

Image 9.7: Visually dominant meter cabinets that are unattractive features on the building and in the street scene.



9.19 Meter boxes need not be standard white units and the council would encourage a bespoke approach that fits in with the character of the building they are positioned on and the wider area. However, they should be designed to and positioned to ensure a balance between accessibility and unobtrusiveness.

Other small development

9.20 Buildings and their curtilages can become cluttered and unsightly from small scale development such as aerials, satellite dishes, rainwater goods, telephone lines, electricity cabling, multiple drainage runs and manhole covers. It is important that these small but functionally important features are considered and designed into the whole development to create a visually pleasing appearance.

PRINCIPLE 9.4

1. Utilities related development and other small infrastructure requirements should be well integrated into the design of the building and/or curtilage in conveniently accessible positions.
2. All such development should be designed in a high quality manner to function well and minimise visual prominence.



10 Further guidance for householder development



10 FURTHER GUIDANCE FOR HOUSEHOLDER DEVELOPMENT



- 10.1 This section provides additional guidance for those looking to extend or alter their existing homes.
- 10.2 Although some householder development will benefit from permitted development rights and permission will not be required, designers and home owners are encouraged to follow the principles and guidance set out in this section and elsewhere in the Design Guide to achieve a development that functions well and looks good.
- ### EXTENSIONS
- #### General guidance on extensions
- 10.3 Extensions to houses, both individually and cumulatively can have a profound effect on the appearance of an area and on the amenities enjoyed by the occupiers of adjoining properties.
- 10.4 Inappropriately designed extensions can result in a loss of privacy, be overbearing and over shadow adjoining properties. Chapters 8 sets out a series of design solutions that designers of extensions can use to ensure that neighbour amenities are protected.
- 10.5 Extensions also have the potential to erode the amount and quality of existing amenity spaces on the property. Designers should ensure that even with the proposed extension, occupiers are left with good quality amenity space that is adequate in size and functions well.
- 10.6 Extensions can also erode garden spaces and gaps which contribute to visual amenity and character. Designers should pay careful attention to the character of the area and the nature of the gaps between buildings and plot boundaries to ensure that streetscenes and general character is not undermined.
- 10.7 Extensions also need to respect the main building they relate to in terms of style, form and detailing. They also need to be subordinate.
- 10.8 Design solutions to achieve subordination and consistency in extensions include:
- Using lower ridge heights, setbacks and extensions widths no more than half the width of the existing dwelling;
 - Using the existing building as the main reference point for appearance, materials and details such as ridge, eave finishes, head and cills, rainwater goods, brick coursing, dressing and quoin work;



- Using a roof form & slope that reflects the main building. Flat roofed extensions will generally be resisted;
- Matching window style, form and positioning;
- Matching brickwork of the existing house in terms of colour, type, size and brick bond and mortar joints;
- Matching roofing materials in terms of colour, type, size;
- Copying windows, joinery and doors detailing in terms of design, proportions, recessing and positioning.

PRINCIPLE 10.1

1. Extensions will be expected to be subordinate and respond positively to the form, scale and architectural style & materials of the original building. Developments that are over-dominant or out of keeping will be resisted.
2. Extensions should not result in a material loss of amenity to neighbouring properties as a result of overshadowing, eroding privacy or being overbearing.
3. Extensions should not result in properties having inadequate or poor quality amenity space.
4. Extensions which erode garden spaces and gaps which contribute to visual amenity and the character of the street scene will be resisted.

- 10.9 The following sections provide detailed guidance for common forms of extensions to houses.

Front extensions

- 10.10 Although consideration needs to be given to amenity issues, the primary consideration for the design of front extensions (including porches) will be the impact on the streetscene and local character.
- 10.11 Generally front extensions will only be acceptable where the building is set well back from the street frontage in a large plot, or where the building is set back further from the street than the prevailing building line.

PRINCIPLE 10.2

1. “Front extensions should not break the main street building line, or be prominent in the street scene.
2. Two storey front extensions will only be acceptable where the building is set back an adequate distance from the street and the scale of the extension would not appear harmful.

Side extensions

- 10.12 Amenity issues and impact on the street scene and local character are both important considerations for the design of side extensions.
- 10.13 Side extensions should remain subservient to the main building and maintain the design of the original main building (Fig 10.1).





Figure 10.1: Acceptable and unacceptable side extension designs.

Figure 10.2: Sympathetic single storey rear extensions.



10.14 In many areas of the Royal Borough gaps between buildings are important components of street scenes and the character of the area. Locality specific design documents for the borough should also be consulted when designing side extensions as they will often identify and detail the nature of important gaps in residential areas. Gaps between buildings are also important for amenity reasons. Typically, a gap of 1m from a building side to the boundary is needed to allow for adequate light, servicing and rear access.

PRINCIPLE 10.3

1. Side extensions should not erode neighbour amenities or the character of the street scene and local area. Proposals should remain sympathetic and subservient to the main building and not project beyond the building line on the street.
2. Important gaps between buildings should be maintained. A minimum gap of 1m between the building and the side boundary should normally be retained to provide for light, access and servicing.

Rear extensions

10.15 Amenity issues will be the primary considerations in the design of rear extensions.

10.16 Rear extensions should be sympathetic and subservient to the original design of the building (Fig 10.2). Particular

regard needs to be given to potential overshadowing and loss of privacy, outlook and light of adjoining properties. This is especially important with 2 storey extensions which can create an unacceptable sense of enclosure or have an overbearing impact and are likely to adversely affect light and sunlight access to neighbouring properties.

- 10.17 Use of flat roofed rear extensions as balconies will not generally be acceptable.

PRINCIPLE 10.4

1. Rear extensions should not materially erode neighbour amenities.
2. Proposals should be sympathetic and subservient to the design of the main building.
3. Eaves heights of single storey extensions should not exceed 3m within 2m of a side or rear boundary.

ROOF ALTERATIONS (INCLUDING DORMERS)

- 10.18 Additional residential space in existing dwellings can sometimes be created by altering and increasing roof spaces through the use of dormers, roof lights and extension of gables and ridge and eave heights.
- 10.19 Changes to roofscapes can have a detrimental impact on character, especially if they are visible in the streetscene

or other public locations. As such, it is important that their design is well considered and high quality. In conservation areas, or locations where overlooking would be material, roof alterations may not be appropriate.

- 10.20 Acceptable design solutions for converting roof spaces include:

- Positioning dormer windows within the main roof, by being set back from eaves, hips and ridgelines (Fig 10.3);
- Ensuring dormers do not dominate the roof or existing building. They should be the same size or preferably smaller than the windows below and occupy no more than half the width or depth of the roof slope (Fig 10.4);
- Aligning dormers with windows below (Fig 10.5);
- Keeping dormer cheeks as narrow as possible and finished in lead, tiles, slates or other traditional materials;
- Using gable end extensions where full gables are part of the existing street character;
- Raising roof and eave heights, but only where appropriate to local context;
- Using roof lights that are flush with the roof slope and located on rear roof slopes. Roof lights should not dominate roofscapes that are visible in the street scene.





A - A good quality response to dormers – proportionate, set back from the eaves, aligning with fenestration of the façade and reflecting historic vernacular.



B - A poor quality response – dormer windows that are asymmetrical and misaligned.



C - A poor quality response – This wrap over dormer is out of proportion, unattractive and out of keeping with the design of the dwelling.

Image 10.1

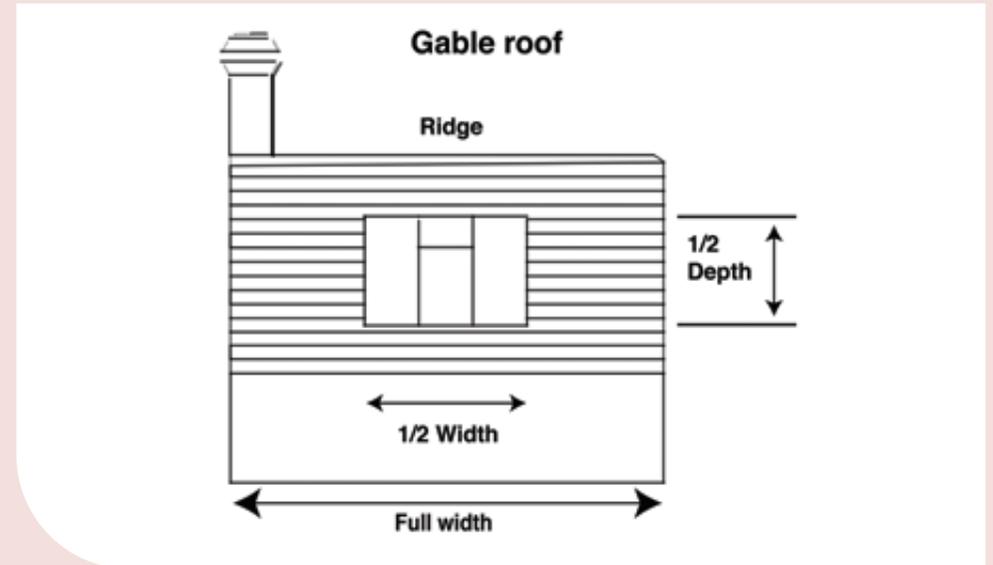


Figure 10.3: Dormers should be of an appropriate size and position.

Figure 10.4: Relationship to existing roof design and bulk is important.

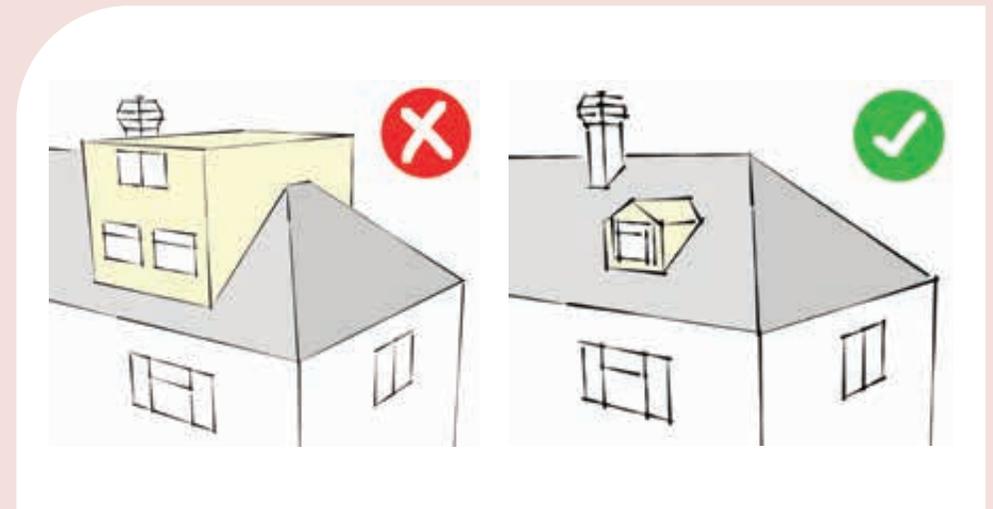
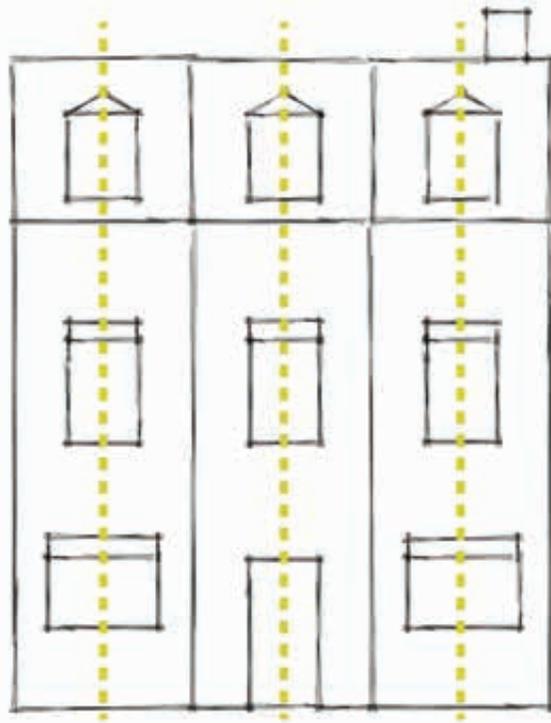


Figure 10.5:
Dormer
windows need
to complement
and align with
the fenestration
of the façade.



PRINCIPLE 10.5

1. Roof alterations should be sympathetic and subservient to the design of the main building and not undermine the visual amenities of an area when viewed from public spaces such as streets and public open spaces.
2. All types of dormers must be set back from the sides and ridgeline of the roof and not occupy more than half the width and depth of the roof slope.

CONVERSION AND SUBDIVISIONS

- 10.21 Conversions and subdivisions of buildings can help to intensify development in an area, adding vibrancy and additional use to support activities and functioning of places. However, the increased use can also bring negative impacts, straining infrastructure and eroding character and amenity.
- 10.22 It is important that additional parking can be accommodated without a negative impact on the character and streetscene. The new use should be provided with adequate amenities, including outdoor space and it should not compromise the amenities of adjoining development. The newly created units will also need to comply with guidance on internal space standards as set out in Chapter 7.

PRINCIPLE 10.6

1. Conversions and subdivisions to buildings should provide good quality amenities and space standards for future occupants of the new space. They should also not erode the amenity of neighbouring properties
2. Conversions and subdivisions should not undermine the streetscene or local character.
3. Parking should be well integrated and meet the standards from Chapter 6





A scenic view of a lake with trees, a path, and a boat. The foreground shows a grassy bank with a path and a green bench. A large tree trunk is prominent on the right. The lake is calm, reflecting the sky. In the background, there are houses and more trees.

11 Further guidance for specific locations



11 FURTHER GUIDANCE FOR SPECIFIC LOCATIONS



DESIGN IN FLOOD RISK AREAS

- 11.1 The River Thames, its tributaries and other watercourses create a beautiful setting for many existing homes and places in the Royal Borough. However, fluvial and other forms of flooding affect wide areas of the borough and place existing and new development at risk, especially more vulnerable uses such as housing.
- 11.2 The consideration of flood issues in the design of new development is relevant to all types and scales. Although it is vitally important for new development to be designed to be flood safe and flood resilient in flood risk areas, it is also important that this does not lead to design solutions that are unattractive, undermine existing positive characteristics or create inactive frontages. Consultation with both the Environmental Agency and the Local Planning Authority at the earliest point in the design process is strongly recommended to ensure proposals are developed with full knowledge of flood constraints¹⁵.
- 11.3 There is an increasing trend for new and existing houses to being raised in order to lift the living areas above flood levels. There are three standard approaches to this:
- building a higher foundation;
 - creating undercroft for storage, and/or car parking that can be submerged in a flood event; and

- integrating less vulnerable uses on the ground floor, such as commercial, retail and office space.

Designers should consult with the Local Planning Authority and the Environment Agency as to which of these approaches would be the most appropriate. Whichever strategy is used, it is important that the design does not erode local character, visual appearance and the safe functioning of the area.

- 11.4 Development proposals in flood risk areas must avoid:
- Creating blank ground floor frontages and street scenes;
 - Ground floors dominated by undercroft parking and service areas;
 - Unsightly undercroft areas;
 - Creating inactive frontages; and
 - Blocky, unattractive upper floors on platforms above the flood plain.
- 11.5 Where blank walls and edges at ground floor level cannot be avoided these must be:
- Limited in length and height;
 - Compensated with large windows, balconies and animation on first floor;
 - Designed to reduce the impact of blank walls, by using a mix of attractive materials and landscape; and

¹⁵ Developers should consult the council's Level 1 Strategic Flood Risk Assessment and the Environment Agency's published Flood Map for Planning (Rivers and Sea).



- Avoid unsightly holes to allow water to pass through. These details must be as well designed as the remainder of the building.

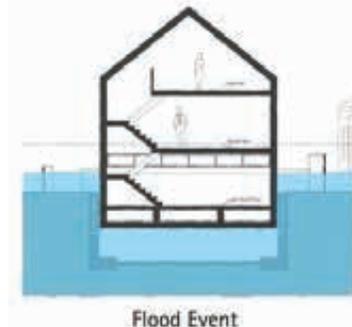
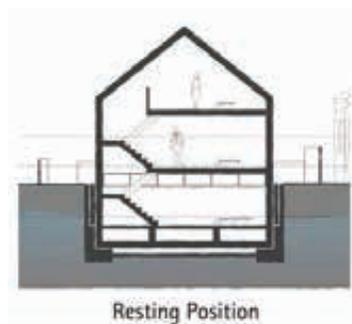
11.6 Large development sites that adopt a strategic approach to flood mitigation must ensure that the sites integrates well with the surrounding area and avoids:

- Unsightly and arbitrary steps in ground levels; and
- Blank walls and façades – backs or fronts – onto adjacent streets and plots.

Image 11.1: A local and historic response to flood risk that provides for water compatible uses on the ground floor and more vulnerable residential accommodation above.



Figure 11.1 Innovative example of a floating house that floats itself upwards to escape flooding on the River Thames. Marlow, Buckinghamshire by Baca Architects.



11.7 Because the wastewater network may surcharge to ground level during storm conditions all subterranean/basement development should incorporate a positive pumped device or other suitable flood prevention device to avoid the risk of sewage backflow causing sewer flooding.

11.8 In recent years more innovative approaches to building in flood zones have been developed, such as floating houses that have the capability to float upwards in an event of flooding (Figure 11.1). The council welcomes innovative approaches that overcome flood constraints and allow designs to be attractive and in keeping with existing characteristics.



TRADITIONAL BOAT HOUSES – A DESIGN INFLUENCE

Replacement buildings that adopt a historic / traditional architectural approach to flood risk should take on board design influences from the historic boat houses that can be found alongside the Thames: The design principles are:

- Clearly defined articulation of upper floors (living areas) and adoption of different architectural approach;
- Articulated transition between residential floors and flood zone, e.g. balconies and terraces; and
- ‘Lighter’ more open architecture on upper floors.





Image 11.2: A high quality design that has raised floor levels and provided void space in a visually pleasing and historically sensitive manner.

