

Report Title:	Land West of Windsor Stakeholder Masterplan
Contains Confidential or Exempt Information	No - Part I
Cabinet Member:	Councillor Coppinger, Cabinet Member for Planning, Environmental Services and Maidenhead
Meeting and Date:	Cabinet – 28 <sup>th</sup> October 2021
Responsible Officer(s):	Andrew Durrant, Executive Director of Place Services Adrien Waite, Head of Planning
Wards affected:	Site is within Clewer and Dedworth West but development will also affect Bray and Clewer and Dedworth East.

## **REPORT SUMMARY**

This report explains the new Borough Local Plan requirement for the preparation of Stakeholder Masterplan Documents and summarises the process and outcomes specifically in relation to the Stakeholder Masterplan Document for Land West of Windsor.

The report recommends that Cabinet approves the Land West of Windsor Stakeholder Masterplan Document as an important material consideration for Development Management purposes.

### **1. DETAILS OF RECOMMENDATION(S)**

**RECOMMENDATION:** That Cabinet notes the report and:

- i) Approves the Land West of Windsor Stakeholder Masterplan Document as an important material consideration for Development Management purposes.**

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

#### **Options**

**Table 1: Options arising from this report**

Option	Comments
<p>Approve the Land West of Windsor Stakeholder Masterplan Document for Development Management purposes.</p> <p><b>This is the recommended option.</b></p>	<p>The site promoter, stakeholders, local residents and local planning authority have worked collaboratively on the Stakeholder Masterplan Document. If approved for Development Management purposes, the document will help to ensure a high-quality development that takes into account the views of the local community and other stakeholders.</p>
<p>Not approve the Land West of Windsor Stakeholder Masterplan Document for Development Management purposes.</p> <p><b>This is not the recommended Option.</b></p>	<p>Deciding simply not to approve the Stakeholder Masterplan Document would undermine the Stakeholder Masterplanning process set out in the emerging Borough Local Plan. If there is a significant concern about an aspect (or aspects) of the Stakeholder Masterplan Document, Officers could review the Stakeholder Masterplan Document, and a revised version brought back to Cabinet for approval.</p>

- 2.1 The emerging Borough Local Plan (BLP) places great importance on ensuring that development is sustainable, and that it positively contributes towards the qualities and character of the Borough. The Plan's Spatial Vision states that: *"...development will be expected to promote sustainability and add to the special qualities of the Borough through high quality design, effective and efficient use of land and protection of valued heritage, natural and other assets."*
- 2.2 To assist in implementing the Spatial Vision, BLP Policy QP1 (Sustainability and Placemaking) introduces a requirement for the preparation of 'stakeholder masterplans' for developments that will deliver 100 or more net new dwellings, or more than 5,000 sq. m of employment or mixed use floorspace. The supporting text to Policy QP1 explains that the stakeholder masterplanning process formalises good practice in relation to pre-application discussions, by requiring developers of larger sites to engage with the Council, local community, and other stakeholders at an early stage in the development process.
- 2.3 The developer is responsible for preparing the Stakeholder Masterplan Document (SMD). In summary, the process involves:
- Engagement with the Council, local community and other stakeholders on key issues, priorities, and development options;
  - Preparation of the draft SMD;

- Consultation on the draft document;
  - Consideration of the consultation responses, with amendments to be made to the draft SMD as appropriate/ necessary; and
  - Preparation of the final SMD.
- 2.4 The last stage in the process is for the final SMD to be presented to Cabinet, with a recommendation that the document be approved as an important material consideration for Development Management purposes.
- 2.5 The first SMD to be prepared is for Borough Local Plan (BLP) site allocation AL21, Land West of Windsor. The remainder of this Cabinet report addresses the process of preparing the SMD for Land West of Windsor, the content of the SMD, and the next steps.
- 2.6 It is worthwhile emphasising from the outset that only the BLP can release the subject land from the Green Belt. Whilst Officers are recommending that the SMD for Land West of Windsor be approved for Development Management purposes, the site will remain in the Green Belt, and the principle of developing the site not established, until the BLP has been adopted by the Council.
- 2.7 Wates Developments (the site promoter) have worked through the stakeholder masterplanning process at their own risk. Officers have been supportive of the progress made by Wates Developments (in advance of the BLP being adopted) on the basis that there are long lead-in times for larger developments, and in order to meet the housing targets set out in the BLP, it is important that early progress is made with some of the BLP site allocations. Wates Developments are in the process of preparing outline planning applications, and following the determination of those applications, detailed Reserved Matters applications will need to be submitted and determined.
- 2.8 Even with the early progress made on the Land West of Windsor SMD, it is unlikely that the first new homes will be delivered on the AL21 allocation until 2024 (at the earliest).
- 2.9 The site allocation proforma for Land West of Windsor (at Appendix C of the BLP) outlines the uses to be accommodated on the site, alongside a number of site-specific design requirements and considerations. The proposed uses are:
- Approximately 450 residential units
  - Strategic public open space
  - Formal pitch provision for football and rugby
  - Multi-functional community hub
  - A Special Educational Needs School (approximately 150 pupil capacity)
- 2.10 The site-specific design requirements and considerations address matters including access to the site (including by sustainable modes of transport), boundary treatments, the form of housing (including the need for family housing and affordable housing), and the importance of providing a strong green and blue infrastructure network across both elements of the site.

