

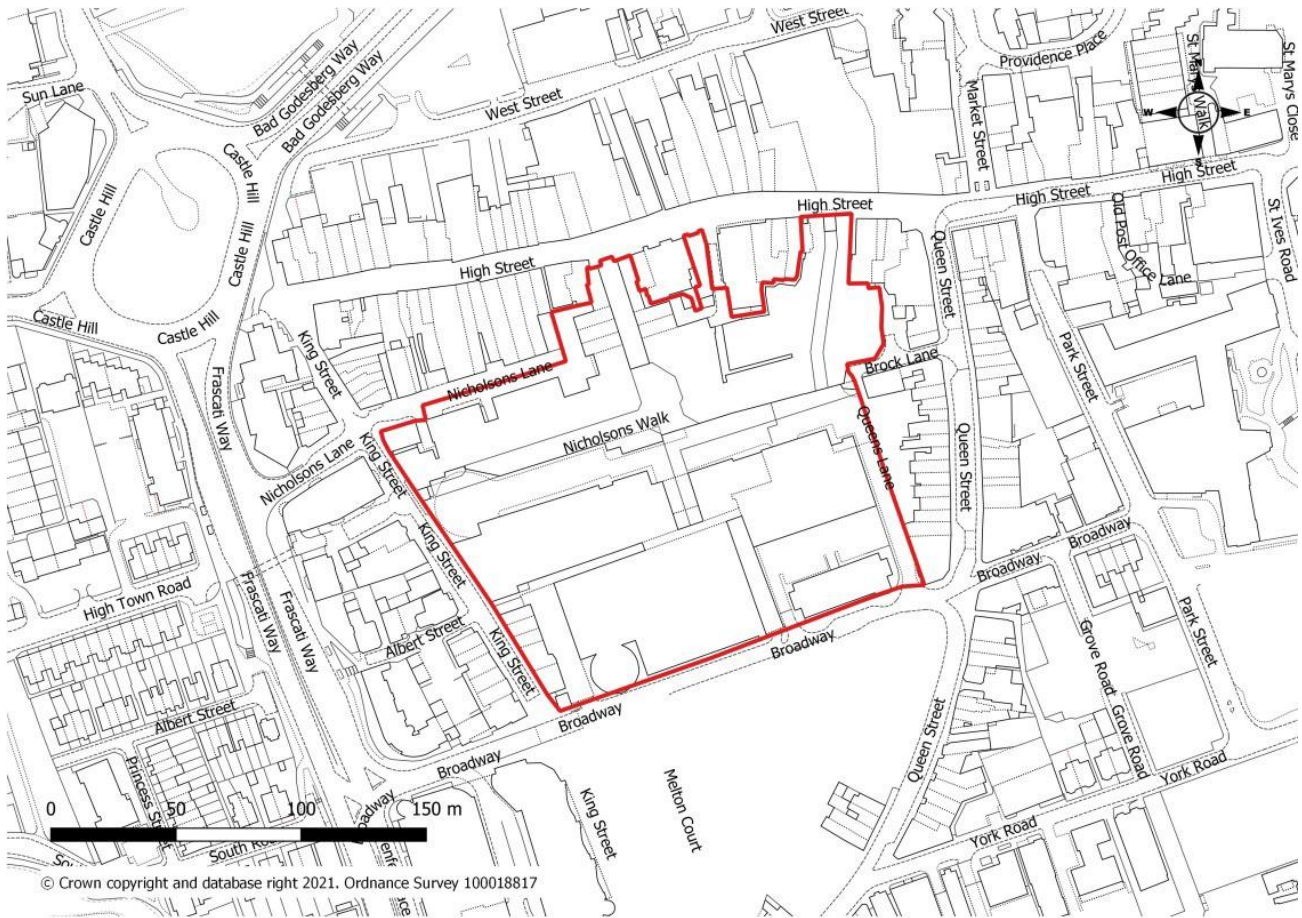
Appendix 3

Modifications to Site Proformas

Site Allocation Proformas [Formerly Appendix D]

Site Allocation Proformas [Formerly Appendix D]