Lifting buildings above flood levels

11.9 The council is receiving an increased number of applications to improve flood resiliency of existing buildings by using replacement dwellings or raising the existing accommodation above predicted 1 in 100 year flood levels. Proposals for replacement houses or raising of existing dwellings must be carefully considered otherwise the lifting of the groundfloor can lead to massing that is not proportionate, bulky and does not relate positively to the character of the local area.

11.10 The existing areas that see the most development pressure for improving flood resilience fall within the following townscape character areas¹⁶:

- Leafy Residential suburbs;
- Villas in Woodland Setting; and
- Victorian/Edwardian and Riverside Villa suburbs.

These areas contain a large number of detached houses that lend themselves to be replaced on an individual basis to make them flood resilient.

11.11 For replacement homes in flood zones designers will be expected to:

- Assess, illustrate and justify any increase in height in regard to the existing character;
- Avoiding unsightly undercroft areas;
- Ensuring the whole house, its massing and proportion remains a well balanced and attractive building, whilst employing design solutions to flood risk;
- Reflect the varied built vernacular, particularly the roofscape character and detailing;
- Take account of spacious plot and block sizes in the new design;
- Provide internal flood resilience measures (e.g. sockets at higher levels);
- Conserve and use trees to retain the leafy characteristics, avoiding the loss of boundary planting, retain existing mature trees and allow space for planting to mature.



11.12 Sensitive contemporary design to address flooding concerns which responds to its immediate context will be appropriate, where it makes reference to existing building height, scale and massing and proportion, or stylistic references. Reference to existing materials and traditional boat house architecture may also be appropriate.

Image 11.3: Contemporary example with the ground floor raised above flood levels of the floodplain. This clearly distinguishes the living areas from the floodzone, by raising the house on stilts.



PRINCIPLE 11.1

1. All development subject to flood risk must provide high quality architectural design, as well as appropriate mitigation measures in line with Environmental Agency guidance.
2. The Council will not accept poor design of buildings or a negative impact on the streetscene or character of the area as a result of flood mitigation measures.
3. Existing or replacement buildings raised out of flood plain areas should not:
 - Undermine the amenities of adjoining developments;
 - Create inactive frontages or unattractive void areas; or
 - Create hard or unattractive street scene;
 - Undermine the character of the area, including its greenness and scale.
 - Be of low quality materials
4. Contemporary approaches to raising buildings above flood plains will be welcomed where they are able to be sensitively integrated into the surrounding character and context. In conservation areas there will be a presumption that traditional materials and design will be used to maintain the character and appearance of the area.
5. Where the design approach elevated buildings on stilts the architecture should include large openings to allow floodwaters to easily pass through.

RURAL AND EDGE OF SETTLEMENT

11.13 The majority of the area within the Royal Borough is designated as Green Belt and is rural in nature. Therefore, the design of development in countryside areas and on the edges of settlement has a particular importance in the character of the borough. This section provides guidance on how to sensitively integrate development within the existing landscape character where development complies with policy requirements. This section does not define whether development is acceptable or not.

11.14 Development in rural areas and on the edge of settlements will be expected to:

- Respond to the unique character and setting, including a thorough understanding of the settlement pattern, its setting within the wider landscape and how this has developed over history; and
- Celebrate what is distinct and positive in terms of rural characteristics and topography in each locality.

11.15 Design solutions to achieve this include:

- Relating proposals to the defined landscape character areas set out in the Landscape Character Assessment¹⁷;
- Retaining, enhancing and incorporating characteristics of the existing settlement pattern – in particular where development is located in existing villages;
- Not harming the setting (where this is positive) of the village or existing building in the landscape;

- Carefully composing the design in relation to views in and out of the settlement edge as well as to key buildings such as church spires;
- Responding to typical buildings forms, materials, details and colours; and
- Retaining the landscape character by:
 - Maintaining gaps between buildings;
 - Retaining features that contribute to the landscape character;
 - Retaining characteristic soft vegetation, such as verges and hedgerows;
 - avoiding urbanisation through highway features, such as white lining, pavement and street lighting;
 - ensuring the relationship between private and public, including boundary treatments relate to the existing character; and
 - Not undermining the wider landscape character, in particular in woodland areas, by removing mature trees along plot boundaries and replacing them with immature and/or non-native species. Appropriate space must be provided to allow replacement and new trees to mature to their full height.

¹⁷ Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead; 2004



PRINCIPLE 11.2

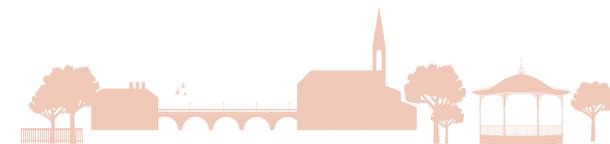
1. Developers will be expected to fully assess the landscape character and biodiversity of the site and its context. New development and associated landscaping should fully respond to local landscape and biodiversity features and retain, incorporate and enhance these through their development proposals. Designers will be expected to pay particular attention to:
 - Landscape character including settlement patterns, field and lane patterns, trees, hedgerows & verges, water bodies and wetlands and topography,
 - Typical species of vegetation and characteristic local habitats
 - Landscape settings of villages or existing buildings and views in and out of settlements as well as to key buildings such as church spires;
 - Historic elements; and
 - Gaps between buildings
2. New development should avoid urbanisation through highway features. This will include avoiding excessive openings onto the highway through hedgerows and soft boundaries, over-engineering of new roads, street lighting and street furniture and use of white lining.
3. The form, or massing of replacement dwellings should relate well to its context and to local character. The relationship between the form of the building, the topography and landscape, will be of particular importance.





12 Further guidance for non-residential development





12 FURTHER GUIDANCE FOR NON-RESIDENTIAL DEVELOPMENT

12.1 Non-residential development includes a wide range of uses, including employment, retail, community, education, health and leisure. The design principles outlined in the preceding sections of the Design Guide apply to these non residential uses and Table 2.1 in Chapter 2 provides further clarification on the applicable principles by scale of the development. In addition, this section provides further specific guidance on detailed and common design considerations around non residential uses, in particular mixed use and employment developments.

12.2 Common design issues for non residential uses include ensuring being 'good neighbours' and integrating often large floorplate uses into the townscape or landscape positively.

EMPLOYMENT USES

12.3 Well-designed new employment development of a variety of types is a key strand in sustaining existing communities and to supporting the diversification of the economy.

12.4 High quality employment development will:

- Ensure complementary facilities and services are easily accessible. People at work also need to be able to reach other facilities and services, for instance public transport, shops, cafés, sports and leisure facilities, child care and schools.
- Encourage people to walk and cycle to and from work and from work to local amenities instead of driving. For example, by providing convenient and direct pedestrian

& cycle routes to nearby facilities, showering facilities and places to safely store cycles (See also Chapter 9).

- Arrange developments so that it is easy for a visitor to find their way around and to create a positive impression on arrival;
- Consider the needs of people arriving by all means of transport, not just the car;
- Integrate servicing and infrastructure sensitively into the design of the building i.e. storage, tanks, refuse and other servicing requirements should not dominate on arrival;
- Ensure buildings front onto the street so that it is well supervised by windows and entrances. Where buildings are set back from the street tree planting or other landscape will be required to enclose the street space – see Chapter 3;
- Consider building height, bulk and scale in relation to the existing context. The scale of business development is almost always greater than that of dwellings in terms of plot size, footprint and, in some cases, height – see also Chapter 3;
- Choose the material carefully in relation to views and use of the buildings;
- Position car parking unobtrusively, well designed and landscaped as well as connected to entrances via attractive pedestrian routes. In general, limited areas of car parking for the use of visitors should be positioned between the building and the street frontage. Where parking is provided on the street frontage, then high



quality boundary treatments will be required to the street frontage (See also Chapter 6);

- Provide good natural internal lighting and ventilation; and
- Provide external and green amenity space for employees to use (See Chapter 8).

12.5 Health impact assessments will be encouraged for large new employment developments covering construction and operational phases. These will be expected to consider the impact of the schemes design on the health of surrounding occupiers.

floors are residential providing private amenity space wherever possible, potentially in the form of roof terraces (where ground floor uses are deeper in floor plan) or alternatively balconies;

- Ensuring good levels of natural light and ventilation; and
- Ensuring that there is adequate noise insulation between different uses.

12.7 When considering the design of new shopfronts designers should consider locally specific guidance in neighbourhood planning documents, detailed local design guides and the Maidenhead Business and Shopfront Design Guide (2013).

MIXED-USE DEVELOPMENTS

12.6 Mixed-use development will mostly be appropriate within centres where a greater mix of uses contributes to the vitality and viability of the centre. A variety of uses within a single building is likely and encouraged. To create a successful mixed-use building designers will be expected to:

- Carefully plan the building and surrounding environment for all occupants and appropriate for each use;
- Ensuring that services, such as mechanical ventilation, or lifts, are integrated into the scheme from the early stages, so that plant and ducting are well considered and do not have any adverse impact (noise, vibration or visual) on the upper floor use, particularly where this is residential;
- Minimising the visual impact of service areas upon the public realm and private amenity for nearby residents should be minimised through locating them sensitively and screening;
- Making sure that the entrance to upper floor uses is safe, convenient, attractive and easy to find, preferably from a street frontage of the building; where the upper

Integrating large floorplate uses

12.8 Large floor plates are common for retail uses, such as supermarkets and out of town shopping areas and industrial development. In particular supermarkets are challenging to integrate into what is often a context with a finer urban grain, such as town centres. A positive integration can be achieved by:

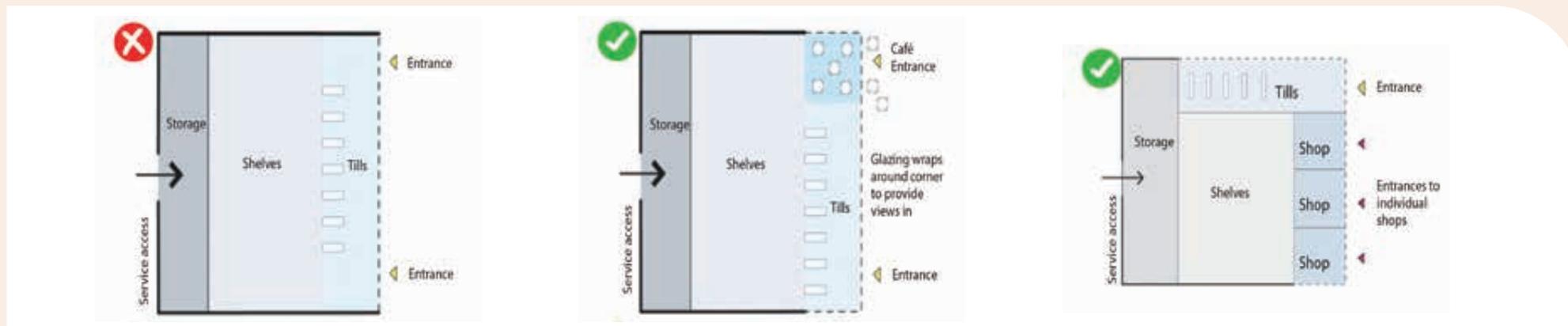
- Introducing a mix of uses, for example:
 - Upper level use may introduce additional entrances and more supervision than would be possible for a single use development; or
 - A mix of uses or unit types can be used to wrap the perimeter, so avoiding blank walls onto the street, or screening service areas;
- Locating active internal uses, such as a café or dining area to animate the street frontage;
- Reducing the visual impact of large elevations by the use of materials of colours to break down the scale and relate it to other buildings in the surrounding area;
- Providing internal natural lighting.



PRINCIPLE 12.1

1. In addition to complying with the design principles set out in other chapters of this document, all non-residential development will be expected to:
 - Integrate other complimentary facilities and services, or have them easily accessible by public transport or direct walking or cycling routes;
 - Encourage walking, cycling and the use of public transport;
 - Integrate servicing and infrastructure sensitively into the building;
 - Provide good natural light and ventilation to internal spaces;
 - Minimise the impact of service areas on the public realm and private space; and
 - Ensure entrances to the building are easy to find, safe and attractively designed.
2. Large floorplate uses will be expected to be integrated into existing environments by:
 - Providing a mix of uses;
 - Reducing visual impact by using architectural detailing, articulation, materials and colour to break up large elevations;
 - Avoiding blank elevations and inactive frontages;
 - Providing internal natural lighting; and
 - Adding additional doors and entrances to service upper floors.

Figure 12.1: A mix of uses helps to integrate this supermarket into its context, creating an urban scale of development and providing more activity and supervision of the public realm than a single use development.





13 Design checklist



13 DESIGN CHECKLIST



Check Point Number	Principle	Description	FULLY YES (with design justification provided)	PARTIALLY YES (with design justification provided)	NO (with design justification provided)	N/A
1	3.1	Do the 4 RBWM strategic design themes underpin the proposal?				
2	4.1	Is there a guiding vision for the proposal and has this been set out in the application?				
3	4.2	Has the vision been translated into a high level concept plan?				
4	4.2	Where relevant, has a plot plan been provided?				
5	5.1	Does the development create positive character and locally specific identity?				
6	6.1	Does the development connect and strengthen the existing network of streets and spaces?				
7	6.2	Does the development create streets that have a green character, are attractive, legible, designed for people and with strong active frontages?				
8	6.3	Does the development contain high quality new open space that is robustly connected, well defined, adds to the blue/green infrastructure network, attractive and enhances biodiversity?				
9	6.4	For large developments - Do blocks create a defined street network that reflect local characteristics and maintain connectivity?				



Check Point Number	Principle	Description	FULLY YES (with design justification provided)	PARTIALLY YES (with design justification provided)	NO (with design justification provided)	N/A
10	6.5	Does the development respond positively to the size, shape and rhythm of surrounding plot layout? Are fine grain plot layouts provided and existing fine grain or historic plot layouts maintained?				
11	6.6	Has the development established clear boundaries to define public and private spaces?				
12	6.7	Do car parking layouts provide intervening landscaping between every 3 parking spaces?				
13	6.8	Is onplot parking provided to the side or rear of the property? If not, is the front parking enclosed with soft landscaping and its impact minimised on the streetscene.				
14	6.9	Have the car parking courts been designed as attractive, safe, multipurpose and busy places?				
15	6.10	Where provided, is onstreet parking high quality, integrated with other street features and landscaped.				
16	6.11	If backland development, is it subordinate and maintaining of existing character and amenity?				
17	7.1	Does the design achieve the high density possible without negatively impacting on local residents, future residents, amenities, character and environment?				
18	7.2	Does the development provide a mix of uses, densities, forms, sizes and tenures?				
19	7.3	Do the proposed buildings lines maintain character street enclosure and amenity of neighbours?				



Check Point Number	Principle	Description	FULLY YES (with design justification provided)	PARTIALLY YES (with design justification provided)	NO (with design justification provided)	N/A
20	7.4	Has the development incorporated passive solar design?				
21	7.5	Does the building height enclose the street without overwhelming it?				
22	7.5	For buildings over v10 storeys, is the design exemplar?				
23	7.6	Does the new development reflect and integrate well with the spacing, height, bulk, massing and footprints of existing buildings?				
24	7.7	Does the proposed roof form make a positive contribution to the street scene				
25	7.8	Does the development comply with national internal space standards?				
26	7.9	Is the architectural detailing attractive, high quality, honest, legible and does it incorporate features to enhance biodiversity?				
27	7.10	Are the window designs high quality, visually balanced and harmonious and have large areas of publically visible blank walls with limited or no glazing been avoided?				
28	7.11	Are the materials in the development justified and honest?				
29	8.1	Has the development been provided with a reasonable degree of privacy?				
30	8.2	Do habitable rooms have adequate outlook to external spaces that are not dominated by visually intrusive features?				



Check Point Number	Principle	Description	FULLY YES (with design justification provided)	PARTIALLY YES (with design justification provided)	NO (with design justification provided)	N/A
31	8.3	Are occupants provided with good quality daylight and sun access to habitable rooms. Has material loss of daylight and sunlight to neighbouring dwellings been avoided?				
32	8.4	Have the minimum outdoor amenity space standards been provided?				
33	8.5	Have flatted developments been provided with private outdoor amenity space at the specified quality and amount?				
34	8.6	Has at least the minimum amount of communal amenity space been provided at the specified amount and quality for flatted developments?				
35	8.7	For employment uses, has outdoor amenity space been provided at the specified standard and quality?				
36	9.1	Have high quality boundary treatments been provided that reflect local character and meet the required standards?				
37	9.2	Have high quality bin and cycle storage facilities been provided that meet the Council's current standards?				
38	9.3	Are new hardstanding areas constructed from porous materials and only cover the minimum necessary amount?				
39	9.4	Are utility related developments well integrated into the design of the building and/or curtilage?				
40	10.1	Are extensions subordinate, do they respond positively to the character of the original building and area and do they preserve neighbour amenity?				
41	10.2	Is the front extension behind the building line?				



Check Point Number	Principle	Description	FULLY YES (with design justification provided)	PARTIALLY YES (with design justification provided)	NO (with design justification provided)	N/A
42	10.3	Does the side extension maintain neighbour amenities and the character of the area? Are important gaps maintained?				
43	10.4	Does the rear extension maintain neighbour amenities and the design of the building?				
44	10.5	Are the roof alterations sympathetic to the design of the building and street scene? Are dormers set back from the sides and ridgeline?				
45	10.6	Does the conversion/subdivision maintain local character and neighbour amenities				
46	11.1	Does the development provide high quality architectural design that supports the character of the area, as well as appropriate flood risk mitigation in line with Environmental Agency guidance.				
47	11.2	Does the rural development incorporate features that contribute toward landscape character and biodiversity?				
4.8	12.1	Does the non-residential development act as a good neighbour and has it been designed to provide good amenities for users?				