- 2.11 The requirements for site AL21, as set out in the BLP, were the starting point for determining the matters to discuss with the local community and other stakeholders through the stakeholder masterplanning process.
- 2.12 Wates Developments and officers agreed an engagement strategy, which centred around the creation of a Working Group. The Working Group comprised members of the local community, interest groups, elected Councillors and officers, as well as an urban design advisor working for the Council. As a result of the pandemic, the Working Group meetings were hosted on a free-to-join video conferencing platform.
- 2.13 The inaugural Working Group meeting took place on 19<sup>th</sup> January 2021, where the terms of reference were presented, and attendees were asked whether they felt that any sections of the local community with an interest in the project were under-represented on the Working Group.
- 2.14 Subsequent Working Group meetings addressed particular topics, with the general format for the sessions being a presentation from the Wates Developments team, followed by questions and a roundtable discussion. The topics discussed included how to create a distinctive development, appropriate to its location and context (3<sup>rd</sup> February 2021); how to integrate the neighbourhoods within the site, and with the surrounding area (18<sup>th</sup> February 2021); and how to maintain and enhance local biodiversity and integrate the drainage strategy for the site (4<sup>th</sup> March 2021).
- 2.15 A community information session was also held on 24<sup>th</sup> March 2021, and an update session on 17<sup>th</sup> June 2021.
- 2.16 Alongside the Working Group meetings, Wates Developments created a dedicated project website ([www.landwestofwindsor.co.uk](http://www.landwestofwindsor.co.uk)) along with an email address and phonenumber to enable community members to engage with the project during the COVID-19 pandemic. The Wates Developments Team have also met with officers, local residents and Councillors over the course of the last 12 months, to discuss particular aspects of the project in more detail than could be accommodated at the Working Group sessions.
- 2.17 The feedback at and following the Working Group meetings, the Borough Wide Design Guide and pre-application advice from officers and the Council's urban design advisor, all then fed into the preparation of the draft SMD. Wates Developments were responsible for preparing the draft SMD, in consultation with officers and the Council's urban design advisor.
- 2.18 In summary terms, the SMD prepared provides a description of the site and a summary of the planning policy context; summarises the feedback received during the engagement phase; sets out a series of development objectives for the site; identifies the principal opportunities and constraints associated with the site; and outlines the design principles that will guide the future development of the site.
- 2.19 Some of the main SMD principles and approaches to highlight, include:
- A commitment to deliver a greater proportion of family housing.

- A commitment to providing a multi-functional area of strategic public open space at the heart of the development, with seating, orchard, and areas for formal and informal play.
- Land set aside for a new Special Education Needs (SEN) school, with the size and location of the school site discussed and agreed with Achieving for Children.
- The provision of a new signal-controlled crossing of the A308 near the Oakley Road junction, as well as a more centrally located toucan crossing of the A308.
- The provision of allotments for local residents.
- An extensive network of footpaths and cycleways within the site, providing safe and direct routes through the site, which connect with existing footpaths and cycleways in the local area.
- A sensitive approach to the boundaries with existing development, in particular with the Cardinal Clinic, and Willows Estate.
- Protection of a view corridor to Windsor Castle.
- A commitment from Wates Developments to prepare a Design Code for the site, as part of their outline planning applications submission.

2.20 Wates Developments organised a four-week community consultation on the draft SMD between 3<sup>rd</sup> September and early October 2021. The consultation was advertised in the local press, a newsletter was shared with approximately 200 neighbouring homes and an e-mail sent to the local community and other stakeholders. Wates Development also provided consultation information on their website, allowing interested parties to pin comments on an interactive map of the site and surrounding area.

2.21 Wates Developments received 45 completed feedback forms and 9 written consultation responses. There were also 48 unique participants who left feedback or “liked” the comments of others on the interactive map. Officers have received all of the consultation responses in full, but for the purposes of this Cabinet Report provide a table summarising the comments received by theme. Against each comment theme is a Wates Development view, and an officer view. This summary table is attached as **Appendix A**. The appendix also notes the changes made to the SMD as a result of the consultation comments received.

2.22 It should be highlighted that many of the comments received related to matters that had also been raised at the Working Group meetings. Wates Developments and Council officers had therefore already had the opportunity to consider many of the issues in preparing the draft SMD. Some of the concerns being raised were in relation to matters of principle, which have been dealt with through the BLP examination (for example, the principle of releasing the land from the Green Belt for development). Other matters are points of detail (too detailed for the SMD) that can be further considered at the planning application stage.

2.23 A copy of the final SMD, as recommended for approval for Development Management purposes, is linked as **Appendix B**.

2.24 The main changes made to the SMD, as a result of the consultation feedback, include:

- An additional sentence at paragraph 73 of the SMD, to state: “*Explore opportunities for ecological enhancements within the proposed development parcels, for example through the planting mix in communal areas, the provision of bird boxes, and hedgehog friendly fencing*”.
- An amended paragraph 95, so that it reads: “*It is anticipated that the Community hub building will comprise of two main rooms and include provision of:*” This is to clarify that there will be separate rooms in the community hub building, one for a community café, and the other for small meetings, exercise classes etc.
- Inclusion of a thumbnail cross-section showing the typical relationship with existing housing at The Willows (after paragraph 108). The accompanying new text states “*Illustrative cross-section to show that proposed new housing adjacent to existing residential areas (e.g. The Willows) will be of a comparable height and, as a minimum, achieve a level of separation in accordance with standards set out in the Council’s Borough Wide Design Guide*”.
- Additional wording added to the first sentence of paragraph 135 to state “*....in accordance with the relevant planning policies of the BLP and making the necessary CIL contributions, which could be spent on the maintenance of existing social infrastructure, for example Dedworth Library*”. This is to provide an example of the type of existing local community infrastructure that will see increased demand as a result of the proposed development.

2.25 Overall, the Stakeholder Masterplanning process has been well received by local residents and other stakeholders. Whilst some remain opposed to the principle of development, many recognise that the process has enabled the local community and interested parties to be involved in the development process far earlier than would normally be the case. So, in addition to the issues and concerns raised in the summary table at **Appendix A**, it is worthwhile highlighting some of the very positive comments received in relation to the draft SMD:

- BBOWT - welcome the proposed framework of contiguous greenways and open spaces that promote biodiversity and are pleased to see the commitment to retaining some existing hedgerows and trees, particularly the veteran trees.
- Cardinal Clinic – wildlife corridor to serve as the boundary between the Cardinal Clinic and special needs school is welcomed.
- The Willows Residents - very pleased to see that the concerns they raised during the stakeholder events have been heard, and noted on the Stakeholder Masterplan, particularly in relation to the heritage and privacy aspects of the area, which could be seriously affected by insensitive developments.