AL1: Nicholsons Centre, Maidenhead



Allocation	<ul style="list-style-type: none"> • <u>A mixed use development providing retail, community, 15,000 sqm (net additional) of employment space and approximately 500 residential units</u> • <u>Public square</u>
Site Area	<ul style="list-style-type: none"> • <u>2.47Ha</u>
<u>Site Specific Requirements</u>	
<p>Development of the site will be required to:</p> <ul style="list-style-type: none"> • <u>Be of exceptional design and a main focal point in terms of placemaking and town centre functions</u> • <u>Act as the primary retail focus for Maidenhead providing high quality primary retailing frontages with a dominance of Class E (a) uses</u> • <u>Create a highly permeable network of attractive human scale streets that are highly connected to surrounding streets and adjoining developments</u> • <u>Provide a network of high quality pedestrian and cycle routes across the site and linked into surrounding areas and routes</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys. This will include provision of bus stops adjacent to the main frontages of the site and attractive way marking from Maidenhead Railway Station</u> • <u>Provide storage and parking for cycles and scooters</u> • <u>Provide an appropriate level of car parking, including electric car charging points, for residential and commercial uses, having regard to the IDP requirement for a permanent multi-storey car park (approximately 1,500 spaces) at the Broadway</u> 	

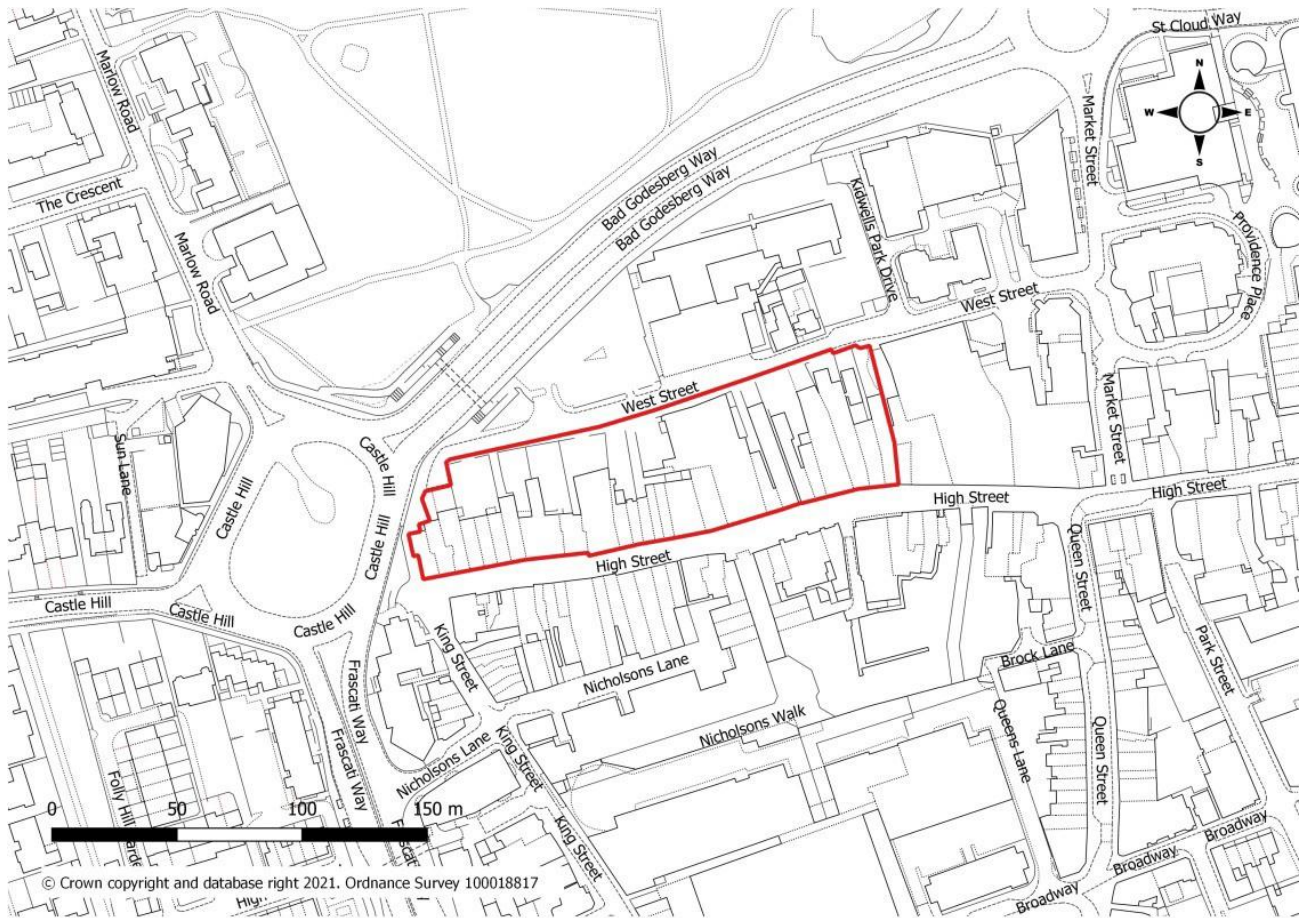
Site Allocation Proformas [Formerly Appendix D]