13 Glossary





13 GLOSSARY

Active frontages	Frontages that provide an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front façade of buildings, including entrances and windows, open towards the street.
Building line	A limit beyond which a house must not extend towards a street. Building lines can exist along the front and rear of a line of buildings.
Bulk	The combined effect of the arrangement, volume and shape of a building or group of buildings. Can also be referred to as massing.
DAS	Design and Access Statement
Daylight	Volume of natural light which enters a dwelling to provide sufficient illumination of internal accommodation between dawn and dusk.
Density	The number of buildings or floorspace in relation to a given area of land. In this Guide, density is more than just the number of residential units/ha.
Design principle	An expression of one of the basic ideas guiding the design of a development.
D:SE	Design South East
Dual aspect building	A building that has been designed with openable windows on two or more walls, allowing for greater daylight provision and views in more than just one direction.
Focal point	A building, structure, tree or other element that stands out from its background by virtue of height, size or some other aspect of design.
Grain	The pattern of the arrangement and size of buildings and their plots in a settlement and the size of street blocks and junctions.
Habitable rooms & areas	Defined as living and dining rooms, conservatories, kitchen, bedrooms and those frequently used garden areas such as patios close to the house
Householder development	Developments within the curtilage of a dwellinghouse which require an application for planning permission and are not a change of use.



Human scale	The practice of measuring and designing things to match the characteristics of humans. This includes ranges of time, speed, weight, temperature, force, energy, pressure, distance, attention span and perception that humans can comfortably or safely withstand.
L	Large scale development
Layout	The physical pattern of paths, buildings and open spaces.
Lifetime Homes	This refers to 16 design criteria that together create a flexible blueprint for accessible and adaptable housing in any setting. The standard is managed by Habinteg Housing Association and the criteria are set out in full on www.lifetimehomes.org.uk .
M	Medium scale development
NPPF	National Planning Policy Framework, 2019
Pressure vacuums	An opening out and closing/squeezing in of street spaces to create visual and physical interest.
Private realm	Privately owned space that is not usually open to the public.

Public realm	Those parts of a village, town or city (whether publicly or privately owned) available, for everyone to use. This includes streets, squares and parks.
S	Small scale development
Scale	The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person.
SCI	Statement of Community Involvement
Sense of place	Either the intrinsic character of a place, or the meaning people give to it, but, more often, a mixture of both.
SPD	Supplementary Planning Document
Sunlight	Direct light from the sun
Vertical Sky Component	The Vertical Sky Component (VSC) is a measure of the amount of visible sky available from a point on a vertical plane. The reference point used for the calculation is usually the centre of the vertical face of the window.
XS	Extra small scale development



www.rbwm.gov.uk



Royal Borough
of Windsor &
Maidenhead

Royal Borough of Windsor and Maidenhead Town Hall,
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Borough Wide Design Guide Supplementary Planning Document

Consultation Statement 2019

December 2019

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1. Introduction

- 1.1 In late 2018/early 2019 the Royal Borough of Windsor & Maidenhead (RBWM) prepared a draft design guide covering all types of development and in all locations of the borough. The purpose of the guide is to help deliver design excellence by supporting Local Plan policies.
- 1.2 The draft Borough Wide Design Guide (hereafter referred to as the BWDG) was consulted on in early spring 2019. This document is a Statement of Consultation for the BWDG. Its purpose is to explain how the Council has complied with its Statement of Community Involvement and Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.3 This statement sets out the methods RBWM used to engage with both stakeholders and the community in the preparation of the BWDG, including the following:
- Which bodies and persons were invited to make representations;
 - How those bodies and persons were invited to make representations;
 - How information was made available to be viewed;
 - A summary of the key issues raised through representations;
 - How those issues have been addressed in the document.
- 1.4 This statement should be read in conjunction with the Council's adopted Statement of Community Involvement 2016 ("SCI").

2. Regulation 12 Consultation

- 2.1 The Council published the Regulation 13 draft of the BWDG for public consultation from Thursday 14 March 2019 until 6pm on Thursday 25 April 2019.
- 2.2 The purpose of the consultation was to invite feedback on the proposed approach set out in the guide and specifically the chapters, sections and design principles that were set out in it.

Consultation Methodology

- 2.3 A range of methods were used to engage with all potentially interested parties during this period, in order to ensure the opportunity to make a representation. This included email, letters, website, newspaper ads, social media and provision of hard copies in libraries.
- 2.4 The following table provides details about each method used to distribute information about the consultation:

Table 2.1. Consultation methods

Method	Information distributed
Email Sent to all relevant organisations, groups and individuals on the Planning Policy consultation database.	Notification of consultation Reminder sent part way through consultation
Letter Sent to all relevant organisations, groups and individuals on the Planning Policy consultation database where no email address is known.	Notification of consultation
Newspaper	The consultation was advertised in: <ul style="list-style-type: none"> • Maidenhead Advertiser – 21st March 2019 • Bracknell News – 20th March 2019 • Windsor Express – 22nd March 2019 • London Gazette – 22nd March 2019
Council website	The BWDG has a specific page on the Council's website and the consultation was advertised on

Method	Information distributed
	this. The website had banners on the Planning, Planning Policy and Council Consultation pages notifying users and pointing them to the consultation documents via links.
Social Media	Notification of consultation start posted on the Council’s Facebook and Twitter accounts followed by regular reminders.
Hard copies	Hard copies were made available at libraries and Parish Council offices across the borough.

2.5 The council has an extensive consultation database for planning policy work. The list includes individual residents, developers, businesses, Parish Councils, neighbourhood plan groups, community and voluntary groups, infrastructure providers, industry contacts, neighbouring authorities, government agencies and elected members. For the BWDG a total of 3396 people and organisations were contacted via the consultation database. Appendix 1 sets out the specific statutory stakeholders and community and business groups that were approached.

Material consulted on

2.6 The following documentation was consulted on during the consultation period:

- Reg 13 draft Borough Wide Design Guide;
- SEA screening statement & responding views from Historic England and Natural England. No response was received from the Environment Agency.

2.7 The above documentation was made available via:

- The Council’s website on the dedicated Borough Wide Design Guide page (https://www3.rbwm.gov.uk/info/201027/planning_guidance/1441/emerging_supplementary_planning_documents_spd); or
- The online consultation portal - <http://consult.rbwm.gov.uk/portal/spd/dg/dg>
- Hard copies at the Council’s libraries and Parish Offices.

Responding to the consultation

- 2.8 Interested persons and bodies were able to submit representations via a number of means including:
- Online via the consultation portal;
 - Emailing; and
 - Post
- 2.9 Respondents were encouraged to use a standardised representation form, or to utilise the consultation portal which allowed representations to be made against specific parts of the BWDG.
- 2.10 No comments were received on social media platforms Facebook and Twitter.

3. The consultation response

Number of Representors

- 3.1 A total of 62 interest persons and bodies made Regulation 12 representations. The breakdown of the representors is as follows:

Representor group	No.
Statutory stakeholders	6
Parish and Town Councils	5
Neighbourhood Plan Groups	2
Developers, agents or land owners	8
Special interest groups	9
Individuals	32

As can be seen, the majority of those responding were individuals. A full list of respondents is contained in Appendix 4.

Number of Representations & Representation Points

- 3.2 A number of the representors made more than one representation. In total, 82 representations were received.

4. Summary of main issues raised in response to the consultation

- 4.1 Representations were made on all aspects of the BWDG and these are summarised in Appendix 5 on a topic basis following the same format as the Design Guide. The summary contains details of the numbers of representors making the points, as well as the council's response.
- 4.2 The key themes emerging from the representations were:
- a) Strong support for the production of the guide
 - b) Strong support for the scope, quality and content of the guide
 - c) Concern that the document is too generic
 - d) Concern for lack of biodiversity enhancement
 - e) Further clarity needed in relation to Tall buildings and parking design
 - f) Concern that guide does not go far enough in relation to non-residential design
- 4.3 Details of the consultation points raised, and the council's response to them, are contained in Appendix 5.

Appendix 1:

List of Statutory Consultees consulted:

Thames Valley Police	National Grid
Sport England	Network Rail
Natural England	Bracknell Town Council
Historic England	Spelthorne Borough Council
Runnymede Borough Council	Highways England
Greater London Authority	Reading Borough Council
MOD	The Crown Estate
Slough Borough Council	Wycombe District Council
Environment Agency	West Berkshire Council
Wokingham Borough Council	Home Office
Cabinet Office	MHCLG
Dacorum Borough Council	Office for Nuclear Regulation
Bucks County Council	Thames Water
South East Water	London Borough of Hillingdon

List of Parish Councils consulted:

Marlow Bottom Parish Council	Bray Parish Council
Cox Green Parish Council	Datchet Parish Council
Hurley Parish Council	Old Windsor Parish Council
Windlesham Parish Council	White Waltham Parish Council
Colnbrook & Poyle Parish Council	Warfield Parish Council

Winkfield Parish Council

Wraysbury Parish Council

Horton Parish Council

Binfield Parish Council

Chobham Parish Council

Dorney Parish Council

Taplow Parish Council

Waltham St Lawrence Parish Council

Sunningdale Parish Council

Bisham Parish Council

Eton Town Council

Shottesbrooke Parish Meeting

Sunninghill & Ascot Parish Council

Appendix 2: Media adverts

London Gazette:

ENVIRONMENT & INFRASTRUCTURE

**CITY OF LINCOLN COUNCIL
TOWN AND COUNTRY PLANNING
TOWN AND COUNTRY PLANNING (CONTROL OF
ADVERTISEMENTS) (ENGLAND) REGULATIONS 2007**

The Secretary of State for Communities and Local Government (the "Secretary of State") has had a proposal made to him by City of Lincoln Council, as the local planning authority, that deemed consent for the display of advertisements relating to the letting of premises specified in Class 3A of Schedule 3, Part 1, to the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 ("the regulations") should be withdrawn in the West Parade area, Sincil Bank area, Monks Road area, Union Road and Waterloo Street, Lincoln.

The proposal has been publicly advertised by the Secretary of State in accordance with the provisions of the Regulations.

Having considered the proposal, the Secretary of State in the pursuance of the powers conferred in him by the Regulations, hereby directs that the provisions of the Regulations shall not apply to the display of advertisements specified in the Schedule to this direction in the areas specified above.

A copy of the direction and a map defining the areas may be seen during office hours of 9.00am – 5pm (4:30 pm on Fridays) at the City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DF, or by visiting the City of Lincoln Council web site.

This Direction shall have effect for a period of five years from 8th April 2019 when it comes into force in accordance with the provisions of the Regulations. (3238992)

**DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990**

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (North West) (No.15) Order 2019" authorising the stopping up of a length of Burnley Road; two car parking areas at Burnley Road and an irregular shaped area of highway comprising carriageway, footpath and verge, all at the former Reeds Holme Works site at Rawtenstall, in the Borough of Rossendale, to enable development as permitted by Rossendale Borough Council, reference 2016/0267.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@df.gov.uk (quoting NATTRAN/NW/S247/3395) and may be inspected during normal opening hours at Rossendale Borough Council, One Stop Shop, The Business Centre, Futures Park, Bacup OL13 0BB.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 22 March 2019 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Casework Manager (3238993)

**DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990**

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (West Midlands) (No.14) Order 2019" authorising the stopping up of an area of highway verge to the north of number 52 Cheswick Close at Winyates Green, in the Borough of Redditch, to enable development as permitted by Redditch Borough Council, reference 18/01161/FUL.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@df.gov.uk (quoting NATTRAN/WM/S24/3609) and may be inspected during normal opening hours at Planning Services, Redditch Borough Council, Town Hall, Walter Stranz Square, Redditch B98 8AH.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 22 March 2019 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Casework Manager (3238994)

**DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990**

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of an unnamed area of highway as lies off Rochford Road comprising its access to the former Rochford Road garage site at Southend-on-Sea in the Borough of Southend-on-Sea.

If made, the Order would authorise the stopping up only to enable development as permitted by Southend-on-Sea Borough Council, under reference 17/00680/BC3M.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Southend Borough Council, Civic Centre, Victoria Avenue SS2 6ER in the 28 days commencing on 22 March 2019, and may be obtained, free of charge, from the address stated below (quoting NATTRAN/E/S247/3667).

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@df.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 19 April 2019. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

G Patrick, Casework Manager (3238995)

**ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING AND COMPULSORY PURCHASE ACT 2004
TOWN AND COUNTRY PLANNING (LOCAL PLANNING)
(ENGLAND) REGULATIONS 2012 (AS AMENDED)
BOROUGH WIDE DESIGN GUIDE SUPPLEMENTARY PLANNING
DOCUMENT
DRAFT FOR PUBLIC CONSULTATION MARCH 2019**

The Royal Borough of Windsor & Maidenhead is preparing a Borough Wide Design Guide which supports Local Plan policies by setting out in detail what the Council considers to be design excellence in the Royal Borough. The Design Guide will help guide a major step change improvement in the quality of new development and places created across the Royal Borough and provide guidance to council members, officers, developers and local communities on how to ensure future development has the required high quality and inclusive design to create beautiful places that function well.

The consultation will run from **Thursday 14 March 2019 until 6pm on Thursday 25 April 2019**.

Documents can be viewed in the following locations:

- On the Royal Borough of Windsor & Maidenhead website at https://www3.rbwm.gov.uk/info/201027/planning_guidance/1441/emerging_supplementary_planning_documents_spd
- At all local libraries and Parish Councils within the Royal Borough of Windsor & Maidenhead

Comments can be made in the following ways:

- Online via our consultation portal (<http://consult.rbwm.gov.uk/portal/spd/dg/dg>)
- Or by completing a representation form and sending it to planning.policy@rbwm.gov.uk or by post to Planning Policy, The Royal Borough of Windsor and Maidenhead, Town Hall, St Ives Road, Maidenhead, Berkshire SL6 1RF

Comments must be received no later than 6pm on Thursday 25 April 2019.

If you have any further enquiries, please contact Planning Policy on planning.policy@rbwm.gov.uk or by telephone at 01628 796357. (3238989)

**SUEZ RECYCLING AND RECOVERY SURREY LTD
TOWN AND COUNTRY PLANNING (DEVELOPMENT
MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
NOTICE UNDER ARTICLE 13 OF APPLICATION FOR PLANNING
PERMISSION**

Proposed development at and on land adjacent to the Charlton Lane Waste Management Facility / Eco Park on land off Charlton Lane, Upper Halliford, Shepperton, Surrey, TW17 8QA.

I give notice that the application is being made by SUEZ Recycling and Recovery Surrey Ltd.

Is applying to: Surrey County Council, County Hall, Penrhyn Road, Kingston upon Thames, London, KT1 2DN.

LONDON GAZETTE | CONTAINING ALL NOTICES PUBLISHED ONLINE BETWEEN 22 AND 24 MARCH 2019 | 5251

The Windsor Express:

The Express, March 22, 2019 9
01753 825111

Public Notices / News

Pedestrian killed in hit-and-run

WRAYSBURY: Flowers have been laid at the scene of a hit-and-run in which a 35-year-old man died. Police said that, at about 9pm on Sunday, a vehicle driving along the B876 Wrayisbury Road was in a collision with a male pedestrian and failed to stop. The pedestrian, from Staines, died at the scene.



Flowers at the scene of Sunday's fatal crash. Ref:131080-7

The road was closed for several hours while police officers examined the scene. The vehicle has not been recovered but its registration plate was found, police said. Three men from Kent - aged 18, 20 and 21 - have been arrested on suspicion of causing death by dangerous driving and remain in police custody. Inspector Simon Hills, of the Joint Operations Unit for Roads Policing based at Bicester, said: "The registration plate left at the scene of the collision suggests that the vehicle is a silver Ford Ranger 4x4 double cab vehicle. "I am appealing to the public that if they see a vehicle of the type described, with front end damage and a missing registra-

tion plate, to contact police. "I am also appealing to anybody who has CCTV at their premises or from any driver who may have dash-cam footage to get in touch." A petition has been launched on the Royal Borough website calling for the speed limit in Wrayisbury Road to be cut from 40mph to 30mph. It also demands the installation of zebra crossings and speed cameras. Anyone with information about the crash should call police on 101 quoting ref number 43190081977. Alternatively, call Crimestoppers on 0800 555 111.

Society calls for tree preservation order

WINDSOR: The Windsor and Eton Society is calling for a tree preservation order (TPO) to be placed on land targeted for development in Alma Road. Developer Salmon Harvester Properties wants to build 217 flats and a five-storey office block on the former Imperial House site. Councillors refused planning permission in June but an appeal has been lodged to the Planning Inspectorate as the council failed to make a decision before its target date of April 13. The society, which seeks

to preserve and celebrate the heritage of Windsor and Eton, says the development represents a serious threat to the trees on the site both during construction and in the future. The society said in a statement: "Even though the trees on this site appear to meet the criteria for making a TPO the council has oddly declined the society's request instead relying on the discretion of the developer to retain them with a possible reassessment of a need for a TPO once the development is nearing completion.

"In our experience this is highly risky and often too late to remedy."

A public inquiry into the development is due to start at Windsor Racecourse on Tuesday.



Public Notices



Public notices are important and may affect you!