- Windsor Ascot Maidenhead Community Land Trust - Wates Developments' positive approach to early community consultation have resulted in an outline masterplan scheme that has been given a lot of thought and is well planned around many aspects that the community value. The open space, sustainable greenery in wildlife corridors, opportunities for food growing and leisure, cycling and walking, as well as Community space are all welcome features.

2.26 The Council's Urban Design advisor has also been asked to provide an independent view on the Stakeholder Masterplanning process, and role and benefit of the Stakeholder Masterplanning exercise for land West of Windsor. This independent view is attached as **Appendix C**.

2.27 Moving forward, and subject to Cabinet approving the SMD for Development Management purposes, Wates Developments will prepare and submit two outline planning applications, one for the parcel of land north of the A308, and one for the parcel of land south of the A308. As part of the applications, Wates will submit a Design Code, that will develop some of the high-level design principles in the SMD and help to ensure that the very positive early discussions with Wates Developments around design principles and design quality are not watered down at the reserved matters stage (by any developer who comes in to deliver the scheme).

### 3. KEY IMPLICATIONS

**Table 2: Key Implications**

<b>Outcome</b>	<b>Unmet</b>	<b>Met</b>	<b>Exceeded</b>	<b>Significantly Exceeded</b>	<b>Date of delivery</b>
The SMD helps to deliver a high-quality scheme on land West of Windsor, which meets the requirements of the BLP, is appropriate to context and respects its surroundings.	The high-level design principles, developed with input from the local community, and set out in the SMD, are not taken forward/ are watered down.	The high-level design principles, as set out in the SMD, are generally taken forward, and positively influence the planning application proposals/ development on the ground.	The high-level design principles, as set out in the SMD, are mostly taken forward, and positively influence the planning application proposals/ development on the ground.	The high-level design principles, as set out in the SMD, are taken forward and strengthened (with further community input at the design coding stage) and positively influence the planning application proposals/ development on the ground.	Upon determination of the Reserved Matters applications/ completion of the development.

### 4. FINANCIAL DETAILS / VALUE FOR MONEY

4.1 Whilst this report does not have direct financial implications, the masterplanning process has a role to play in ensuring that infrastructure needs are further considered prior to the submission of any future planning applications. This is

an important part of the process of ensuring that the resourcing implications of the planned development are fully considered.

- 4.2 The hosting of the engagement sessions, publicity, drafting of the SMD, and organisation of the consultation, were all the responsibility of Wates Developments (albeit with guidance and input from officers and their advisors).
- 4.3 A Planning Performance Agreement was agreed with Wates Developments at the start of the Stakeholder Masterplanning process. This Agreement provided funding to the Council to resource the input of specialist officers/ consultants, in particular, Stefan Kruczkowski (urban design advice) and Project Centre (highways advice).

## 5. LEGAL IMPLICATIONS

- 5.1 The SMD for Land West of Windsor will not form part of the Development Plan in the Royal Borough. It cannot set new policy, and it cannot, for example, release the site from the Green Belt. It would not have the same weight as a Supplementary Planning Document (SPD) produced in accordance with [Regulations 11 to 16 of the Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#).
- 5.2 The SMD will, however, be a material consideration in determining future planning applications for development of the land West of Windsor. In light of the community engagement and consultation undertaken in relation to the SMD, some weight must already be attributed to the SMD, but in accordance with the process prescribed in the BLP, and to give Wates Developments confidence that the Council is supportive of the design objectives and design principles in the SMD, Officers are recommending that Cabinet formally approves the SMD as an important material consideration for Development Management purposes.

## 6. RISK MANAGEMENT

**Table 3: Impact of risk and mitigation**

<b>Risk</b>	<b>Level of uncontrolled risk</b>	<b>Controls</b>	<b>Level of controlled risk</b>
Local community concerns and issues are not taken into account at the planning application stage.	Medium	Approve the Land West of Windsor SMD for development management purposes, ensuring that the comments from the local community are considered at the planning application stage.	Low
Other developers and promoters (for	Medium/ Low	Approve the Land West of Windsor SMD for	Low

other sites allocated in the BLP) resist preparing Stakeholder Masterplans.		development management purposes (demonstrating the benefits/ effectiveness of the process).	
Design principles in the SMD are watered down in delivering the development	Medium/ High	Approve the Land West of Windsor SMD for development management purposes – which includes a commitment from Wates Developments to prepare a Design Code for the site, for agreement prior to any granting of outline planning permission.	Low

## 7. POTENTIAL IMPACTS

- 7.1 Equalities. Officers consider that the SMD for Land West of Windsor meets the Basic Conditions in relation to human rights requirements.
- 7.2 Equalities. Equality Impact Assessments are published on the [council's website](#). The Equality Act 2010 places a statutory duty on the council to ensure that when considering any new or reviewed strategy, policy, plan, project, service, or procedure the impacts on particular groups, including those within the workforce and customer/public groups, have been considered.
- 7.3 An [EQIA screening form](#) has been completed and signed by the relevant Head of Service. The recommendations in this report have no identified equality impacts.
- 7.4 Climate change/sustainability. Another of the Basic Conditions is to contribute to the achievement of sustainable development. The SMD aligns with the policies and requirements of the BLP, which was subject to Sustainability Appraisal/ Strategic Environmental Assessment. In addition to this, Officers confirm that the SMD meets the Basic Conditions, in terms of sustainability.
- 7.5 Data Protection/GDPR. The consultation on the draft SMD was undertaken by Wates. Any sensitive information shared with Officers was handled in accordance with the GPDR regulations and the statement on the way the Planning Policy team in the Planning Department handles personal data.