- Be strongly connected in visual terms into the High Street with a visually prominent route through from the High Street through the site to the intersection of King Street and Broadway
- Create a high quality green infrastructure network on the site at both ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for visitors, workers and residents
- Plant large growing trees along the western side of the site, including on the junction of King Street and Nicolson's Lane and at the junction of King Street and Broadway corner
- Provide mixed uses at ground floor levels throughout the development
- Provision of public social spaces at upper levels in the form of an exceptional quality roof garden
- Provide an exemplar quality designed public square at ground floor level to act as the focus for streets, pedestrian and cycling routes and the network of green infrastructure. The square will be expected to be fronted by high quality buildings housing a mix of retail, community and employment uses at ground floor level. The square will be human scale and a social space providing a favourable micro climate for outdoor leisure throughout much of the year. Blue infrastructure and public art will be expected to provide a focus for the square
- Provide appropriate mitigation measures to address the impacts of noise and air quality in order to protect residential amenity

- Contribute to the vitality, enclosure and enhancement of all surrounding streets, particularly the High Street, King Street and Broadway
- Provide high quality attractive and animated frontages to Queen Lane and Brock Lane
- Conserve and seek to enhance the significance of heritage assets and provide appropriate settings for these heritage assets
- Be designed sensitively to consider the privacy and amenity of neighbouring residential properties
- Maintain a human scale frontage to the High Street
- Provide 30% affordable housing
- Address surface water flooding issues and potential risks to groundwater
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible.

Site Allocation Proformas [Formerly Appendix D]

AL2: Land between High Street and West Street, Maidenhead



Allocation	<ul style="list-style-type: none"> A mixed use scheme incorporating retail, employment and approximately 300 residential units
Site Area	<ul style="list-style-type: none"> 0.96Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Demonstrate how proposals have sought to facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and attractiveness of the western end of the High Street and improving the environment of West Street Provide mixed uses at ground floor levels with a dominance of retail uses in the eastern half of the site Contribute towards the provision of high quality pedestrian and cycle connections between the High Street and West Street Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys Create high quality green and blue infrastructure on the site at ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for residents Provide suitable tree planting on the western end of the site to provide a buffer to the Castle Hill roundabout and also along the southern side of West Street to improve the visual qualities of the street Contribute to the vitality, enclosure and enhancement of the public space at the intersection of King Street, High Street and Castle Hill Provide high quality attractive and animated frontages to West Street, the High Street and Castle Hill Conserve and seek to enhance the significance of heritage assets within the area, and in particular the special interest, character and appearance of the Conservation Area 	

Site Allocation Proformas [Formerly Appendix D]

- Be designed sensitively to consider the privacy and amenity of neighbouring residential properties
- Provide appropriate mitigation measures to address the impacts of noise and air quality in order to protect residential amenity
- Maintain an attractive and human scale frontage to the High Street
- Provide 30% affordable housing
- Address surface water flooding issues and potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible.