GOODS VEHICLE OPERATOR'S LICENCE

J R Bailey's Limited of 20 Willow Edge, Kings Langley, WD4 8NE is applying for a licence to use **Speshway Farm, Colnbrook Bypass Slough, Berkshire, SL3 9EA** as an operating centre for 6 goods vehicles and 0 trailers. Owners or occupiers of land (including buildings near the operating centre) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at: **Halton House 396 Marshalls Lane Leeds LS9 6NF**, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's office. **01937 541211**

SLOUGH BOROUGH COUNCIL
Section 9 of the Road Traffic Regulation Act 1984 and Regulation 22 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
The Borough of Slough Making Restrictions and Parking Place (Provisional) Order 2019 (Amendment no.7) (Experimental) Order 2019 (Order 13 of 2019)
AMENDMENT ORDER (Order 1 of 2019)

1. SLOUGH BOROUGH COUNCIL gives notice that it has made an Order (the Order) under section 9 of the Road Traffic Regulation Act 1984 and any other enabling powers.
2. The effect of the Order is to delete paragraph 2 of 'The Borough of Slough Making Restrictions and Parking Place (Provisional) Order 2017 (Amendment no.7) (Experimental) Order 2019 (Order 13 of 2019)' (the Original Order) and replace with the following:
"The Order shall come into operation on 22nd March 2019 and shall remain in force for a period of 18 months".
3. The Order comes into force on 1st April 2019.
4. A copy of the Order as made, plans showing the parts of the highway affected and a statement of the traffic authority's reasons for making the Order may be inspected free of charge at the locations listed below between normal working hours (excluding bank holidays and public holidays) from 22nd March 2019 to 6 weeks.
1. St Martins Place, 51 Bath Road, Slough, Berkshire, SL1 3UF.
2. My Council, Landmark Place, High Street, Slough, SL1 1JL and
3. The Central Library, High Street, Slough, SL1 1EA.
5. Any person wishing to challenge the Order on the grounds that it is not within the powers of the traffic authority or that any requirements of that, or of any instrument made under it, have not been complied with may apply to the High Court within six weeks following the date of this notice.
Service Lead - Planning & Transport, Slough Borough Council, St Martins Place, 51 Bath Road, Slough, SL1 3UF.
22nd March 2019 **01753 825111**

SLOUGH BOROUGH COUNCIL
Section 9 of the Road Traffic Regulation Act 1984 and Regulation 22 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
THE BOROUGH OF SLOUGH (VARIOUS ROADS) EXPERIMENTAL BUS LANE ORDER 2019 (Order 16 of 2019)

1. SLOUGH BOROUGH COUNCIL gives notice that it has made an experimental Order under section 9 of the Road Traffic Regulation Act 1984 ("the Act") and any other enabling powers.
2. The effects of this Order are:-
(a) to introduce a full-time bus lane at the following location:-
• **Wellington Street (Eastbound)** - from a point 68 metres east of its junction with Dolphin Road westwards for a distance of 245 metres.
(b) to introduce part-time bus lanes (Monday to Friday, 7:00-10:00am and 3:00-7:00pm) at the following locations:-
• **Bath Road (Eastbound)** - From a point 33 metres west of its junction with Salt Hill Avenue westwards for a distance of 178 metres.
• **London Road (Eastbound)** - From a point 39 metres east of its junction with Lywood Avenue eastwards for a distance of 150 metres.
• **London Road (South-eastbound)** - from a point 51 metres south-east of its junction with Blandford Road South south-eastwards for a distance of 1304 metres.
• **London Road (North-westbound)** - from a point 163 metres south-east of its junction with Upton Court Road south-eastwards for a distance of 680 metres.
(c) to restrict the following length of road to northbound buses only:-
• **Bath Road** (link road between Bath Road (A4) and northern service road approximately 112 metres northwest of its junction with Ipewich Road) - for its entire length.
(d) to restrict the following length of road to south-eastbound buses and pedal cycles only:-
• **Link road between Bath Road (A4) and Galvin Road** - for its entire length.
(e) to restrict the following length of road to eastbound buses, pedal cycles, motorcycles and taxis only:-
• **High Street** - from a point 40 metres east of its junction with William Street eastwards for a distance of 8 metres.
(f) to renew the existing legal provisions for the two southbound bus lanes on Farnham Road.
3. The bus lanes in items (a) (b) and (f) above will be reserved during their times of operation for buses, taxis, motorcycles and pedal cycles.
4. This Order comes into force on 1st April 2019.
5. A copy of the Order as made, plans showing the parts of the highway affected and a statement of the traffic authority's reasons for making the Order may be inspected free of charge at the locations listed below during normal working hours (excluding bank holidays and public holidays).
• **St Martins Place, 51 Bath Road, Slough, Berkshire, SL1 3UF;**
• **My Council, Landmark Place, High Street, Slough, SL1 1JL;** and
• **Library @ The Curve, William Street, Slough SL1 1XY**
6. In due course the Council will consider whether the provisions of the experimental Order should be continued in force indefinitely.
7. Any person wishing to challenge the Order or that any requirements of that, or of any instrument made under it, have not been complied with may apply within six months following the date the Order was made. Any objection must be in writing, state the grounds on which it is made and be sent to the address below.
Service Lead - Planning and Transport, Slough Borough Council, St Martins Place, 51 Bath Road, Slough, SL1 3UF.
22nd March 2019 **01753 825111**

THE ROYAL BOROUGH OF WINDSOR & MAIDENHEAD PLANNING AND COMPULSORY PURCHASE ACT 2004 TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012 (AS AMENDED) BOROUGH WIDE DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT DRAFT FOR PUBLIC CONSULTATION MARCH 2019

The Royal Borough of Windsor & Maidenhead is preparing a Borough Wide Design Guide which supports local plan policies by setting out in detail what the Council considers to be design excellence in the Royal Borough. The Design Guide will help guide a major 500+ change improvement in the quality of new development and spaces created across the Royal Borough and provide guidance to council members, officers, developers and local communities on how to ensure future development has the required high quality and inclusive design to create beautiful places that function well.

The consultation will run from **Thursday 14 March 2019 until 6pm on Thursday 25 April 2019**.

Documents can be viewed in the following locations:
• On the Royal Borough of Windsor & Maidenhead website at http://www3.rbw.gov.uk/info/201827/borough_wide_guidance/1441/submitting_supplementary_planning_documents_33d
• At all local libraries and Parish Councils within the Royal Borough of Windsor & Maidenhead.

Comments can be made in the following ways:
• Online via our consultation portal (<http://consult.rbw.gov.uk/portal/spd0909>)
• Or by completing a representation form and sending it to planning.policy@rbwm.gov.uk or by post to Planning Policy, The Royal Borough of Windsor and Maidenhead, Town Hall, St Ives Road, Maidenhead, Berkshire SL6 1NF.

Comments must be received no later than 6pm on Thursday 25 April 2019. If you have any further enquiries, please contact Planning Policy on planning.policy@rbwm.gov.uk or by telephone at 01628 796357. **01628 796357**

SLOUGH BOROUGH COUNCIL
Section 14(1) of the Road Traffic Regulation Act 1984 (RTA 1984) and Regulation 3 of the Road Traffic (Temporary Restrictions) (Provisional) Regulations 1997.
SLOUGH BOROUGH COUNCIL (FARLE ROAD) ORDER 2019 (Proposed Order)

1. SLOUGH BOROUGH COUNCIL (Council) gives notice that it proposes to make an order under section 14(1) of the RTA 1984 and any other enabling powers.
2. If made, the Proposed Order will prohibit any vehicle using Farle Road, Slough.
3. The Proposed Order is needed:
• because works are or are proposed to be carried out on or near the road; and
• because of the likelihood of danger to the public, or of serious damage to the road, adjacent to works on or near the road.
4. If made, the Proposed Order shall come into operation 00:01 hours on **Saturday 20th April 2019** for a period of 18 months, or until the works have been completed. All works are expected to be completed by 22:59 hours on **Saturday 4th May 2019**.
5. An alternative route will be available for use while the Proposed Order is in force with a local diversion signed on the location. Advanced returning routes will be at the locations advising at the date the works will be carried out. Access will be maintained for all local residents and businesses.
6. A copy of this draft Order and Plan may be inspected free of charge at the locations listed below between normal working hours (excluding bank holidays and public holidays).
• **St Martins Place, 51 Bath Road, Slough, Berkshire, SL1 3UF;**
• **My Council, Landmark Place, High Street, Slough, SL1 1JL;** and
• **The Curve, William Street, Slough, SL1 1XY**
7. If you have any queries regarding the proposed work or alternative route please contact: Head of Transport, Slough Borough Council, St Martins Place, 51 Bath Road, Slough, SL1 3UF.
Date: Friday 22nd March 2019 **01753 825111**

SLOUGH BOROUGH COUNCIL
Section 14(1) of the Road Traffic Regulation Act 1984 (RTA 1984) and Regulation 3 of the Road Traffic (Temporary Restrictions) (Provisional) Regulations 1997.
SLOUGH BOROUGH COUNCIL (FARLE ROAD) ORDER 2019 (Proposed Order)

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2. If made, the Proposed Order will prohibit any vehicle using Farle Road, Slough.
3. The Proposed Order is needed:
• because works are or are proposed to be carried out on or near the road; and
• because of the likelihood of danger to the public, or of serious damage to the road, adjacent to works on or near the road.
4. If made, the Proposed Order shall come into operation 00:01 hours on **Saturday 20th April 2019** for a period of 18 months, or until the works have been completed. All works are expected to be completed by 22:59 hours on **Saturday 4th May 2019**.
5. An alternative route will be available for use while the Proposed Order is in force with a local diversion signed on the location. Advanced returning routes will be at the locations advising at the date the works will be carried out. Access will be maintained for all local residents and businesses.
6. A copy of this draft Order and Plan may be inspected free of charge at the locations listed below between normal working hours (excluding bank holidays and public holidays).
• **St Martins Place, 51 Bath Road, Slough, Berkshire, SL1 3UF;**
• **My Council, Landmark Place, High Street, Slough, SL1 1JL;** and
• **The Curve, William Street, Slough, SL1 1XY**
7. If you have any queries regarding the proposed work or alternative route please contact: Head of Transport, Slough Borough Council, St Martins Place, 51 Bath Road, Slough, SL1 3UF.
Date: Friday 22nd March 2019 **01753 825111**

Bracknell News:

BRACKNELL NEWS

PERSONAL SERVICES

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Single item to whole collections
01635 628624 or M: 07554 444956

ADVERT DEADLINES

Latest booking, alternation or cancellation is 10am **two days** prior to publication.

CMK

Public Notices

Know what's going on in your local area

Wednesday, March 20, 2019 43

THE ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING AND COMPULSORY PURCHASE ACT 2004
TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012 (AS AMENDED)
BOROUGH WIDE DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT
DRAFT FOR PUBLIC CONSULTATION MARCH 2019

The Royal Borough of Windsor & Maidenhead is preparing a Borough Wide Design Guide which supports Local Plan policies by setting out in detail what the Council considers to be design excellence in the Royal Borough. The Design Guide will help guide a major step change improvement in the quality of new development and places created across the Royal Borough and provide guidance to council members, officers, developers and local communities on how to ensure future development has the required high quality and inclusive design to create beautiful places that function well. The consultation will run from **Thursday 14 March 2019** until **5pm on Thursday 25 April 2019**.

Documents can be viewed in the following locations:

- At the Royal Borough of Windsor & Maidenhead website at https://www3.rbwm.gov.uk/info/201027/planning_guidance/1441/emerging_supplementary_planning_documents_spd
- At all local libraries and Parish Councils within the Royal Borough of Windsor & Maidenhead.

Comments can be made in the following ways:

- Online via our consultation portal (<https://consult.rbwm.gov.uk/portal/gd19019>)
- Or by completing a representation form and sending it to planning.policy@rbwm.gov.uk or by post to Planning Policy, The Royal Borough of Windsor and Maidenhead, Town Hall, St Ives Road, Maidenhead, Berkshire SL6 1JF

Comments must be received no later than **5pm on Thursday 25 April 2019**. If you have any further enquiries, please contact Planning Policy on planning.policy@rbwm.gov.uk or by telephone at 01628 79327.

BRACKNELL FOREST BOROUGH COUNCIL
(HIGH STREET, BRACKNELL)
PROHIBITION OF LEFT HAND TURNING ORDER 2019

Notice is hereby given that Bracknell Forest Borough Council has made an Order, in accordance with Section 14 of the Road Traffic Regulation Act 1984 the effect of which is to prohibit any vehicle turning left along High Street, Bracknell from turning left into Market Street.

The alternative route for all vehicles affected will be via Stamped Hill Lane (southbound), a turn around the roundabout and Salford Hill Lane (northbound).

The purpose of this Order is to protect the workforces and public whilst repairs to underground telecommunications equipment are carried out.

The Order will come into operation on the 21st March 2019 and its maximum duration will be 6 months. However it is currently planned that the restriction will be in force overnight from 9pm (21/03) to 6am (04/04) on 21st & 25th of March.

The prohibitions contained within the Order shall only apply when the appropriate signs and markings are displayed in the road.

Dated 20th March 2019
Andrew Hunter
Director - Place, Planning & Regeneration

DRIFT SARAH WILLIS
(Maidenhead, Berkshire)

Notice is hereby given that I have applied to the Registrar of Companies for the appointment of a liquidator in respect of the above named company. The Registrar of Companies has accepted my application and I have been appointed as liquidator of the company. The company is now in liquidation and all claims against the company should be submitted to me as liquidator. The company's affairs will be conducted in accordance with the provisions of the Insolvency Act 1986. I have no personal liability for the company's debts and I have no interest in the company's assets.

Drift Sarah Willis
Liquidator

BRACKNELL FOREST BOROUGH COUNCIL
(A3095 BRACKNSTRAW ROAD, SANDHURST)
TEMPORARY 20MPH SPEED LIMIT & PROHIBITION OF RIGHT HAND TURNING ORDER 2019

Notice is hereby given that Bracknell Forest Borough Council has made an Order, in accordance with Section 14 of the Road Traffic Regulation Act 1984 the effect of which is to:

- prohibit any vehicle from proceeding at a speed greater than 20mph along A3095 Bracknestraw Road, Sandhurst between its roundabout junctions with Magdalen Road and Aldington Road/Noctis Avenue;
- prohibit any vehicle travelling along South Road from turning right onto A3095 Bracknestraw Road.

The alternative route for all vehicles affected by prohibition (ii) will be via A3095 Bracknestraw Road (westbound) and a turn at the roundabout junction of A3095 Bracknestraw Road and Fozzies Avenue.

The purpose of this Order is to protect the workforces and public whilst highway improvement works are carried out.

The Order was made on 19th March 2019 and will come into operation on the 25th March 2019. Its maximum duration will be 18 months, however it is currently programmed that the restrictions will be in place from 25th March to the middle of May.

The prohibitions contained within the Order shall only apply when the appropriate signs and markings are displayed in the road.

Dated 20th March 2019
Andrew Hunter
Director - Place, Planning & Regeneration

BRACKNELL FOREST BOROUGH COUNCIL
(CHINEY DOWN ROAD, BRACKNELL)
TEMPORARY PROHIBITION OF DRIVING ORDER 2019

Notice is hereby given that Bracknell Forest Borough Council intends to make an Order, in accordance with Section 14 of the Road Traffic Regulation Act 1984 the effect of which will be to prohibit any vehicle from proceeding along Chiney Down Road (Bracknell).

The purpose of this Order is to protect the workforces and public whilst works are carried out on underground water supply pipes.

The proposed Order will come into operation on the 1st April 2019 and its maximum duration will be 12 months. However, it is currently planned that the closure will be in place between 1st & 5th April 2019.

This Order shall only apply when the appropriate signs and markings are displayed in the road.

Dated 20th March 2019
Andrew Hunter
Director - Place, Planning & Regeneration

DRIFT SARAH WILLIS
(Maidenhead, Berkshire)

Notice is hereby given that I have applied to the Registrar of Companies for the appointment of a liquidator in respect of the above named company. The Registrar of Companies has accepted my application and I have been appointed as liquidator of the company. The company is now in liquidation and all claims against the company should be submitted to me as liquidator. The company's affairs will be conducted in accordance with the provisions of the Insolvency Act 1986. I have no personal liability for the company's debts and I have no interest in the company's assets.

Drift Sarah Willis
Liquidator

BRACKNELL FOREST BOROUGH COUNCIL
LOCAL GOVERNMENT FINANCE ACT 1992
NOTICE OF COUNCIL TAX 2019/20

Notice is hereby given that on 27 February 2019, Bracknell Forest Borough Council, in accordance with section 30 of the Local Government Act 1992, set the amount of Council Tax for the financial year commencing 1 April 2019 for each of the categories of dwellings shown below:

Part of Council's Area	Valuation Bands					
	Band A	Band B	Band C	Band D	Band E	Band G Band H
Binfield	1085.30	1286.18	1447.07	1627.95	1869.72	2351.49 2713.25 3255.90
Bracknell	1156.70	1291.15	1475.60	1660.05	2028.95	2397.85 2786.75 3320.10
Crowthorne	1102.50	1286.25	1470.00	1653.75	2021.25	2388.75 2756.25 3307.50
Sandhurst	1099.75	1283.06	1465.39	1649.68	2016.28	2382.87 2749.47 3299.36
Werkfield	1077.80	1257.43	1437.07	1616.70	1975.97	2335.24 2694.50 3233.40
Winkfield	1102.56	1286.32	1470.05	1653.84	2021.36	2388.85 2756.60 3307.98

Dated this 12th Day of March 2019
T R Wheadon
Time Square, Market Street, RG12 1JD

Bracknell News

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For enquiries call **01753 627286**

Appendix 3: Objective landing page

Borough Wide Design Guide Supplementary Planning Document

The Royal Borough of Windsor & Maidenhead is preparing a Borough Wide Design Guide which supports Local Plan policies by setting out in detail what the Council considers to be design excellence in the Royal Borough. The Design Guide will help guide a major step change improvement in the quality of new development and places created across the Royal Borough and provide guidance to council members, officers, developers and local communities on how to ensure future development has the required high quality and inclusive design to create beautiful places that function well.

The Design Guide is now subject to consultation. The consultation commences on **Thursday 14 March** and will run until **6pm on Thursday 25 April 2019**.

All comments received will be considered as part of the process for preparing the final document. We will be publishing a summary of all comments received on our website in due course as part of the consultation statement.

Viewing the document:

To view the Design Guide:

- click on the document entitled "Borough Wide Design Guide_R13 Consultation Draft" under the 'Supporting Documents' tab below; or
- click on the 'View and Comment' button below which will open a form from where you can download the Design Guide.

A number of additional documents are also available via the 'Supporting Documents' tab below. These include the SEA screening report and the Response form.

Making comments:

Click on the 'Login/Register' at the top of this page. Once logged in clicking on the "View and Comment" button will open up a form to complete and submit online.

Alternatively, complete the representation form (available in the Supporting Documents tab below) then return it to us either

- By email to planning.policy@rbwm.gov.uk or
- By post to Planning Policy, Royal Borough of Windsor & Maidenhead, Town Hall, St Ives Road, Maidenhead, SL6 1RF

All comments must be received by the council by 6pm on Thursday 25 April 2019.