## 8. CONSULTATION

- 8.1 The process of engagement and consultation on the draft SMD for Land West of Windsor is described above. Officers believe that the form and amount of engagement is as envisaged by the BLP (in relation to the preparation of SMDs) and accords with the principles set out in the Council's Statement of Community Involvement.

## 9. TIMETABLE FOR IMPLEMENTATION

**Table 4: Implementation timetable**

<b>Date</b>	<b>Details</b>
28 <sup>th</sup> October 2021	Subject to Cabinet's approval, the SMD, will become an important material consideration in the assessment and determination of planning applications on the Land West of Windsor site.
	<p>The promoter (Wates Developments) has advised the following indicative timetable for progression of the scheme (subject to approval of the SMD and adoption of the BLP):</p> <ul style="list-style-type: none"><li>• Outline applications submission – November 2021</li><li>• Resolution to grant - April 2022</li><li>• Outline planning permission – May 2022</li><li>• Joint Venture arranged with housebuilder – October 2022</li><li>• RM applications - November 2022</li><li>• RM approval - March 2023</li><li>• Construction (post conditions discharge) June 2023</li><li>• First units delivered early/ mid 2024</li></ul>

## 10. APPENDICES

10.1 This report is supported by 3 appendices:

- Appendix A – Summary of consultation responses, with Wates Developments and Officer Comments
- Appendix B – Land West of Windsor Stakeholder Masterplan Document – October 2021 (Version for Approval). See link below:  
<https://landwestofwindsor.co.uk/CMS/uploadpdfs/1634720102.pdf>
- Appendix C – Summary Assessment of the Land West of Windsor Stakeholder Masterplan Document (Stefan Kruczkowski, urban designer advisor to the Council)

## 11. BACKGROUND DOCUMENTS

11.1 This report is supported by 3 background documents:

- National Planning Policy Framework (NPPF) -  
<https://www.gov.uk/government/publications/national-planning-policyframework--2>

- [Borough Local Plan \(with Proposed Main Modifications\)](https://consult.rbwm.gov.uk/file/5883688)  
<https://consult.rbwm.gov.uk/file/5883688>
- [Equalities Impact Assessment](https://www.rbwm.gov.uk/home/council-and-democracy/equalities-and-diversity/equality-impact-assessments)  
<https://www.rbwm.gov.uk/home/council-and-democracy/equalities-and-diversity/equality-impact-assessments>

## 12. CONSULTATION

Name of consultee	Post held	Date sent	Date returned
<i>Mandatory: Statutory Officers (or deputy)</i>			
Adele Taylor	Executive Director of Resources/S151 Officer	15/10	19/10
Emma Duncan	Deputy Director of Law and Strategy / Monitoring Officer	15/10	20/10
<i>Deputies:</i>			
Andrew Vallance	Head of Finance (Deputy S151 Officer)		
Elaine Browne	Head of Law (Deputy Monitoring Officer)		
Karen Shepherd	Head of Governance (Deputy Monitoring Officer)		
<i>Other consultees:</i>			
<i>Directors (where relevant)</i>			
Duncan Sharkey	Chief Executive	15/10	
Andrew Durrant	Executive Director of Place	15/10	15/10
Kevin McDaniel	Executive Director of Children's Services	15/10	20/10
Hilary Hall	Executive Director of Adults, Health and Housing	15/10	18/10
<i>Heads of Service (where relevant)</i>			
	Adrien Waite, Head of Planning	15/10	18/10
	Chris Joyce, Head of Infrastructure, Sustainability and Economic Growth	15/10	
<i>External (where relevant)</i>			
N/A			
Confirmation relevant Cabinet Member(s) consulted	Cllr Andrew Johnson (Leader) Cllr David Coppinger (Cabinet Member for Planning and Environmental Services)	Yes	

## REPORT HISTORY

<b>Decision type:</b>	<b>Urgency item?</b>	<b>To follow item?</b>
Council decision	No	No

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## Appendix A

### Summary of consultation responses, with Wates Developments and Officer Comments

Key theme	Consultation Comments Summary	Wates Developments Project Team Response	RBWM Officer Comment
General comments on the proposed scheme	There was general support for the need for additional family and affordable family homes in the Borough, although a number of respondents were strongly opposed to the principle of development in this location. There was appreciation for the design approach, and a clear desire for the homes to have a sensitive design which responded positively to the character of the area.	Wates Developments have worked with the AL21 community working group for nearly eight months and will continue to engage as the details of the design are further progressed. To secure a high-quality development, a design code will be prepared and submitted, prior to, or as part of the outline planning application submission for the site.	<p>The principle of development is addressed in the Borough Local Plan, with the site having a draft allocation for approximately 450 new homes, open space, and new community infrastructure. Only the Local Plan can release the site from the Green Belt (following receipt of the Inspector's report and adoption of the Plan by the Council). However, the Council has supported Wates in progressing the Stakeholder Masterplan Document, as there are long lead-in times for larger developments, and it is important that early progress is made with some of the BLP site allocations, to meet the housing targets set out in the BLP.</p> <p>Officers support the considered design approach, which is place sensitive.</p> <p>Officers (with Urban Design Advisor support) are working with Wates Developments on a Design Code for the site.</p>
Traffic on the A308 and Dedworth Road	<p>Many of the respondents raised concerns around existing volumes of traffic on the A308, and the impact of the additional traffic from the planned development.</p> <p>Concerns were also raised about the proposed single</p>	The planning applications will be accompanied by robust Transport Assessments that will assess the traffic impacts of new development (which have already been assessed at a high level by the Council as part of the Borough Local Plan examination process). It is envisaged that as part of the proposed	<p>The impacts of the BLP housing growth were assessed at a strategic level in a Borough-wide strategic transport model. This work concluded that with suitable mitigation, the scale of development proposed in the BLP can be accommodated by the road network.</p> <p>As part of the pre-application discussions with Wates Developments, Project Centre have reviewed the development traffic generation forecast, and assessed the</p>