Appendix 4: People and groups responding

Consultation Body Type	Name of responding individual or organisation
Neighbouring Authorities	Nil
Statutory Consultees	Highways England Sport England Thames Water Historic England Natural England Transport for London
Parish and Town Councils	Old Windsor Parish Council Horton Parish Council Hurley Parish Council Bray Parish Council Sunninghill & Ascot Parish Council
Neighbourhood Plan Development Groups	Datchet Neighbourhood Plan Steering Group Windsor Neighbourhood Plan
Developers and landowners	The Clewer Group Bellway Homes Salmon Harvester Properties Turley – Ascot High Street Consortium CBRE - Royal London Mutual Insurance Society Turnberry – Ascot Racecourse Shanly Homes Boyer Planning
Resident and Interest Groups	The Fisheries Residents Association RBWM Residents Action Group (RRAG) Maidenhead Civic Society Wild Maidenhead Access Advisory Forum Windsor and Eton Society Berks, Bucks, Oxon Wildlife Trust (BBOWT) Office for Nuclear Regulation Project Centre

Consultation Body Type	Name of responding individual or organisation
Individuals	32 individuals made representations

Appendix 5: Main issues raised by respondents to Regulation 19 BLP publication – by topic

This appendix is extensive and has been produced as a stand-alone document.

BWDG consultation statement

Appendix 5

General whole document comments

Summary of comments	Number suggesting	RBWM response
No comments	3	Noted
Waste of time	3	Noted
Document considered good/very good	12	Encouraged to note
Document easy to read	3	Encouraged to note
Document is considered too generic	6	The Guide is not policy. Rather than being prescriptive, it needs to be flexible and allow for evolving practice and innovation.
Document is considered prescriptive	4	The document is not considered prescriptive. Instead it is considered to provide the appropriate level of flexibility and preciseness to ensure that the high quality design that the Borough aspires to can be secured.
Question the timing of the document, years after the Adopted Local Plan and before the Emerging Borough Local Plan is adopted	2	Document is intended as a supplementary planning guide that will support the emerging BLP. However, until the BLP is adopted the Guide will support the existing adopted Local Plan.
The SPD is to build upon policies in the Adopted Local Plan and not introduce new planning policies into the development plan	2	The SPD does not introduce new policies into the existing and emerging development plan. It will provide further detail and guidance for the implementation of the policies in the Local Plans.

Document does not apply equally to rural and urban areas	1	The Guide relates to the design of all development, be it in rural or urban areas. In recognition of the particular design challenges of rural locations, the Guide contains a section that deals specifically with rural and edge of settlement development.
Document very housing focussed	3	The majority of development taking place in the Borough is housing related and it usually attracts the highest degree of scrutiny by local communities and other stakeholders. As such, the Guide has had to give particular focus to this development form. However, many of the sections of the document and the guiding principles relate to all forms of development. There are also specific sections of the Guide that provide additional guidance for non residential uses.
Guide is largely focused on new build developments rather than addressing the bigger issues of existing housing/building stock and redevelopment	1	This is incorrect. The Guide addresses all forms of development including redevelopment and changes of use for existing development.
Document is light on how to mitigate climate change	1	Noted. The Guide is intended to provide an overarching framework for design matters, including responses to climate change. Much greater detail and guidance will be provided through a specific SPD related to climate change adaption and mitigation.
Pleased to see that BREEAM is no longer part of the policy.	1	Encouraged to note
Traffic congestion will increase	3	This relates to the quantum of development which is dealt with through the Local Plan process. However, the Guide seeks to deliver design that will minimise the effects of car use by encouraging provision of walking and cycling and human scale walkable environments. It also seeks to provide high quality, attractive facilities and infrastructure for vehicles.
Imprecise statements should be replaced by closer definition	2	Noted
Concerns of unauthorised development	2	Unauthorised development is an enforcement issue

Visually there is a poor choice of photo in several sections which are either poorly lit, out of focus or would seem irrelevant to the section they are in	1	Noted. The quality of the photos will be reviewed and improved wherever possible.
No reference to the need for wildlife-sensitive artificial lighting and the reduction of light pollution, or the designing-in of dark spaces and corridors for wildlife	1	Noted
Document doesn't do enough to encourage enhancement of biodiversity	3	Noted

Chapter 1: Setting the scene

Specific reference	Summary of comments	Number suggesting	RBWM response
1.6	Thames Water requests that all subterranean/basement development incorporates a positive pumped device or other suitable flood prevention device to avoid the risk of sewage backflow causing sewer flooding. This is because the wastewater network may surcharge to ground level during storm conditions. Such measures are required in order to comply with the NPPF which highlights the need to avoid flooding and also in the interests of good building practise as recognised in Part H of the Building Regulations.	1	Noted. Document will be updated to reflect this.
1.7	New development does not appear to be defined for non housing. Would a school extension block count as new development, or just a brand new school?	1	Noted. Further clarification will be provided.
1.8	Point 1.8 states “it does not provide guidance on matters already addressed by national building regulation requirements e.g. energy water efficiency and disabled access.” There is some related guidance on page 58 point 7.34 “The council encourages applicants to consider applying the Lifetime Homes Standards to residential developments. These standards look to create dwelling spaces that are accessible adaptable and flexible.” Could the guidance about encouraging applicants to consider applying Lifetime Homes Standards be also included in the status section at the start of the Design Guide.	1	Section 7.34 is considered the most appropriate location to refer to the Life time Homes Standards. Reference is also made to Lifetime Homes in the Glossary.
	It is disappointing that existing documents such as the Townscape Assessment and Landscape Character Assessment are barely referred to. The Guide should make clear that the Description, Evaluation and Key Characteristics in the Townscape Assessment, and the Landscape Character Assessment, must underpin the design approach. Development that is not consistent with these documents cannot be regarded as enhancing the character of the area or providing design excellence and consequently will be resisted.	5	Both the Townscape Assessment and Landscape Character Assessment are referenced through the document where relevant.

1.9	The link given does not provide the publications for this paragraph.	1	Noted. Document will be linked to list of all applicable design related policy and guidance
1.9	Section 1.9 states that the BWDG “ <i>provides an overarching borough wide framework for detailed guidance on design related matters.</i> ” It then references related supplementary planning documents. It would be useful to add the specific references throughout the BWDG in the relevant sections e.g. we presume that Sections 7.11 to 7.15 relate to the Sustainable Design and Construction SPD. This SPD hasn’t been read in detail for the purposes of our response to this consultation, however, it is noted that it was written in 2009 and so may be in need of updating.	1	The Sustainable Design and Construction SPD still holds relevance and should be read in conjunction with the Borough Wide Design Guide until it is updated.
1.11	Para 1.11 suggests that the Guide is intended to relate to the existing Borough Local Plan (BLP) and the draft BLP that is currently the subject of Examination (BLPSV). This is inappropriate since the two documents contain different design policies. This needs to be changed with any necessary amendments made to the Guide. The Guide should be structured so that it supplements the BLPSV if/when that document is implemented. It makes no sense for it to be linked to a document that RBWM expects to be superseded.	1	The guide has to be written to support policies that currently are adopted. However, the Guide does also need to recognise the emerging BLP policies, which provide more detailed design guidance than the adopted Local Plan. The Guide has been prepared to deal with this evolving policy situation.
1.12	Can the following be added to Para 1.12 the end of the sentence “and demonstrate that it can be adequately accessed by prospective users.” That wording is taken directly from Government guidance on Design and Access Statements (within Paragraph: 029 Reference ID: 14-029-20140306 Revision date: 06 03 14).	1	This is a detailed point that would not be appropriate to add in this over-arching paragraph about the relationship between DAS and the BWDG.
1.14	I expect that 1.14 would allow the diversity in Architectural design that would allow the type of diverse housing allowed at Graven Hill in relation to self build. If you consider the local vernacular then you will end up with the boring bland designs that you are seeking to avoid. Relaxed planning regulations would allow a street scene where each property is completely different and diverse as championed by Grand Designs "the Street" and NaCSBA.1	1	This is addressed in the paragraph where it states that the Council will seek robust design justification of applications that depart from full compliance of the guide.

1.21	Suggest that paragraph 1.21 also refer to Policies CA1, CA2, CA6, LB2 and HG1 of the adopted Local Plan as these also relate, at least in part, to design.	2	Noted. Document will be updated to reflect this.
	The design guide seems to largely be committed to design principles encompassing the towns and larger villages within the Borough. We are concerned that there is little mention in the guide of village character or protection. Taking the three neighbouring Villages of Datchet, Horton and Wraysbury, the characteristics are substantially different and diverse. It would therefore be more meaningful and helpful if the Design Guide includes reference to and acknowledgement of the Neighbourhood Plans for those villages (albeit Datchet's is yet to be produced).	1	The Design Guide should not be thought of as isolated guidance for specific places, it is instead general guidance for the whole borough. Design for specific places can be elaborated from this guide in Neighbourhood Plans or locally specific Design Guides..
	Notwithstanding our support for the design principles contained within the Guide as helpful guidance for development within the Royal Borough, the racecourse is a unique form of development. Its development typologies are far too specific to the needs of the racecourse for the Design Guide to apply in any meaningful sense. Our client requests that text is added to the 'Scope' section in Chapter 1 to explain that Ascot Racecourse is not covered by the Guide owing to its unique development needs.	1	We welcome the support of the design principles, but specific sites will not be uniquely excluded from the guidance of the Design Guide.
	The guide lacks a link between design and the composition of the population who live and work in the Borough – what kind of population does the Borough serve in the main – young professionals/families/retirees?	1	The Design Guide has a purpose to serve all demographics of the borough.
	We would suggest that reference to the use of planning conditions to enable control over future development, i.e. changes in site layout, building design, landscaping, is therefore vital in order to maintain important features and overall high quality of these sites.	1	The NPPF states that planning conditions should be kept to a minimum and planning conditions are used only where appropriate on planning permissions.

Chapter 2: How to use the document

Specific reference	Summary of comments	Number suggesting	RBWM response
Table 2.1	There are some concerns that developers could use the checklist as an argument that the development is appropriate, even when it is not. The method of using the table is not incredibly clear. More of an explanation should be given.	1	Noted. The table, along with the checklist in chapter 13, are intended to be a useful guide for the LPA in determining planning applications. Developers will also need to provide a Design and Access Statement where required.
Table 2.1	Looking at Table 2.1 which lists the Design Matters covered by the guide (particularly considering the content of, and drivers behind, these sections) and the Design Checklist, the majority of the Guide is focussed on matters of aesthetic design	1	Noted.

Chapter 3: Strategic design themes

Specific reference	Summary of comments	Number suggesting	RBWM response
	The Design Guidance talks about 3 overarching themes Royalty, River, Green. Why Royalty? Tourists clog up Windsor and RBWM make no effort to distribute wealth across the borough. The Royal Parks severely limit the amount of accessible open space in the Borough. Royalty is not a benefit to RBWM. Suggestion of 'History' instead	4	The suggestion of 'history' instead of 'royalty' is noted. However, many places around the borough have history but royalty is such a unique, fundamental and important part of the identity of the borough. No change proposed.
	There are many things in this document which are positive. In particular, we welcome the overarching themes of Royalty, River and Green which will give prospective developers a high-level view of the expectations the Borough has of them in working up proposals. Indeed we believe that more might be made of these themes in the body of the document as at present they appear somewhat detached from most of the text and are not embedded in it as they might be	2	Noted.

	We welcome the principle of the broad design themes of Delivering Sustainable Places and Creating a Sense of Place, but are disappointed that neither include any reference to the historic environment. Paragraph 8 c) of the National Planning Policy Framework makes it clear that the conservation and enhancement of the historic environment is an integral part of achieving sustainable development and historic buildings and places often provide a strong sense of place.	1	Noted. 'History' and the historic environment are major features to creating a sense of place and we will reflect this in updating the document.
	Section 3 of the Guide needs complete rewriting without political spin and gratuitous subjective observations: why is the commitment to design excellence suddenly watered down to "high quality design is the minimum standard"?; why is it considered appropriate to demonise cars on the first page of this section? Like it or not cars are, and will remain in the foreseeable future, a widely used method of transport. To suggest otherwise is absurd; why is passive solar design prioritised over other sustainable options?	1	Noted. The intention is to encourage travel options that are more sustainable and healthier. Passive solar design is just one of the sustainable design options.
	Within the broad design themes (putting people first, creating a sense of place etc.) it would be helpful to see some emphasis on "visual attractiveness" and "sympathetic to local character and history", to ensure that good design responds to the context.	1	Noted. Reference to visual attractiveness and historical assets will be strengthened through-out the document and in the broad design themes.
Image 3.5	A different image should be chosen. This design is not broadly considered to be good, or high quality. The words in the neighbouring paragraph "The council will encourage innovation in design" suggest that this image is an example of innovative architecture which is not considered the case.	1	The council are of the view that this building makes a good and positive contribution to the Maidenhead Townscape. No change proposed.

Chapter 4: Design Process expectations

Specific reference	Summary of comments	Number suggesting	RBWM response
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Table 4.1	Table refers to need for two sets of pre-application discussions. Would this be required for school applications?	1	Schools as a non-residential type of development will be required follow the table steps.
Table 4.1	Would consultation with the school only count as community engagement? Neighbours would usually only be consulted after submission of an application - unless a large school scheme.	1	Schools, as a non-residential type of development, will be required follow the table steps as far as they are applicable to the proposed development. Para 4.1 will be amended to make this clearer.
Table 4.1	<i>Design Process Steps</i> omits any ecological or biodiversity appraisal. This is needed to ensure the SPD complies with the requirements for net gain in biodiversity specified in the NPPF (and recently emphasized by the Chancellor's Spring Statement	2	There are many components of a site, including biodiversity and it would not be practicable to mention them all in this table, which is essentially a summary. The analysis of what should be covered in a site and context analysis would be something the developer would explore with the Local Planning Authority, statutory consultees and the local community.
Fig 4.1	The illustration of a concept plan refers to 'primary roads'. This terminology is confusing, since primary roads are major A-roads that connect to the strategic road network.	1	The use of 'primary roads' as terminology in concept plans is common practice. The concept plan is an indicative layout proposal illustrating key components, so the use of primary roads as terminology may be replaced if appropriate.
Principle 4.1	Principle 4.1 only states that "medium and large developments should also provide a Concept Plan". We consider they should be a requirement. If not provided there is no Community consultation at all on the development.	2	Noted.
Principle 4.1	I would encourage the Royal Borough to incorporate our Active design guide as part of the process for developers to consider when creating schemes. Sport England & Public Health England's Active Design guidance	1	Noted. Reference will be made to the Active Design Guide.
Fig 4.2	This is an OS map	1	The map shows clear plot boundaries for a plot plan.

4.2	Paragraph 129 of the NPPF (2019) acknowledges that design review is one of the tools and processes for assessing the design of a scheme and there are other measures such as assessment frameworks and community workshops. The NPPF does not, however, mandate the use of the design review process for all large-scale/major proposals. It is possible for schemes to be screened for suitability for design review or other measures to assess design quality at pre-application stage or planning application stage without this being an SPD requirement. We would therefore advise this requirement is altered to be recommended best practice.	2	The council is committed to ensuring that new large scale development in the Borough is of the highest design quality and the D:SE design review process is considered an essential part of this.
4.2	This requirement imposes significant costs as well as impacting the planning timescale and should only be required where the development might have an effect on a conservation area or protected landscapes for example.	1	Noted. However, the council is committed to ensuring that new large scale development in the Borough is of the highest design quality and the D:SE design review process is considered an essential part of this.
4.3	We seek Design South East comments on many schemes of less than 100 units. This should be re-considered as there are key examples where schemes of 40-100 units where this process has added value. Should you mention the weight NPPF (2019) gives to the value of pre-app process and innovative design?	1	Noted. Guide will be amended to reflect: <ul style="list-style-type: none"> • mandatory requirement for D:SE design review for schemes of 40-100 units in designated areas such as conservation areas. • In all other areas the council will encourage for smaller schemes (40 – 100) to use Design South East review processes to help deliver higher quality design
4.8	The community engagement envisaged by Paragraph 4.8 must be mandatory. It is pointless for it simply to be a recommendation that a developer can (and will) choose to ignore.	2	Noted. Para 4.8 to be amended to add weight to requirement for community engagement
	Whilst a development would be required to follow the requirements of the Design Guide to achieve a high standard of development and sense of place etc. there does not seem to be anything about maintaining the finished scheme. Future changes could erode the	1	Future changes to post development will have to adhere to the guidance of the design guide and may be subject to conditions on planning permission.

	carefully planned scheme and all the effort put into achieving the final the design could be lost.		
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Chapter 5: Character

Specific reference	Summary of comments	Number suggesting	RBWM response
Principle 5.1	We welcome the reference to listed buildings etc in Principle 5.1, although we suggest that “Features of historical interest” could be included as an element in part 1 of the Principle.	1	Noted. Text to be amended to include features of historic interest.
Principle 5.1	(5) can the wording be reconsidered so that biodiversity enhancement should form an integral part of this? NPPF (2019).	4	Noted. Document will be updated to reflect this
5.3	“Many Listed Buildings”... this should read “956 Listed Buildings and structures. This includes 23 Grade I and 72 Grade II* Listed buildings and structures”	1	Noted. These additional details will be added.

Chapter 6: Layouts

Specific reference	Summary of comments	Number suggesting	RBWM response
	Thames Water support the creation of more public realm as long as 24/7 access is retained to our water supply/sewerage infrastructure e.g. manholes, which have historically been located within the highway. At present Thames Water can access their water supply/sewerage network infrastructure via normal roadworks / parking suspensions and seek assurance that any proposals will not create additional access restrictions.	1	Noted.
	Numbering paragraph error 6.1-6.5	3	Noted. Errata will be fixed

6.1	Advice should reflect guidance set out in CIHT's 'Buses in Urban Developments' ¹ . Routes should strike an appropriate balance between catchment and directness. Stops should be located every 300 - 400m depending on service frequency and should be located so as to serve key facilities and be served by local walking route networks.	1	Noted. Chapter 6 will be amended to ensure reference to use of streets by public transport and the layout infrastructure needed to support this.
Principle 6.1	Street design should not be about vehicle movements. Streets should be designed for people – cars should be allowed; not the other way around. You make this point as a design principle but you fail to mention how you might do this? You specifically rule out cul-de-sacs, as these restrict 'flow'. They wouldn't if you allowed cycling/walking through them. This would also make cycling/walking shorter than driving (again another principle you fail to say how you would do this). You also don't talk about one-way streets. Nor changing the design principles based on the use (residential, through-routes, main road) - although 6.2 mentions a hierarchy of streets (but no mention of the actual design principles)	2	Noted. Chapter 6 will be amended to strengthen the concept of streets being designed for people and the need to connect cul-de-sac layouts through walking and cycling networks.
Principle 6.1/6.2	Section 6 must be redrafted to include connectivity for wildlife and habitats, as well as humans. In particular Principles 6.1 and 6.2 need additional points to ensure that wildlife, e.g. Common Toads accessing their breeding ponds in Riverside ward, is offered safe passage and that opportunities to connect habitats through blue/green corridors or stepping stones are taken.	2	Noted. Further opportunities for connecting wildlife and habitats will be addressed in the upcoming Green and Blue Infrastructure SPD
Principle 6.2	Support for increased tree planting	1	Noted.
Principle 6.2	In order for the public sewers and water supply network to operate satisfactorily, trees, and shrubs should not be planted over the route of the sewers or water pipes.	1	This is a specific detail that will be picked up in the forthcoming Blue Green Infrastructure SPD.
Principle 6.2	An area is often defined by the scale and quality of street furniture and whilst we agree with the concept we would like to see more detail regarding street furniture.	1	Noted. More detailed reference to high quality street furniture to be included.

Principle 6.2	To allow for a degree of flexibility and consideration of local context, we would advise that this paragraph is worded in a more positive manner	3	Noted. However, the Principle is already written in a
Principle 6.2	Principle 6.2 refers to developments using 'pressure vacuums' to create visually interesting streets, however it is not clear what is meant by this terminology. A definition of 'pressure vacuums' should be included within the Glossary to provide clarification.	2	Noted. 'pressure vacuums' will be added to the glossary.
6.3	Suggest changing wording to 'walking and cycling routes'. It is not clear why walking and cycling routes have been singled out for 'low level solar powered lighting'. Walking and cycling routes need to be adequately lit to ensure the safety and security of users. Solar lighting can be useful for wayfinding purposes in certain circumstances, but they do not provide the same levels of illumination as powered lighting and may struggle to provide illumination throughout the night, particularly in winter when cold weather and shorter days affect battery life.	1	Noted. Text will be clarified to indicate low level solar lighting relates to green infrastructure areas.
6.21	Whilst we understand the desirability of defining public/private space, where a certain form of frontage or boundary treatment is a particular characteristic of a conservation area. It is likely to be more appropriate to respect that. This point is also relevant to Principle 9.1.	1	Noted.
	We suggest that Section 6 of the Guide includes a reference to Historic England's " <i>Streets for All</i> "	1	Noted. Document will be updated to reflect this.
	The Design Guidance talks about connectivity and good roads. The roads around Maidenhead and in the town centre are a complete mess. The town centre has a variety of road surfaces all of which are broken, uneven and dangerous. This reinforces the slum appearance of Maidenhead. The development on Braywick has NO development of the road infrastructure around it. Braywick Leisure will cause total gridlock for this part of town at all times. The creation of a new town on the Golf Course will further exacerbate this because again RBWM has NO intention of developing any roads around the golf course.	1	This is considered to be a Local Plan policy matter and outside the remit of the design guide.

	States high traffic congestion in Maidenhead will get worse with Crossrail, suggests a park and ride and development further from the centre	2	This is considered to be a Local Plan policy matter and outside the remit of the design guide.
6.24	The parking requirements set out in paragraph 6.24, which require soft landscaping to be included between every three spaces in new developments, may not always be feasible if space is constrained. We consider that this should either be only applicable to new, suburban developments, where spacious parking would be expected, or that the policy is worded to enable this to be applied flexibly for town centre proposals.	1	Parking schemes in high density urban locations may need to use solutions involving undercrofts or on street provision.
	This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.	1	Green infrastructure is referenced throughout the guide and there is requirement for provision for GI in principle 7.1. Further GI detail and guidance will be provided in the upcoming green and blue infrastructure SPD.
	This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment.	1	Noted. References to design to maintain and enhance nature will be strengthened in the document. Detailed guidance on specific design features for biodiversity enhancement will be provided in the upcoming green and blue infrastructure SPD
	Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might make a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts. For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die.	1	Noted.

	Section 6 should be rewritten so as not to refer to the word "block" which has the implication of a large, and often uniform, building of poor design.	3	'city block' designs and the term 'block' are not meant with negative implications, but instead are urban design terms to describe functioning layouts in a network
6.5	Whilst we welcome the inclusion of this paragraph on green infrastructure we feel that the designing-in of green infrastructure in all new developments should be mandatory in order to contribute to measurable biodiversity net gain and to provide lasting multifunctional benefits for the Borough.	1	Noted. Section will be strengthened.
Principle 6.5	This principle is too prescriptive and it is the role of a Design and Access Statement to set out the justification for the design approach being proposed. No consideration is given to where fine grain plots may be less appropriate in design terms given the site context. As proposed, the principle merely 'restricts the scope of the designer' where a high quality design could be delivered without reinforcing a fine grain plot.	4	Fine grain plots are fundamentally important in maintaining human scale, richness and diversity in the local environment. The Principle is not worded as an absolute requirement and flexibility is provided through the design checklist (Chapter 12, Check point 10) for designers to depart from the requirement provided there is suitable justification.
6.6	We recommend amended wording: <i>"In new streets, designers will be expected to include adequate space to accommodate large street trees."</i> This statement strengthens the requirement to address space needs for trees, clarifies the requirement to accommodate large growing species that will ultimately provide many social, cultural and environmental benefits	1	Noted. Consideration will be given to ensuring space for larger trees will be provided. However, although large species are important for biodiversity, there are also issues related to overshadowing, tree deposits and undermining of foundations to be considered.
Principle 6.6	Need to ensure that boundary treatments do not obscure visibility for vehicles emerging from properties. Reference standards for sight lines (i.e. 0.6m max height around accesses).	1	Noted. Document will be updated to reflect this
Principle 6.6	There should not be a requirement in Principle 6.6 for boundaries to be at least 1 metre in height. This is unduly prescriptive. There are many ways of defining public and private space without such a requirement which will often be out of keeping with the character of the area.	4	Noted. Document will be updated to reflect this

6.7	Para 6.7, the table mentions specific building height to street width ratios. On what evidence are these ratios based? Surely this should vary according to context?	5	These ratios are derived from Table 5.2 of the Urban Design Compendium published by English Partnerships. While no longer updated, it still provides a useful resource for built environment professionals and is supported by an extensive library of case studies. The table provides minimum and maximum standards and a range of locations thus giving flexibility and variability depending on context.
Principle 6.7	There are inconsistencies between Principle 6.7 and Principle 6.9 in terms of the number of spaces where landscaping is required. Also, the proposed standard for landscaping will have major implications for the footprint of large car parks (e.g. LEGOLAND, and office parks).	1	Noted. The two principles will be made consistent.
Principle 6.7	The first criterion is restrictive requiring soft landscaping to interspace every 3 parking bays which offers limited flexibility and consideration of the site constraints (such as size and shape) and surrounding context – whether central, urban, suburban, rural or transitional. In some instances, it would be preferable to maximise opportunities to deliver usable amenity space as far as possible within the site, rather than create large parking areas – as a result of the requirement to integrate unusable areas of soft landscaped areas. In relation to the second criterion to allow for a degree of flexibility and for consideration of context, we would advise that this paragraph is worded in a more positive manner, as an example ‘active frontages should be maximised and inactive frontages minimised on the ground floor of buildings where they face the streets or other routes, in order to provide natural surveillance.’	2	Noted. Principle 1 will be given more flexibility and Principle 2 provides specific design detail to provide for active frontages. The suggested text would lose the detail that is felt necessary to achieve a good design for what are often difficult types of development to integrate successfully into a place.
Principle 6.8	Final bullet refers to ‘pavement’ which is a type of construction rather than the part of the public highway allocated to pedestrians.	1	Noted. Will be amended to refer to the public highway.

	Suggests number of issues related to parking including pressures of parking provision and standards throughout the Borough. Seen as an opportunity for RBWM Parking SPD to be updated	16	Noted.
Principle 6.11	<p>Unsure what 'subordinate means' does this mean to existing buildings on the street frontage or not being overtly prominent in the C&A of the area. Just needs clarifying. A section in para 6.36 should also include explanation about them not being overly prominent.</p> <p><u>Net</u> loss of green or blue infrastructure? May need to consider this further as arguable most rear garden development results in loss of green infrastructure as it builds on gardens.</p> <p>Need to mention that the impact on amenity includes any proposed accesses (I.e. a access path of backland development which runs immediately adjacent the host dwelling can cause loss of amenity due to noise and disruption.</p>	1	Noted. Further clarification to be provided
Image 6.11	This is not necessarily a hard and unattractive street. The buildings appear to have some age and are therefore part of the heritage of the borough. The street looks slightly ad hoc because none of the original windows or doors survive. These replacements have made the terrace look uncared for, but the terrace itself has historic interest. This image should be changed to suit.	1	Noted. Description of image will be amended to reflect hardness and lack of greenery and interesting visual variation.
6.14	I have not been able to locate the Open Space Study 2019 referred to in paragraph 6.14. BBOWT would welcome the opportunity to review this document.	1	Noted. The link to the Open Space Study 2019 will be updated.
	The location of pictorial examples in this section, and elsewhere, are not identified and appear to be from outside of the Borough. It would be helpful to see some specific examples identified from within the area, at least identified as to area (e.g. Maidenhead area, Horton and Wraybury area).	1	Due to the sheer volume of images, there are images that are not located in the borough in order to display the best examples and illustrations which are not always found locally
6.17	We wish to emphasise in relation to car parking and other forms of hard standing that embedding green infrastructure in design goes beyond 'softening' the appearance; design should take every opportunity to make features multifunctional, such as incorporating permeable paving which allows for direct surface drainage and small	1	Noted. These concepts will be picked up in detail in the forthcoming Green & Blue Infrastructure SPD.

	plants to grow in gaps, as well as providing a suitable surface for vehicle parking.		
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Chapter 7: Built form

Specific reference	Summary of comments	Number suggesting	RBWM response
Principle 7.1	Principle 7.1 is simply an encouragement for developers to over-develop sites. Prescribing the "highest density possible" is neither consistent with the NPPF which requires the efficient use of land nor Policy HO5 of the BLPSV.	4	Noted. Para 1 text will amended to reflect NPPF wording.
Principle 7.1	The openness of the Green Belt is a matter of planning policy and any proposed developments within the Green Belt will need to give due consideration to the requirements of The Framework/ Local Policy. As such, this element of the principle is not required with the Design Guide. Consideration can be given to the local character, the environment and the appearance of the area which would be explored through a Design and Access Statement in any event. That said, reference needs to also be made to the sustainability achieving the highest density possible especially in the most sustainable locations in line with para 122 of The Framework.	3	Noted. Reference to Green Belt to be removed.
Principle 7.1	Further clarification is also required under Point 2 in relation to the definition of 'higher intensity and quantifying the term 'generous' in terms of green infrastructure provision. This has not been quantified and should be considered against the existing open spaces provision within a locality to ensure that an efficient use of land is achieved in sustainable locations where higher density and intensity of development is likely to be more appropriate.	3	Noted. Text will be amended to refer to standards to be set out in the forthcoming green/blue infrastructure SPD.
Image 7.2	Is this the image which needs to be used? Those balconies are a poor example of design where we failed to deal with how they look underneath. What about the flats north of Kidswell Park?	1	This image is about mixed use in a tall building and is considered appropriate. However, images will be re-evaluated in any further potential review of the SPD.

Principle 7.2	In point 2- You need include something about justification for similar tenures maybe considered appropriate for certain specialist facilities. I'm talking about homeless bedsits, YHA accommodate of bespoke housing for certain groups.	1	Text to be amended to allow for greater flexibility
Principle 7.2	It is not considered to be of benefit to introduce additional uses if these would not be viable and result in empty units. There is little to be gained from creating space for which there is no demand. Therefore it proposed that the wording of this principle is changed to allow for the circumstances where this may be unviable due to the current market.	3	Text to be amended to allow for greater flexibility.
Principle 7.3	Would argue that building lines forms part of layout and should be moved in section 6- after principle 6.5. In any case it's not just about set back, it is more about how developments forward of established building line disruption the street frontage and appear overtly prominent.	1	No change proposed. Section considered to sit more comfortably in Section 7.
Principle 7.4	We recommend that Paragraph 4 of Principle 7.4 is re-worded to refer to dual aspect accommodation being encouraged for all types of development, unless justification is provided for otherwise. This would ensure that the Principle allows for an appropriate degree of flexibility.	1	The current wording is considered appropriate and sufficiently flexible.
Principle 7.4	Active solar gain should be mandatory on any new residential development. There is no excuse for not including this.	1	Noted. Reference will be made to active solar technology.
Principle 7.5	There is no reference to the inclusion of green roof features to enhance biodiversity in high rise buildings.	1	Noted. Document will be updated to reflect this and the Tall Buildings Strategy and emerging tall building policy.
Principle 7.5	Principle 7.5 should be brought into line with 7.19.	1	Noted. Text to be updated to ensure consistency between Principle, paragraph, Tall Building Strategy and emerging policy
Principle 7.5	The second paragraph here could be interpreted as encouraging the erection of buildings up to 10 storeys high in Windsor and Eton town centres. Assuming that this is not what is intended, some stronger qualification is necessary, making it clear that in Conservation Areas and other places close to heritage assets, development on this scale is	1	Text to be made consistent with Tall Building Strategy and emerging policy

	unlikely to be approved. Some increases in height may be acceptable even in sensitive historic environments but are likely to be limited to a single additional storey and will need to be very carefully considered to ensure that the additions are not harmful to nearby heritage assets or to the character of historic town centres.		
Principle 7.5	This principle states that higher buildings (mid-storey) will generally be acceptable in urban locations such as local and town centre environments. Building heights should be informed by their context. There may be sites in urban locations where tall buildings may not be appropriate and sites in other locations which could accommodate height and where it may be appropriate to do so. We would advise that this sentence is reworded to omit the reference to tight urban and town centre locations and make it clear applications for taller buildings will be assessed on a case by case basis and local context and character taken into account.	2	Text to be made consistent with Tall Building Strategy and emerging policy
Principle 7.5	The suggestion that building heights should be 3+ storeys in the town centre is considered to be modest and unambitious. Given the significant land constraints of the borough resulting from the large amount of the borough that sits in the Green Belt and the introduction of Crossrail to Maidenhead which will enhance its sustainability it is considered that the Council should be actively encouraging higher density developments in Maidenhead Town centre which will inevitably lead to an increase in storey heights. This section of the document and the associated principle 7.5 are currently negatively worded and give the impression that higher density development will be permitted as an exception to the rule. It is considered that this is a clear conflict with Section 11 of the National Planning Policy Framework which promotes the effective use of land and at paragraph 119 requires local authorities to be proactive in helping to bring forward land that may help meet development needs.	2	Text to be made consistent with Tall Building Strategy and emerging policy
7.5	Supports buildings of 3+ storeys in town centres, but Principle 7.5 allows heights above 3 storeys in tight urban locations such as local	1	Text to be made consistent with Tall Building Strategy and emerging policy

	and town centre environments (with qualifications). This will allow heights above 4 stories in both Sunninghill and Ascot.		
7.39, 7.41 Principles 7.6, 7.9 and 7.11	We welcome Principles 7.6, 7.9 and 7.11. We also welcome paragraphs 7.39 and 7.41, although we suggest that this sub-section on architectural detailing could include a reference to taking cues from historic buildings.	1	Noted. Text to be amended to refer to historic buildings
	This design guide gives no comfort in respect of building work conducted without planning permission, and for which retrospective planning is then demanded by enforcement. Buildings and boundary walls erected by this process, have been allowed to remain despite opposition on grounds of these design principles.	2	This guide does not touch upon planning enforcement issues
Principle 7.7	This principle is too restrictive and seeks to stifle innovation by indicating that all development should appear the same as the existing character. The PPG is clear that innovative design should not be discouraged with para 126 of The Framework recognising that there should be a degree of a variety for design. The drafting of Points 1 and 3 directly conflict. The principle requires clarification or should be removed.	1	Adequate protection for innovative roof form is considered to have been provided in Bullet point 1. No change considered necessary.
Principle 7.8	I personally think it would be useful to include a chart with internal space standards i.e. minimum size for a bedroom, living room etc.	1	The National Space Standards have been referred to in Principle 7.8 and as these may change over time, it is not considered appropriate or necessary to include the current standards in the SPD.
Principle 7.8	The principle seeks to introduce residential space standards as a new policy requirement that goes beyond those in the Council's adopted or emerging local plans. Paragraph 008 (Reference ID: 61-008-20190315) of the NPPG (2019) states 'supplementary planning documents (SPDs) should build upon and provide more detailed advice or guidance on policies in an adopted local plan. As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. They are however a material consideration in decision making. They should not add unnecessarily to the financial burdens on development.' Reference to	4	The National Space Standards are Government guidance on minimum acceptable living spaces. It is not considered inappropriate to refer to them.

	national space standards should therefore be omitted from the SPD on the basis that it is contrary to Government guidance to introduce such requirements as part of an SPD and there is no evidence that the Council has followed the necessary steps set out in the NPPG that must be followed to justify the introduction of space standards.		
	We strongly support the idea of maintaining the norm of 2-storey (occasionally 3) in rural and suburban areas. We agree that Town centre heights can be more varied, subject to certain conditions, but that upper storeys should be set back wherever possible.	1	Noted
	Our preferred approach would be for the Design SPD to contain a very clear statement that the Borough expects affordable and/or social housing to be tenure blind and completely indistinguishable from any other type of housing in terms of design e.g. styles, materials, finishes, parking allocation, amenity space, minimum room sizes etc. Such a statement really would go some way to convincing us that RBWM is truly committed to delivering what residents want and need.	3	This is a matter that will be picked up in detail in the forthcoming affordable housing SPD.
Principle 7.9	Include specific reference to features such as bird and bat nest boxes, and swift bricks.	1	Para 7.4 already refers to bat, swift and bird boxes. It is not considered necessary to repeat them in the Principle as they are only several examples of a range of features that can be used to encourage biodiversity.
7.10	Paragraph 7.10 shows pictorial example of building lines, but these are confusing in the context of paragraph 7.10 which suggests that variations from the building line can be encouraged in certain circumstances.	2	Para 7.10 states the occasional variation from a common front building line may provide opportunities, whilst the picture (figure 7.1.) displays a typical common front building line
Principle 7.11	This principle is onerous and overly-prescriptive and does not allow for new ideas or concepts to be explored through the design process. It is considered that references to chimneys be removed as these can be a feature and contribute to the streetscene without an internal fireplace being provided. In addition, in terms of materials, the quality and finishing of materials is constantly evolving and as such specifying requirements for timber weatherboarding is not justified given there	2	Reference to brick vs timber cladding will be deleted. It is considered wasteful and disingenuous to have stick-on chimneys with no associated functioning fireplace. Accordingly, no change to this text proposed.