	<p>point of access onto Dedworth Road, the additional traffic on Dedworth Road, and the impact this would have on existing local residents.</p>	<p>development, works will be undertaken at the Oakley Green Road / A308 junction to improve its capacity. Any proposed improvements will be made clear through future planning applications, which residents will be consulted on.</p>	<p>impact of the development on the neighbouring junctions and concluded that the proposed increase in vehicle movements is unlikely to have a severe harm on the highway network. Whilst further details are required from the developer's transport consultant (at the planning application stage) Officers are satisfied that there will be no conflict with Paragraph 111 of the National Planning Policy Framework, which states that developments should only be refused on highway grounds if there would be an unacceptable impact on highway safety.</p>
<p>Traffic on the Old Maidenhead Road</p>	<p>Concern around use of the old Maidenhead Road to access to the northern parcel of AL21. This road was closed to through traffic in the 1980s, due to the frequent accidents related to speed and bends in the road.</p> <p>Concern also about overspill parking onto the Old Maidenhead Road.</p>	<p>As above, the planning applications for the AL21 site will be accompanied by robust Transport Assessments that will assess the traffic impacts of new development (and set out any mitigation necessary to address identified impacts).</p>	<p>Approximately 130 residential units could be located on the northern parcel of AL21, which will have an access onto the old Maidenhead Road, which in turn, has access onto the A308 Maidenhead Road. The development is not seeking to reinstate or create a new access onto the A308.</p> <p>As above, Officers are satisfied that there will be no conflict with Paragraph 111 of the National Planning Policy Framework, which states that developments should only be refused on highway grounds if there would be an unacceptable impact on highway safety.</p> <p>The need for any parking controls on the Old Maidenhead Road will be considered at the planning application stage.</p>
<p>Crossings of the A308 and Dedworth Road</p>	<p>Concerns raised around the form of crossings to be provided over the A308, and whether these would be safe for pedestrians and cyclist. Suggestion that safety barriers should be added to</p>	<p>There were representations addressing the form of crossing to connect the two parts of the AL21 site. It is proposed that they will benefit from two crossing points – one in the form of a signalled controlled crossing at the A308 /</p>	<p>The principle, location and form of the pedestrian and cyclist crossings over the A308 has been discussed through the SMD process. The proposed connectivity is an important part of the strategy for encouraging walking, cycling and public transport use.</p>

	<p>discourage people from running across the road, and indeed, a further suggestion that no crossing points should be provided.</p> <p>Suggested that zebra crossings should be installed for residents crossing the Dedworth Road by this site and further along to access Tesco.</p> <p>The need for a traffic management plan, which focuses on road access into and out of the site with particular emphasis on peak times, and the relationship with the two main roads running either side, as well as very clear information on the logistics of all traffic and</p>	<p>Oakley Green Road junction and one in the form of a Toucan crossing further east. By providing controlled crossings, traffic will be obliged to stop and give priority to pedestrians and cyclists. The crossings will tie in with a wider network of pedestrian and cycle routes through and beyond the site.</p> <p>Our experience is that these can be sensitively designed so as to respect the green character of the A308 in this area.</p> <p>The proposed enhancements for pedestrians and cyclists on Dedworth Road are set out on page 33 of the SMD.</p> <p>As above, the planning applications will be accompanied by robust Transport Assessments, that will assess the traffic impacts of new development.</p>	<p>A Road Safety Audit will need to be undertaken by the applicant during the design stage, and prior to the occupation of the development.</p> <p>There were some suggestions that a bridge or underpass should be provided to facilitate movement between the two AL21 land parcels. In urban design terms, the preference is for surface level crossings, as underpasses can attract anti-social behaviour (and feel intimidating), and bridges, more difficult for older persons and those with disabilities to use. Bridges can also attract anti-social behaviour.</p> <p>The developer has been advised to provide improved crossing facilities for pedestrians on Dedworth Road to the retail and commercial amenities to the east, and along Oakley Green Road to encourage parents to adopt active modes of travel to Braywood CE First School.</p> <p>For clarity, the purpose of a Traffic Management Plan is to mitigate, manage and maintain traffic flows during the demolition and construction phases of a development. For large scale developments or sites within sensitive areas, the applicant is obligated to submit a Construction and Traffic Management Plan for consideration by the Highway Authority, which demonstrates the mitigation measures proposed to mitigate any impact associated with the works.</p>
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	parking, including for cycles, within the site itself.		
Access to the northern and southern sites	<p>For the northern site, there were concerns around the location of the access to the site off the Old Maidenhead Road, given other uses nearby.</p> <p>For the southern site, concerns were raised about the proposed single point of access to serve the new development (in close proximity to the Aldi superstore access).</p> <p>There was a suggestion that a separate access ought to be provided for the SEN school.</p>	<p>The proposed means of access will achieve the necessary sight lines and be the subject of an independent safety audit to ensure it is safe and suitable for its location, including:</p> <ul style="list-style-type: none"> <li>• has been designed in accordance with national design guidance;</li> <li>• will achieve the necessary sight lines for prevailing vehicle speeds.</li> <li>• will be the subject of an independent safety audit to ensure it provides safe and suitable access; and</li> <li>• has been the subject of junction capacity testing to confirm whether the junction operates acceptably.</li> </ul> <p>The highway authority will scrutinise the accesses when the planning application is submitted and will not accept a design that fails these 'tests' – in respect of either the northern or southern access junctions.</p>	<p>The position outlined by Wates in relation to the assessment of the proposed means of access into the northern and southern sites is agreed. The detail of the access arrangements will be fully scrutinised at the planning application stage.</p> <p>Officers believe that the school can adequately be served from the development's proposed access off Dedworth Road. The Borough's Highway Design Guide and Parking Strategy does not support the proliferation of accesses on the Primary and District distributor roads. The Highway Design Guide states <i>'On primary and district distributors the maintenance of free-flowing traffic conditions and reasonable average speeds take precedence over the need for access. Where proposals for development give rise to opportunities to reduce the number of direct accesses to primary and district distributors, the Highway Authority will expect those opportunities to be taken and will advise the Local Planning Authority accordingly.'</i></p>

		It is now envisaged that the southern site will be served by a separate vehicular access from the Aldi superstore. The amount of separation proposed between the junctions is not unusual. There will be a good level of visibility between the junctions and the access will operate within capacity.	
Access points onto Willows Path	Unclear whether there are sufficient access points to the Willows Path as there should be several, only two shown on page 32, Section 6 of the SMD.	There are four points of access shown onto the Willows Path, two cycle and pedestrian points (blue arrows) and two further points of pedestrian access (green arrows).	Wates' comments are correct. Further consideration can be given to the number and precise location of the access points as the more detailed plans are developed, but Officers believe that the indicative locations shown pick up on the main 'desire lines' in and out of the site.
Cycling	<p>A number of comments were made on the need to improve the safety conditions and infrastructure for cycling in the surrounding area.</p> <p>Suggested that at the planning application stage, the following will need to be comprehensively addressed: the full detail of the internal roads (their widths and junctions) including integral cycle lanes; and the dedicated cycle path network and its</p>	<p>Cycling enhancements along the busy local roads and provision of appropriate infrastructure within the AL21 were key priority areas for respondents. Wates have therefore developed a package of off-site measures aimed at facilitating walking and cycling, and reducing traffic speeds, including:</p> <ul style="list-style-type: none"> <li>• Widening of The Willows bridleway to 3m, where achievable, with multiple connections into the site and/or to Ruddlesway provided;</li> </ul>	<p>The proposed cycling enhancements have been discussed with the Wates team through the Stakeholder Masterplan process, and discussion will continue at the planning application stage.</p> <p>All development proposals across the A308 corridor are required to enhance and improve the pedestrian and cycle infrastructure between Windsor and Maidenhead town centres. The mechanism for delivery is either through a Section 278 Agreement (Highways Act) or via a S106 Contribution. The Borough's Highway Authority has identified primary routes (Dedworth Road), strategic (National Cycling Network 4) and tertiary routes which requires upgrading/improving.</p>

	relationship to the Willows Path and surrounding areas.	<ul style="list-style-type: none"> <li>• Introduction of reduced (40mph) speed limit on A308 fronting the site and provision of signal - controlled crossings;</li> <li>• Provision of pedestrian / cycle link between the Willows Path and old Maidenhead Road south of the A308, connected by parallel crossing on Ruddlesway;</li> <li>• Provision of cycle crossover on Gallys Road, giving priority to cyclists there and facilitating the connection to the cycle route on the A308;</li> <li>• Localised widening and improved signage on A308 cycle route; and</li> <li>• Extension of the 30mph speed limit on Dedworth Road, new bus stops, improved access to The Willows path and introduction of traffic calming west of Ruddlesway.</li> </ul>	With regard to the AL21 site, the Highway Authority has identified a north-south secondary cycling route through the development (as shown within the SMD, on page 34).
Bus Service Improvements	A number of respondents were keen to understand how the AL21 site would be integrated into the existing bus network between Windsor and Maidenhead.	Wates are developing a package of off-site enhancements to sustainable travel. This includes new / improved bus stops on Ruddlesway / Dedworth Road as well as additional connections into, through and between the sites (including from the Willows path) to help minimise the walking distances to local bus stops.	<p>The SMD confirms that the development will provide a new bus stop outside the Aldi site (see page 33 of the SMD). Furthermore, the consented Aldi proposal [Application Number 20/01145/FULL – Windsor Garden Centre] includes a S106 contribution of £17,773 to improve the existing bus stops to the west along Dedworth Road).</p> <p>In terms of the northern land parcel, this is within 400m of the nearest bus stop on Ruddlesway, which will be improved as part of the planned development. The advice set out by the</p>

			<p>Institute of Highways and Transportation (IHT) in 2000, suggests that 400m is the maximum convenient walking distance to stops in an urban context, and this threshold is generally accepted by most stakeholders, including Stagecoach, as an appropriate guideline aim to meet.</p> <p>Notwithstanding the above, the developer has been advised, at the detailed planning stage, to consider the provision of a bus stop/layby on the A308 to serve the north section of the site.</p>
Accessibility	There should be space/provision for mobility scooters and wheelchair access.	The Community Hub building will need to be Disability Discrimination Act compliant, and the housing provision will need to adhere to (emerging) Local Plan Policy HO2, which requires a proportion of the new dwellings to be accessible and adaptable.	These are detailed matters to be picked up at the planning application stage.
Boundary treatment	A number of respondents were keen to understand the type of boundary treatment to the northern and southern portions of the AL21 site. Respondents highlighted a strong desire for the retention of the existing hedgerow boundaries/ trees and a sensitive approach to protecting the amenity/ privacy of existing neighbours.	<p>Wates Developments have met with all the neighbours who expressed interest to discuss this element of the proposals so as to ensure appropriate boundary treatment can be incorporated into the proposed development. It is envisaged that public access to the site's boundaries will be limited.</p> <p>The SMD provides a cross-section showing the proposed boundary treatment between the Cardinal</p>	<p>Officers would also highlight, in relation to the boundary with The Willows, paragraph 117 of the SMD states: <i>"The block layout adjacent to the Willows will ensure appropriate separation between existing properties and the proposed new development, with opportunities explored and taken to provide appropriate boundary treatment and enable views of the heritage wall where possible."</i></p> <p><b>A sketch and supporting words have been added to the SMD on page 36, to reinforce the requirement for minimum separation distances between existing and the proposed new dwellings.</b></p>