	may be alternative appropriate materials that represent a better alternative for a scheme.		
7.13	7.13 should be redrafted. Climate change is a real and pressing emergency. Where solar panels can be fitted they should be whether or not they are "detrimental in appearance." It appears here that RBWM considers appearance as more important than mitigating climate change which is an unusual approach.	1	Solar panels can have a very detrimental impact on the appearance of the street scene and visual amenity. It is important that this important technology does not undermine local character, particularly in sensitive historic environments. Text to be amended to include reference to historic environments.
7.19	Building heights - very little is made of the impact of this on heritage issues and context.	2	Reference to be made to Tall Buildings Study
7.19	Well-designed buildings should respond to the local character, buildings with a setback may not be suitable in every location, in particular where there is a consistent scale and form. We would advise a caveat is included to make clear that set backs will be encouraged where they are appropriate.	1	Noted. Text to be amended to refer to encouragement of setbacks where appropriate.
	I am very pleased to see you are taking note of the positioning of new high rise buildings with regard for sunlight and green spaces and are considering climate change and the need to cut down on energy thus using more natural light, however very tall buildings would have a massive negative impact on natural light for the existing buildings and indeed the lower floors of high rise buildings.	1	Noted
7.24	We object to this paragraph. This is too prescriptive and does not reflect the different floorplate requires for different uses. There is a still a requirement for RBWM to plan for offices, care homes and retail and such a restrictive policy will not allow for high quality mixed use developments to come forward where larger floorplates will be required. Such a design approach will restrict certain forms of development coming forward in locations where they are acceptable, or where an applicant has justified the requirement. In addition, where a proposed use requirement a greater requirement for bulk and massing to address its operating requirements, appropriate	1	The paragraph provides examples of how large footplates can be integrated into fine grain environments. This calls for innovation and a local bespoke response rather than inserting standardised templates into an area with no regard for the local environment. No change proposed.

	design responses can be achieved that will preserve neighbouring amenity and can create visual interest in the street scene. As proposed, this would stifle innovative design and undermine the delivery of alternative uses in appropriate locations.		
7.26	We suggest that this wording could be strengthened along the lines of “developers will be expected to demonstrate that all opportunities for incorporating green infrastructure on roof spaces have been considered.”	1	Text to be strengthened as suggested
7.34	We consider that the encouragement that dwellings be designed to Lifetimes Homes standards represents a ‘policy’. The Principle does not ‘build upon’ policies in the Local Plan but instead establishes a standalone requirement which has not been tested.	1	The text is written as encouragement rather than a prescription. Reference is also made in emerging policy to homes needing to be adaptable to take account of changing life circumstances. No change required.
7.38	This paragraph should read as follows “developments can take a contemporary or traditional approach, but should be sympathetic to local character or street scene”	1	Additional clarification to be added.
7.39	Consider that the wording of this paragraph is very open to interpretation and that because ‘pastiche’ is such a loaded term, it should be avoided.	1	No change considered necessary.
7.40	Whilst we welcome the sentiment with which this statement is intended, we feel it is overly narrow in scope and not very ambitious. Biodiversity features that can be embedded into the built form are many and varied, serve many ecological functions (beyond just artificial roosting or nesting sites for birds and bats) and recommendations should be location- and context-specific. Accordingly we recommend this statement is modified along the lines of “Developers are encouraged to take every opportunity to embed features that encourage biodiversity into building design.”	1	Agree. Text to be amended.

Chapter 8: Amenity

Specific reference	Summary of comments	Number suggesting	RBWM response
Table 8.1	The table refers to 2 storey developments in both categories. Needs clarification	2	Table to be amended to clarify that 2 storeys only sits in first row.
Table 8.1	The 10m front to front distance is not necessarily compatible with the street enclosure proportions on page 32 which requires less than this for a mews for example.	1	This table is described as Rule of Thumb so not prescriptive. Text in 3 rd para in Distance section to be amended to refer to mews type development.
Principle 8.1	Principle 8.1 is inconsistent with the preceding text. An adequate distance is a pre-requisite and should not be traded away by developers using other design solutions such as obscure glass.	1	The principle relates to maintaining visual privacy. Separation distances and obscure glazing are two possible tools for maintaining visual privacy and it will depend on site and development specifics as to which tools are best for that situation. There is no trade-off. No change required.
Principle 8.1	It is considered that with modern day living and the requirement for an efficient use of land on development sites, there may be circumstances where separation distances may not be achievable. As such, it should be explicit that this is a guide and there may be circumstances where deviation from these distances is acceptable. Further clarification needs to be given to this principle. Obscure glazing may be appropriate depending on the number of windows serving that room and the purpose of it being proposed.	1	The principle relates to maintaining visual privacy. Separation distances is one possible tools for maintaining visual privacy. No change required.
Principle 8.1	8.1 should also reference access to nature and biodiversity as part of whole public benefit amenity. Health & wellbeing – this is beyond just “amenity space”. There are national guidance targets on access to natural open space distances Natural England’s greenspace standard	1	Principle relates to maintaining visual privacy. It would not be appropriate to include nature and biodiversity in the Principle.
Principle 8.2	Principle 8.2 requires that all habitable rooms in new residential development should maintain at least one window with adequate outlook to external spaces. Whilst this is aspirational, it may not always be feasible in practice, particularly for new town centre	4	A habitable room without windows to external spaces is not aspirational, it is essential for human health and well-being. It is also important that external features are

	developments. Therefore, we are of the opinion that greater flexibility should be included to take account of site-specific constraints which may face developments in town centres.		not so overbearing to reduce light or visual interest. Further clarification to be added.
Principle 8.3	With regards to daylight and sunlight, Principle 8.3 (4) states “Developments should not result in occupants of neighbouring dwellings or nearby public realm social spaces suffering from a material loss of daylight and sun access”. We are of the opinion that this policy should refer to new developments being assessed in accordance with the BRE guidance and should take account of the site’s context. We consider it to be arbitrary to apply the Vertical Sky Component (VSC) percentage of no less than 27% across all habitable rooms in all development contexts, particularly given paragraph 123(c) of the NPPF which states that local authorities should take a flexible approach to daylight and sunlight where they would otherwise inhibit making efficient use of a site.	2	No change considered necessary. The explanatory text and Principle is flexible and it is important that new development does not erode existing daylight and sunlight access as these are important to human health and wellbeing.
Principle 8.4	It is imperative to include the need for hedgehog highways via suitable holes in fences between adjoining gardens to enable them to work their way around housing estates.	1	This is a detailed biodiversity matter that would not be appropriate to cover in this principle.
Principle 8.4	Treat bin and cycle storage separately. Add ‘...where it is not provided within the main building, garage or outbuilding’ to the bullet about cycle parking.	1	There will be greater guidance on cycle storage/parking in the emerging Parking SPD
8.4 / Table 8.1	This table sets generic/prescriptive separation distances for residential development to avoid harmful amenity impacts from new development. A rear to rear measurement of 26-30m is excessive in general and offers limited degree of flexibility and consideration of context.	4	As stated, table 8.1 is a generic table used as a ‘rule of thumb’ for separation distances.
Principles 8.5-8.7	Whilst supportive of the aspiration to provide amenity space for residential accommodation and separate outdoor space for employment uses, in practice, it may not be feasible to provide this quantum when delivering high density, mixed-use, development on constrained town centre sites. We therefore recommend that these policies are amended to allow for flexibility to be introduced where	4	These are minimum standards. Recent events have shown how important the provision of outdoor space for people and biodiversity is vital to health and wellbeing. Erosion of these standards would be unacceptable.

	site constraints or other site-specific considerations do not permit this amount of private, communal or open space to be provided.		
	Can we add something about overbearing impact? Just because a development accords with the above it is not to say that it may not still result in an overbearing and visually intrusive impact?	1	Overbearing and visually intrusive impact is noted in principle 8.2
Principle 8.5	Section 3 needs to include wider justification for why balconies may not be used- for instance they may over hang the highway and create delivery vehicle issues or for microclimate issues. –can this wording please be re-considered.	2	Balconies in flatted developments provide necessary outdoor amenity space which give positive health opportunities to habitants and therefore take priority
Principle 8.6	Part 1 of Principle 8.6 may not be appropriate and is not always going to be viable in certain locations. This could apply to development in town centre locations. It is considered that some flexibility should be introduced into this principle and consideration be taken of the accessibility of nearby public amenity space.	2	These are minimum standards. Recent events have shown how important the provision of outdoor space for people and biodiversity is vital to health and wellbeing. Erosion of these standards would be unacceptable.
8.11	This paragraph makes reference to the vertical sky component test for daylight tests but does not mention the other tests contained in the BRE’s ‘Site layout planning for daylight and sunlight: a guide to good practice’ that can be used to assess the impacts of daylight. We would advise that this sentence is reworded to make it clear that daylight assessments should conform to current/up to date BRE guidance.	1	Agreed. Text to be amended.

Chapter 9: Curtilage & utility development

Specific reference	Summary of comments	Number suggesting	RBWM response
Fig 9.1	Fig 9.1 doesn't support low railings in villages, yet they are a popular feature in Sunninghill.	1	Figure 9.1 is to illustrate just some of the potentially suitable options for boundary treatments
Fig 9.1	Point 5: It is misleading to specify the exact brick bond as this may not be appropriate in all contexts, especially historic contexts when the existing type of brick bond will vary and could be really important in demonstrating the historic character of the street. It is suggested that the reference to "English garden wall bond" is removed.	1	Noted. The figure is titled 'potentially acceptable forms of boundary treatment' and is not prescriptive. Principle 9.1 refers to the need for boundary treatments to reflect the character of development and surrounding context. However, the Principle will be amended to reference historic environments and positive character.
Principle 9.1	It is considered that there is no evidence to demonstrate that such fencing is not acceptable. Further clarification is required on this matter.	1	Hard boundary treatments cause inactive frontages that negatively impacts the street scene
Paras 9.2 and 9.3	Paragraphs are identical – need to delete one and re-number the rest.	1	Noted. One of the Paragraphs to be deleted and re-numbering to take place.
	The following paragraph should be included in the Guide: <i>"It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding."</i>	1	This is a detail that would be expected to be covered in conditions on a planning application
Principle 9.2	Principle 9.2 states that all new development should be provided with on-plot space for bin and cycle storage. However, it is not clear how this would work in terms of apartment buildings. This principle should be amended to state that bin and cycle storage needs to be provided at an appropriate proximity to the relevant plot and should recognise	1	Bin and cycle storage for flats would be expected to be provided on-plot. If they are not on-plot, this would imply that they would be provided in the public realm which would be unacceptable.

	that private refuse collections have different requirements to Local Authority collection requirements.		
Principle 9.3	Any areas of hardstanding need to be considered in light of other technical considerations that would guide a proposed development. Hardstanding may be required as part of other works besides a soft landscape scheme and therefore is overly restrictive.	1	Noted, text to be amended to “integrated in soft landscaping”
Principle 9.4	This is a technical requirement and such a principle is overly prescriptive. Such a principle could affect the layout of new dwellings. We do not support this principle.	1	Provision of utilities is an important design consideration as poorly designed and located utilities infrastructure can have an overly significant negative impact on the appearance and quality of a development and the streetscene. No change proposed.
Image 9.4	Replace the photograph with an alternative design showing more traditional horizontal storage solutions.	1	Image is just an example and is not prescriptive.
9.13	Include further guidance to state that cycle parking should not be located so that it is tucked away out of sight. Instead, it should be located close to property entrances such that it is at least as convenient as car parking and that convenient access routes should be provided from the street. Cycle parking designs should be sympathetic to the design of the building and use appropriate materials. Indicate that developers should refer to the Parking SPD for additional guidance on the design and layout of cycle parking.	1	Para 13 to be revised in light of suggestions
	All boundary treatments should allow access for small wildlife, i.e. holes large enough for hedgehogs but not dogs.	2	This is a detailed matter for the forthcoming SPD which includes biodiversity

Chapter 10: Further guidance for householder development

Specific reference	Summary of comments	Number suggesting	RBWM response
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Principle 10.2	'Front extensions should not protrude forward from the main building line, or be prominent in the street scene'. I feel that this statement is ambiguous. We don't normally support front extensions. Do you mean side extensions should not protrude forward of the principle building line?	1	Principle to be amended to refer to main street building line.
Principle 10.4	Can acceptable indicative depths for terraced, semi-detached and detached properties be suggested? It can be useful especially when limiting development on small terraced dwellings.	1	This approach is considered too prescriptive.
Principle 10.5	I think no 2 could be worded better. I feel like residents will struggle with this.	1	Figures 10.3-10.5 are there to illustrate the points in this principle for clarity.
10.18 & Principle 10.5	The section on roof alterations which starts at paragraph 10.18. It is not clear to us if this section is meant to apply to all roof dormers or only to those on the front elevation of a property. If it applies to front dormer windows only, then the stipulations at Principle 10.5 look appropriate. If, however, the section is designed to cover rear dormers as well, we would consider them too restrictive.	1	Rear dormers can have detrimental impacts in terms of character and overlooking and, if visible from public spaces, on streetscenes. As such it is important that they are included in the text. Para 10.19 and Principle 10.5 to be amended to make clear that it refers to all locations.

Chapter 11: Further guidance for specific locations

Specific reference	Summary of comments	Number suggesting	RBWM response
Principle 11.1	Point number three: a bullet point could be added to state that the materials should not be of low quality. Point number four: Even if the building needs to be raised, a contemporary design is not always appropriate. In Conservation Areas, there is still a presumption that traditional materials and design will be used to maintain the character and appearance of the area. Bisham Conservation Area is a good example of people seeking to alter their properties near the river in a modern way which is not appropriate to the character of the area.	1	Noted. Bullet points to be amended to take account of comments.
Principle 11.2	The contextual text that precedes this includes 6 bullet points setting out specific guidelines; however the wording of the Principle itself is	1	Point 1 of the Principle to be extended to be more specific taking account of Para 11.4.

	vague and woolly. We all know what will be argued by developers and planning consultants in these circumstances!		However, Para 11.4 is not an exhaustive list of design solutions and it will not be possible to ensure that the Principle covers every possibility.
11.12	The Design Guide repeatedly refers to “landscape character” as a key element for consideration in design (e.g. para. 11.12). However the existing Landscape Character Assessment for the Borough is out of date (2004). An updated LCA is required to inform the strategic objectives for landscape design and conservation in the Borough alongside the forthcoming Borough Local Plan.	1	Noted.
	This chapter only refers in detail to flood plain. We would like to see more detailed consideration to be given to green belt, setting of the Thames and conservation areas as these take up such a significant area within both the Borough and Bray Parish.	2	Noted.
	Proportionately considerable space is given to innovative approaches to flood-risk areas (eg floating houses etc) – surely this would affect a very small proportion of the local residents who could afford both homes with river frontage and the cost of these solutions?	1	Noted. The waterways are considerable to the identity of the borough, and so design for flood risk areas will need some form of representation

Chapter 12: Guidance for non residential development

Specific reference	Summary of comments	Number suggesting	RBWM response
	Meeting national guidelines – Would this include school guidance from the DfE.	1	Yes
	Would be helpful to make a stronger separation between things that really apply to non-housing developments	1	Noted.
	Could education buildings of 3 storeys or less be exempt from some of the guidance?	1	The design guide aims to be relevant to all types of developments and therefore no development should feel exempt from the guidance.

	This could usefully include a reference to the Maidenhead Business and Shopfront Design Guide (2013)	1	Noted. The reference will be provided
	The Design SPD contains very little detail on non-residential design, and where it is included it is not particularly helpful. And yet non-residential design is frequently just as, or even more, controversial than residential design by virtue of its size and bulk and potential impact, especially when residential and commercial development is co-located in town centres or on the edge of settlements	4	The non-residential guidance is additional to that provided in the SPD and this is stated in Para 12.1. However, it is accepted that further clarification on this point would be useful and additional text about the relevance of other chapters will be provided at Para 12.1
Figure 12.1	This is overly prescriptive. The Design Guide should not be dictating how the internal layout of proposed retail units should be laid out. This is not a planning matter.	1	Figure 12.1 is an illustration only to indicate various ways an active frontage could be provided. It is not prescriptive.

Chapter 13: Design checklist

Specific reference	Summary of comments	Number suggesting	RBWM response
	The checklist is very useful, but also very onerous for school applications, in that many lines would be NA, as it is geared towards housing.	1	Many of the requirements would be applicable to educational developments and it is important that designers have considered all aspects of the design that the Council considers important to creating high quality places. Where they are not applicable it would be acceptable to tick the checklist column marked N/A.
	The check list approach has real risks. It is essential that it does not become simply a tick box exercise. The Guide must emphasise that it is the underlying principles that must be complied with and that a tick in the box does not, of itself, indicate compliance with the requirements of the Guide. It must be made clear that developers must state how the requirements of the Guide have been met and	1	Noted. This will be a matter for the DM team to enforce

	that RBWM will verify this and will not simply rely on a tick (or cross) in a box. The check list must be an aid and not an end in itself.		
	The design checklist is not required and merely reiterates the requirements of a Design and Access Statement. This approach has time and cost implications for applicants and is unduly onerous given such matters will be demonstrated through application material.	1	The design checklist is a tool for developers and the DM team to ensure that all the principles of good design for the Royal Borough have been considered and incorporated into design at an early stage.
	A separate section on biodiversity is needed in the checklist to ensure that net gain in biodiversity can be achieved. It might refer to the intended Blue and Green Infrastructure Plan, or better yet Local Biodiversity Action Plan objectives (which has been written by Wild Maidenhead). The checklist also needs to include good lighting design that the advantages of Dark Skies for wildlife can be realised where appropriate.	2	The design checklist is a general guide checklist for developers to apply the principles provided in the document. The Upcoming Green and Blue infrastructure will be able to elaborate on biodiversity net gain.