	<p>In relation to the boundary with the Willows, it was suggested that a hedgerow, allotments, or an orchard should be used to maintain privacy for existing residents, and the new residents of the AL21 site.</p> <p>In relation to the eastern boundary with the Cardinal Clinic, the need for this boundary to provide security and privacy was emphasised.</p>	<p>Clinic and the SEN School (page 31), the general approach to the development edges is set out on page 37, and a new cross section is shown on page 36, expressing the minimum back-to-back distances between existing and proposed new dwellings.</p>	<p>The Summary Assessment of the Stakeholder Masterplan by the Council’s urban design advisor provides further justification for the approach taken to the boundary with The Willows.</p> <p>The Stakeholder Masterplan proposals for the boundary with the eastern edge of the Cardinal Clinic, indicate private back gardens backing onto the Cardinal Clinic, and to the north of this, a green corridor.</p>
<p>Ecological considerations</p>	<p>Respondents welcomed the commitment to retaining and enhancing the framework of contiguous greenways and open spaces that promote biodiversity, particularly the veteran trees. It was also noted that the wildflower meadows and drainage features would support different kinds of ecology.</p> <p>BBOWT commented that, currently, all biodiversity measures are outside of the proposed development areas. Would like to see a commitment to additional measures</p>	<p>Wates Developments have committed to achieving a 10% biodiversity net gain.</p>	<p>The discussions at the SMD engagement sessions helped inform the SMD proposals for biodiversity enhancement. For example, there is specific reference in the SMD to planting appropriate species to complement the existing ‘Bee Line’ initiative (page 21 of the SMD).</p> <p><b>In response to one of the comments from BBOWT, additional text has been added to paragraph 73 of the SMD, which states “Explore opportunities for ecological enhancements within the proposed development parcels, for example through the planting mix in communal areas, the provision of bird boxes and hedgehog friendly fencing.”</b></p>

	brought into buildings and gardens. BBOWT also made some very helpful more detailed comments, that can be picked up in the detailed design.		
Community benefits associated with the scheme	<p>The benefits associated with the proposals were well received with the SEN school receiving particular support. The community hub and open space were supported, however, there were queries around the levels of parking proposed and whether there would be provision for electric vehicle charging.</p> <p>Support for provision for community uses within the Community Hub. At least two rooms are required to serve as cafe, work stations and community space in the community hub.</p> <p>In relation to the provision of new off-site sports pitches, suggested that these should be provided near or within the site, so that new residents</p>	<p>The Wates team noted the clear support for the provision of allotments and community orchards, along with benches, bins, and outdoor play spaces. Matters to be picked up at the detailed planning stage.</p> <p>Wates Developments will continue working with local community stakeholders to better understand the demand for this style of facility.</p> <p>The Wates team will continue to liaise with RBWM officers and the local community in relation to those existing local sports pitches that could benefit from enhancement.</p>	<p>Achieving for Children will continue to liaise with the Wates team in relation to the SEN school site, including in relation to servicing.</p> <p><b>It has been agreed that the wording in relation to the Community Hub will be amended to specify that hub building will comprise of two rooms, allowing provision of a meeting/activity room, and a separate room for a community coffee shop (see revised paragraph 95 and 96 of the SMD).</b></p> <p>Paragraph 102 of the SMD confirms that the formal sports pitch provision will be provided by:</p> <ul style="list-style-type: none"> <li>• A community use agreement with the SEN school to facilitate community use of the sports pitch(s) associated with the school outside of the school day;</li> </ul>

	<p>and west Windsor residents can access the pitches.</p> <p>Mixed views were expressed on the proposed café. Some were supportive of the proposal, whilst others were concerned about the traffic that would be generated by the café.</p>	<p>Wates Developments will continue working with local community and Council Officers to explore the most appropriate format for the café, and how it can be managed.</p>	<ul style="list-style-type: none"> <li>• Proportionate financial contribution to the delivery of new pitch provision; and</li> <li>• Financial contribution towards enhancements of existing pitches within the local Windsor/Bray area.</li> </ul> <p>Officers are supportive of the provision of a café as part of the community hub, in part given the closure of the cafes at the two local garden centres. At the detailed planning application stage, Officers will address the funding, delivery, and maintenance of the community hub building (as part of the S.106 legal agreement).</p>
Community Infrastructure	<p>There is a need for more local social, health and leisure infrastructure. Existing facilities and services will not be able to cope with the additional demand arising from the proposed development.</p> <p>Further consideration needs to be given to how the Community Infrastructure Levy receipts (and any S.106 contributions) will be spent. Community infrastructure investment should be focused on facilities and services in close proximity to the site.</p>	<p>The proposals would be in accordance with the allocation within the emerging Borough Local Plan. As part of the Local Plan examination, the overall infrastructure requirements for the proposed new development in the Borough as a whole was assessed. Through the CIL contribution, new development at the site would make a proportionate contribution to the delivery of this infrastructure.</p> <p>Wates will work together with the Council to identify the monetary benefit of the proposal in this regard and would encourage stakeholders to request contributions for specific items.</p>	<p>Officers agree that the BLP and related Infrastructure Delivery Plan (IDP) provide a broad assessment of the infrastructure needed to support planned development in the Borough. The Borough Council has an agreed approach to prioritising the use of CIL receipts, but there is the opportunity for stakeholders to make suggestions as the planning process for the site progresses, and these suggestions will need to be taken into account.</p> <p><b>Additional wording will be added to the start of paragraph 135 of the SMD, to state “Each planning application will be assessed on their own merits, each being in accordance with the relevant planning policies of the BLP and making the necessary CIL contributions, which could be spent on the maintenance of existing social infrastructure, for example Dedworth library”.</b></p>