Table of proposed changes to BWDG to enable adoption

April 2020

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
Front Cover	-	-	-	Delete text “Regulation 13 consultation draft February 2019” Replace with “Regulation 14 April 2020”
Information on consultation	2	-	-	Delete all text and replace with “ This SPD was adopted by the Council as a Supplementary Planning Document on XX April 2020 under powers delegated to the Head of Planning.
Table of Contents	3	-	-	Page numbers to be updated
1	7	Table 1.1		For non residential column amend as follows: S – Small – “New single buildings, extensions, mezzanine floors or infill development up to GIA 1000sqm M – Medium – New total floorspace of more than 1000sqm up to 5000sqm

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				L – Large – Total new floorspace more than GIA 5000sqm”
1	7	Para 1.9		Delete last sentence and replace with: “An up-to-date list of all the applicable design related policy and guidance can be viewed on the Council’s website at _____ web reference to be inserted
1	7 & 8	1.10 & 1.11	-	Delete paragraphs and replace with the following: 1.10 This document is a borough wide design guide that has been prepared as a supplementary planning document (SPD) under Regulation 14 of the Town & Country Planning Regulations (Local Plan) 2012, as amended. The Guide supports policies within the adopted Local Plan ³ and has also been prepared to support emerging policies in the draft Borough Local Plan. ⁴
1	8	Footnote 4	-	Delete existing footnote and replace with the following: The emerging Borough Local Plan is currently at Examination.
1	8	1.13	-	Delete “residential” from the sentence.
1	9	-	-	Insert new heading and paragraphs after existing 1.20 as follows: “Other Government guidance”

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				<p>In addition to policy the government has recently published a series of guidance documents on design. The most recent include the 2019 National Design Guide and the 2020 Living with Beauty - Promoting health, well-being and sustainable growth. The 10 principles of the National Guide have helped inform the local design principles set out in this document.</p> <p>Other national design guidance of importance include Manual for Streets, Secured by Design and Active Design - Planning for health and wellbeing through sport and physical activity.</p> <p>Re-number the following paragraphs.</p>
3	17	Creating a sense of Place	-	<p>Amend 3rd sentence as follows:</p> <p>“Despite the rich diversity of places, the over-riding themes of Royalty and history, the presence of the River Thames ...”</p>
4	20	Para 4.1	-	Remove 4.1 at beginning of first sentence
4	20	Para 4.1	-	Delete last sentence and replace with “No matter the type of development all small, medium and large schemes will be expected to demonstrate that they have followed all of the steps.”
4	20	Para 4.2	-	After first sentence add the following:

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				<ul style="list-style-type: none"> The Council requires the design of large projects (see table 1.1) to have been the subject of review by Design South East (D:SE). There is also a mandatory requirement for D:SE design review for schemes of 40-100 units in designated areas such as conservation areas. Developers of other medium sized schemes will also be encouraged to consider D:SE review to facilitate achievement of good local design.
4	22	Para 4.8	-	<p>Amend first sentence as follows:</p> <p>“Developers and designers will be expected to seek the views and opinions of the local community to help inform preparation of proposals.”</p>
5	24	Para 5.3	-	<p>Amend second sentence as follows:</p> <p>“The borough has 27 conservation areas, 956 Listed Buildings and structures (including 23 Grade I and 72 Grade II* Listed buildings and structures) and a range of international wildlife designations</p>
5	26	-	5.1	<p>Add the following to the bullet point list in para 1:</p> <ul style="list-style-type: none"> Features of historical interest
5	26	-	5.1	<p>Amend last sentence of Para 5 as follows:</p>

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				“Particular consideration should be given to improving views of the waterbody and public access to it, as well as creating a soft interface to provide enhanced biodiversity and extend the green corridor network.
6	29 - 46	Paragraph number	-	Paragraph numbering incorrect as repeats numbering on page 28. Para 6.1 on page 29 should be Para 6.6. Amend all subsequent para numbering.
6	29	New para 6.7	-	Delete first sentence of new para 6.7 and replace with the following: Where new street spaces are being created these are expected to be designed for people and be highly connected, especially through walking and cycling routes. They should demonstrate excellence in design. In historic areas developers should also draw upon Historic England’s “ <i>Streets for All</i> ”. In existing poorly connected places designers of schemes should look for opportunities to improve the number and quality of connections.
6	29	New para 6.8	-	Amend new para 6.8 as follows: New footpaths/cycleways should provide high quality connections, acting as corridors for green and/or blue infrastructure. Routes through green infrastructure should generally be lit by low level solar powered lighting.

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
6	31	New Para 6.10	-	Amend 4th sentence as follows: “Designers will be expected to ...”
6	32	New para	-	Delete 4 th sentence and replace with the following: In new streets, designers will be expected to include space for street trees, including adequate space to accommodate large street trees.
6	34	Image 6.11	-	Amend description to: “A hard street lacking greenery.”
6	35	-	6.2	Insert additional bullet point <ul style="list-style-type: none"> • Street furniture will be expected to be high quality that is of a scale and design that fits in with positive local character, particularly historical references.
6	35	-	6.2	Remove bullet point 6 and replace with the following: Strengthen the green/blue infrastructure network of the borough and enhance wildlife and biodiversity. Trees, vegetation, gardens and open spaces should be used to create a strong, soft green character to streets. Development should not

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				result in the loss of existing street trees and developers should look to include street trees wherever possible.
6	36	Footnote 8	-	Amend footnote as follows: Royal Borough of Windsor and Maidenhead – Open Space Study; 2019 https://www3.rbwm.gov.uk/info/200209/planning_policy/489/open_space_study
6	41	-	6.6	Amend para 1 as follows: In all new developments the boundaries between public and private space need to be clearly defined by either planting, walls, railings or fencing. Boundary will need to be of good quality and enhance green infrastructure wherever possible. Around access points, boundary treatments should not obscure visibility for vehicles emerging from properties and will need to provide for adequate site lines.
6	42	-	6.7	Amend Para 1, second sentence of bullet point 1 as follows: <ul style="list-style-type: none"> All parking arrangements should be softened with generous soft landscaping to enhance the borough’s green infrastructure networks. No design should group more than 3 residential parking spaces together without intervening landscaping unless an alternative, justified approach

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				would provide a better quality contribution towards green infrastructure, useable amenity space and visual amenities.
6	42	-	6.8	Amend Para 2, Bullet point 2 as follows: <ul style="list-style-type: none"> • “Result in vehicles overhanging the public highway or...”
6	46	New para after old Para 6.36	-	Add a new paragraph as follows: It is therefore important that backland development remains subordinate to existing buildings on the street frontage and is not overly prominent in the character and appearance of the area. It is also important that backland development does not result in a net loss of green or blue infrastructure, and that it enhances biodiversity and connects well into the surrounding area.
6	46	-	6.11	Amend as follows: All backland development should be subordinate to the existing buildings on the street frontage and not overly prominent in the character and appearance of the area. It should ensure that: <ul style="list-style-type: none"> • ... • ... • ... • ...

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				<ul style="list-style-type: none"> Does not result in unacceptable noise and disturbance for properties adjacent to accessways serving the backland development.
7	48	Para 7.3	-	Remove full stop after “encouraged” in first sentence.
7	48	-	7.1	<p>Amend para 1 as follows:</p> <ol style="list-style-type: none"> “Housing development should be sustainable and seek to make effective use of land without: <ul style="list-style-type: none"> Compromising local character, the environment (including biodiversity) or the appearance of the area.”
7	48	-	7.1	<p>Amend Para 2 as follows:</p> <p>All development will be expected to provide green infrastructure in accordance with the latest council standards. Provision of generous green infrastructure provision in higher intensity locations will be particularly important for visual amenity, biodiversity and human health and wellbeing.</p>
7	48	Para 7.5	-	Add the following additional sentence at the end of the paragraph:

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				However, it is recognised that similarity of tenure may be acceptable in certain instances for specialist facilities e.g. bespoke housing for defined groups such as disabled, homeless and the elderly.
7	49	-	7.2	<p>Amend bullet point 2 as follows:</p> <p>2. “Without good design justification, development which promotes very similar tenures and sizes across the development site will be resisted.</p>
7	50	7.13	-	<p>Amend the 3rd sentence as follows:</p> <p>The council is generally supportive of active solar micro renewable technologies where they do not have a detrimental impact on sensitive historic environments and the appearance of the building and streetscenes.</p>
7	51	-	7.4	<p>Add a new para after Para 2 as follows:</p> <p>3. Active solar systems will be supported where they do not have a detrimental effect on the character and visual appearance of the area and on neighbour amenities.</p> <p>Re-number following paras as required.</p>

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
7	52	Para 7.18 – 7.22	-	<p>Delete paragraphs and replace with the following:</p> <p>7.18 Building heights across the borough are generally low, with the majority of residential areas being 1 or 2 storeys in height (Image 7.1). This low height is a strong defining element in the character of these places and the council will seek to maintain this.</p> <p>7.19 Heights increase at town centres with notable tall buildings being Berkshire House in Maidenhead, Windsor Castle and the Ascot Racecourse Grandstand building. The borough is experiencing an increasing number of proposals for developments that are at a scale significantly above context height. This is particularly so for Maidenhead Town Centre. Such schemes have the potential to significantly alter the character of town centre areas.</p> <p>7.20 An in depth analysis of the heights of buildings across the borough can be found in the Tall Buildings Technical and Baseline Study, 2019⁹. This provides an overview of the context building heights found in the towns and villages, where there are existing tall building landmarks and information on building heights above ordnance datum. The companion Tall Buildings Strategy¹⁰ identifies potential locations for tall buildings across the borough and within Maidenhead Town Centre.</p> <p>7.21 Given the impact that tall buildings may potentially have on skylines, character, infrastructure and amenity developers will need to ensure that such development is designed carefully and is of exemplar quality. Developers should</p>

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				refer to the detailed guidance and information provided in the Tall Buildings Study, 2019 and the Tall Buildings SPD.
7	52	Figure 7.5	-	Delete figure and re-number subsequent figures.
7	52	Footnote 9	-	Delete footnote text and replace with the following: Royal Borough of Windsor & Maidenhead Tall Buildings Study - Tall Buildings Technical and Baseline Study, 2019
7	52	Footnote 10	-	Delete footnote text and replace with the following: Royal Borough of Windsor & Maidenhead Tall Buildings Study - Tall Buildings Strategy, 2019
7	53	Image 7.1	-	Move image closer to new para 7.18
	54	-	7.5	Delete existing principle text and replace with the following: <ol style="list-style-type: none"> 1. The council will expect building heights to help enclose the street without overwhelming it. Upper floor set backs should be used where appropriate to maintain light to public and private realms. 2. Building height should not result in adverse impacts on: <ul style="list-style-type: none"> • Skylines and the character of the area;

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				<ul style="list-style-type: none"> • The amenities of the occupiers of neighbouring properties; and • Public realm environments; • The natural environment. <p>3. When considering height of new development detailed attention should be paid to context height. Tall buildings may be acceptable in certain locations provided they are of exceptional quality and comply with the location and detailed design standards set out in the Tall Buildings Study 2019 and the Tall Buildings SPD.</p> <p>4. Tall buildings will be expected to contribute at ground and upper levels to biodiversity and blue/green infrastructure networks and comply with the detailed standards set out in the Green and Blue Infrastructure SPD.</p>
7	55	Para 7.26	-	<p>Delete final sentence and replace with the following:</p> <p>In higher intensity environments, developers will be expected to demonstrate that all opportunities for incorporating green infrastructure on roof spaces have been considered.</p>
7	59	Para 7.38	-	<p>Amend first sentence of para as follows:</p>

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				“Developments can take a contemporary or traditional approach, but should be sympathetic to local character or street scene. Attention to detail is ...”
7	59	7.40	-	Delete existing paragraph and replace with the following: “Developers will be expected to incorporate features into developments to encourage biodiversity. This could include bat, swift or other bird boxes. “
7	59	7.41	-	Amend para as follows: 7.41 “The quality of new development can be spoilt by poor attention to detail. Wherever possible, designers should take cue from historic buildings and features in the area, as well as the natural environment. Careful consideration should be given...”
7	60	-	7.9	Amend Para 3 as follows: “Developers will be expected to incorporate ...”
7	62	-	7.11	Amend first bullet point as follows: Materials that need little maintenance to retain a quality appearance are preferred.
8	64	Para 8.4	-	Amend 3 rd paragraph of first bullet point as follows:

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				“Equally, in more compact contexts (e.g. in centre of towns and villages, mews arrangements or infill plots), or where ...”
8	65	Table 8.1	-	Amend second row, first column to the following: “Above 2 storeys”
8	68	-	8.2	Amend principle as follows: All habitable rooms in new residential development should maintain at least one main window with an adequate outlook to external spaces. In order to maintain visual interest and light the outlook should be attractive and not dominated by overbearing or visually intrusive man-made features such as blank walls, fences or parked cars.
8	68	Para 8.11	-	Amend 3 rd bullet point as follows: <ul style="list-style-type: none"> “Ensure that habitable rooms comply with current/up to date BRE guidance on daylighting, currently contained in ‘Site layout planning for daylight and sunlight: a guide to good practice’.
9	78	Para 9.2	-	Delete para (it replicates para 9.3). Re-number subsequent paras.
9	79	Para 9.4	-	Add additional bullet point:

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				<ul style="list-style-type: none"> Boundary treatments that obscure visibility for vehicles emerging from properties.
9	79	-	9.1	<p>Amend point 1 as follows:</p> <ol style="list-style-type: none"> All boundary treatments will be expected to be high quality, reflect the positive character of the surrounding context and draw upon local design references, including historical references.
9	79	-	9.1	<p>Add additional point 4:</p> <ol style="list-style-type: none"> Boundary treatments should be safe and not obscure visibility for vehicles emerging from properties.
9	82	Para 9.13	-	<p>Add following sentence on to end of para:</p> <p>Developers should refer to the Parking SPD for additional guidance on the design and layout of cycle parking.</p>
9	83	-	9.3	<p>Amend 2 sentence as follows:</p> <p>“Hardstanding that is not integrated into a soft landscaping scheme, or which”</p>
10	87	-	10.2	<p>Amend as follows:</p>

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				<ol style="list-style-type: none"> 1. "Front extensions should not break the main street building line, or be prominent in the street scene. 2. Two storey front extensions will only be acceptable ..."
10	89	Para 10.19	-	<p>Amend para as follows:</p> <p>"Changes to roofscapes can have a detrimental impact on character, especially if they are visible in the streetscene or other public locations. As such, it is important that their design is well considered and high quality. In ..."</p>
10	91	-	10.5	<p>Amend point 1 as follows:</p> <ol style="list-style-type: none"> 1. Roof alterations should be sympathetic and subservient to the design of the main building and not undermine the visual amenities of an area when viewed from public spaces such as streets and public open spaces. 2. All types of dormers must be ...
11	95	New para	-	<p>Add new para as follows:</p> <p>11.7 Because the wastewater network may surcharge to ground level during storm conditions all subterranean/basement development should incorporate a positive pumped device or other suitable flood prevention device to avoid the risk of sewage backflow causing sewer flooding.</p>

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
				Re-number subsequent paragraphs
11	98	-	11.1	Amend bullet point 4 in Point 3 as follows: <ul style="list-style-type: none"> Undermine the character of the area, including its greenness and scale.
11	98	-	11.1	Add additional bullet point to Point 3 as follows: <ul style="list-style-type: none"> Be of low quality materials
11	98	-	11.1	Delete point 4 and replace with: <p>Contemporary approaches to raising buildings above flood plains will be welcomed where they are able to be sensitively integrated into the surrounding character and context. In conservation areas there will be a presumption that traditional materials and design will be used to maintain the character and appearance of the area.</p>
11	98	-	11.1	Add new point 5 as follows: <p>Where the design approach elevated buildings on stilts the architecture should include large openings to allow floodwaters to easily pass through.</p>
11	98	11.14	-	

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
11	99	-	11.2	<p>Amend point 1 as follows:</p> <ol style="list-style-type: none"> 1. Developers will be expected to fully assess the landscape character and biodiversity of the site and its context. New development and associated landscaping should fully respond to local landscape and biodiversity features and retain, incorporate and enhance these through their development proposals. Designers will be expected to pay particular attention to: <ul style="list-style-type: none"> ○ Landscape character including settlement patterns, field and lane patterns, trees, hedgerows & verges, water bodies and wetlands and topography, ○ Typical species of vegetation and characteristic local habitats ○ Landscape settings of villages or existing buildings and views in and out of settlements as well as to key buildings such as church spires; ○ Historic elements; and ○ Gaps between buildings 2. New development should avoid urbanisation through highway features. This will include avoiding excessive openings onto the highway through hedgerows and soft boundaries, over-engineering of new roads, street lighting and street furniture and use of white lining. <p>Renumber subsequent points.</p>

Chapter	Page number	Paragraph, table figure or image reference	Principle No.	Proposed change
12	102	Para 12.1	-	Amend second sentence as follows: The design principles outlined in the proceeding sections of the Design Guide apply to these non residential uses and Table 2.1 in Chapter 2 provides further clarification on the applicable principles by scale of the development. In addition, this section provides further specific guidance on detailed and common design considerations around non residential uses, in particular mixed use and employment developments.
12	103	New para	-	Add new para after 12.6 as follows and renumber subsequent paras: “When considering the design of new shopfronts designers should consider locally specific guidance in neighbourhood planning documents, detailed local design guides and the Maidenhead Business and Shopfront Design Guide (2013).”
Glossary	113	Table	-	Add new definition to glossary as follows: Pressure vacuums - An opening out and closing/squeezing in of street spaces to create visual and physical interest.