	How will the new community facilities on the site be managed and maintained?		At the planning application stage, Officers and Wates will need to agree the approach to managing and maintaining the on-site community facilities (and the agreed approach will be incorporated into the S.106 legal agreement).
Design	<p>Further detail needed on the extent of residential amenity space, the balance between on and off-site parking provision, SUDS, the location of the required custom and self-build housing, and the planting in the open space areas.</p> <p>Concern that housing will be too tightly packed-in, with not enough space for gardens and parking.</p>	These further details will be available at the planning application stage (either at the outline planning stage, or as part of the Reserved Matters applications).	<p>Officers agree that not all of the detail can or should be provided in the SMD.</p> <p>Officers recognise the difficult balance to be struck between making most efficient use of sites and avoiding over-development. Officers believe that the SMD provides a positive framework for the more detailed work that is to follow, where matters such as parking provision and amenity space provision will need to be carefully considered and assessed.</p>
Communications and the stakeholder masterplan process	This process is relatively new within the Royal Borough and whilst Wates Developments have conducted extensive engagement to support residents to understand the stakeholder masterplan process, some responses queried the level of detail contained within the	There were high levels of appreciation for the engagement approach undertaken, and clear calls for face-to-face engagement following the relaxation of the COVID-19 restrictions. Wates Developments intend on holding a community information session immediately following application submission in order to provide the	<p>RBWM Officers believe that the stakeholder masterplan process for land West of Windsor has given the local community and other stakeholders the opportunity to engage in the development process far earlier than would normally be the case.</p> <p>The Council's urban design advisor has suggested that the new requirement for stakeholder masterplans is a <i>"very positive step in helping to deliver well-designed, place sensitive developments in the Royal Borough"</i>.</p>

	Stakeholder Masterplan Document.	local community with a further opportunity to understand/ comment on the emerging scheme proposals.	
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## Appendix C

### Summary Assessment of the Land West of Windsor Stakeholder Masterplan Document

#### Stefan Kruczkowski, Urban Design Advisor to the Council

1. The applicant and their team have worked hard to engage the residents and other stakeholders in creating the Stakeholder Masterplan Document. This has been particularly challenging due to the need for engagement sessions to take place online due to the restrictions on social contact during the pandemic. Nevertheless, these sessions have allowed local residents and other stakeholders the opportunity to participate in the design process and share their views.
2. A particular challenge has been helping residents and stakeholders understand the outline nature of the application and the level of detail that is available at this stage of the design and planning process. Many participants have wanted to know about design details that have not yet been determined (and will not be determined until the future Reserved Matters stage is reached). Notwithstanding this, I have worked with Council officers and the applicant to identify and agree high level 'design' rules that are captured both visually and in writing within the Stakeholder Masterplan Document. These will be particularly useful in guiding detailed design as and when this stage is reached.
3. For instance, there are sensitive boundaries within the northern site, particularly the interface between existing and proposed new homes; as well as with the Cardinal Clinic. A simple cross section within the Stakeholder Masterplan Document illustrates the design intent with respect to the relationship with the Cardinal Clinic; whilst the use of clear design rules for the northern site boundaries (along with a cross section inserted into the Stakeholder Masterplan Document as a result of the consultation feedback), offer the Council and other stakeholders certainty and confidence that the proposed new homes will be respectful to existing homes. These rules, together with design requirements expressed within the Stakeholder Masterplan Document, will help to ensure that as and when individual phases of the development are sold to developers, the developers will be aware of what is required in certain locations.
4. The interface between existing and proposed new homes within the northern site has been subject to careful consideration. The proposals respect the need to create what is termed 'perimeter block structure', whereby the gardens of existing and new homes interlock with one another. Perimeter block structure reflects good urban design practice by creating a secure inner 'core' of back garden spaces. This respectful relationship between existing and proposed new homes is further safeguarded by rules that cover back-to-back distances, housing type, parking type and building height. As such, the residential amenity and privacy of existing residents is protected.

5. During the course of discussions on the Stakeholder Masterplan Document, the quality of the proposals has been strengthened considerably with key design 'fixes' being discussed and agreed. These 'fixes' provide a good and strong foundation for the development going forward and are captured in the Stakeholder Masterplan Document and will be further developed in the proposed Design Code.
6. For instance, a long-distance view of the Round Tower has been framed with a 'no build' corridor established across the site. Views to the woodland ridges to the south have also been incorporated into the Stakeholder Masterplan Document. A strong walking and cycling network has been developed, that will help encourage residents to walk and cycle more, particularly for short local trips.
7. It has been positive and constructive that at such an early stage of the design and planning process the applicant has engaged both a Landscape Architect and an Architect. This has helped ensure that the development includes more than just homes but a strong landscape strategy. There is considerable scope to achieve a net gain in biodiversity with emerging proposals including the safeguarding of wildlife corridors and the creation of species rich grasslands.
8. Whilst it is outside of the Council's control, it would be positive if individual house builders retain the services of the landscape architect and architect to ensure that the vision they have helped to create is not lost or otherwise diluted.
9. Any development can start with good and strong foundations; only for these to be eroded at a more advanced stage of planning and design. For this reason, the applicant was advised to commit to the production of a Design Code that will build upon these foundations. It is positive that the applicant has committed to producing a Design Code.
10. The Council has provided clear advice to the applicant in terms of the content and structure of the Code; and the degree to which it expects to be involved. Subject to the applicant and future developers adhering to the Council's expectations in terms of content, structure and process, there is considerable scope for the Council to exert regulatory influence; ensuring that the development proposals accord with design policies and good practice, specifically: the National Planning Policy Framework, the Council's Design Guide and Building for a Healthy Life.
11. In my experience, the level of engagement and effort made by the applicant to engage with local residents and other stakeholders, at such an early stage in the planning process, is rare to see; and should be commended. A principal catalyst for this early engagement is clearly the new requirement for promoters and developers to prepare Stakeholder Masterplan Documents, and I therefore certainly see this new requirement as a very positive step in helping to deliver well-designed, place sensitive developments in the Royal Borough.