Site Allocation Proformas [Formerly Appendix D]

AL3: St Mary's Walk, Maidenhead



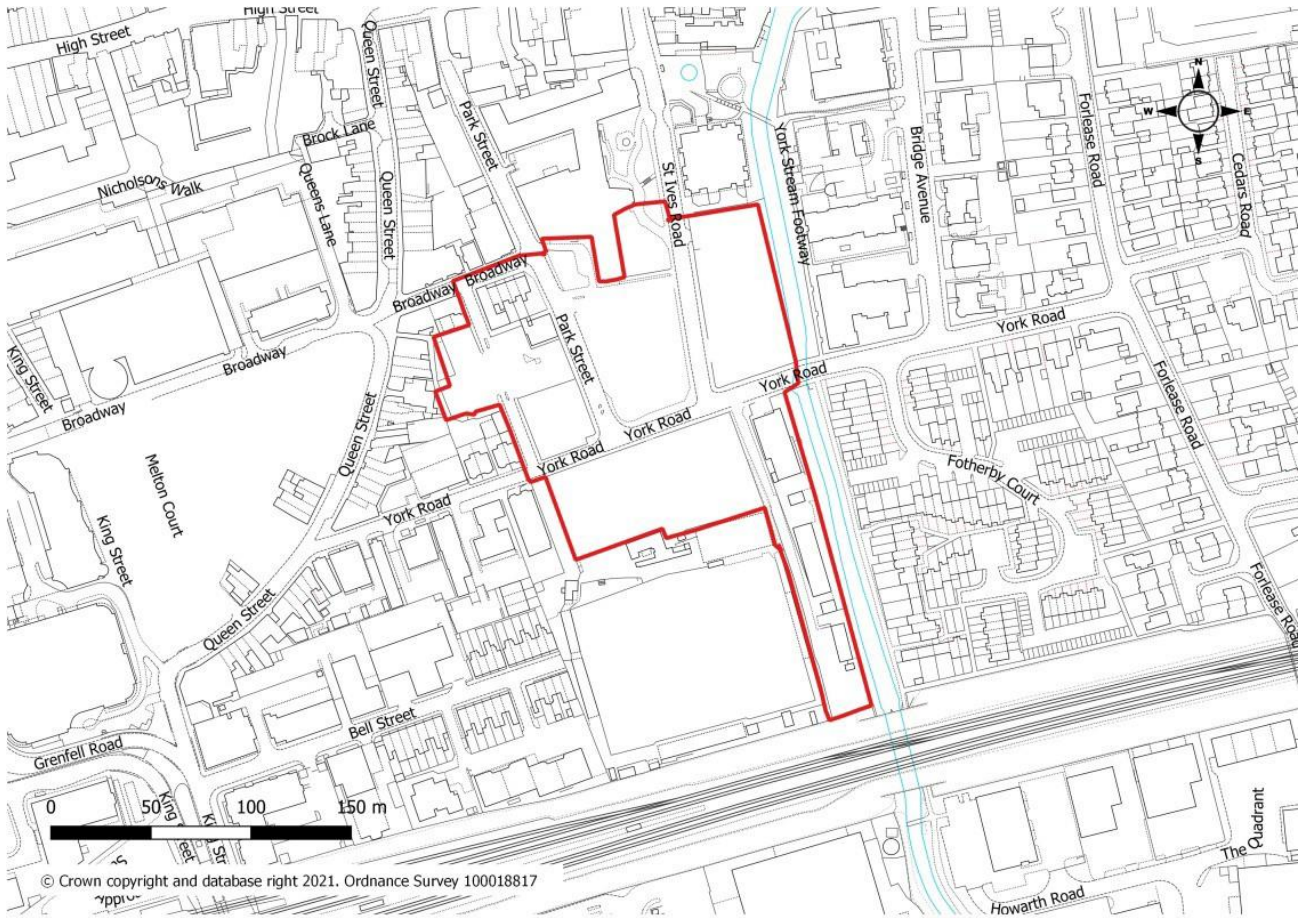
Allocation	<ul style="list-style-type: none"> • <u>A mixed use development (that may come forward in stages) incorporating employment, retail and preferably residential uses</u>
Site Area	<ul style="list-style-type: none"> • <u>0.32Ha</u>
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in providing an attractive and safe connection between the High Street and the public realm areas to the north of the site as well as enhancing the vitality and attractiveness of Providence Place</u> • <u>Focus retail provision (at ground floor level) on the part of the site fronting the High Street, preferably with residential uses above</u> • <u>Provide high quality attractive and safe pedestrian and cycle connections between the High Street, Providence Place, St. Marys Close and the public realm area to the north</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys</u> • <u>Create a high quality green infrastructure network on the site at ground and upper levels to facilitate biodiversity enhancement, leisure and improved health and wellbeing for residents and visitors</u> • <u>Retain and protect existing trees, including the Hornbeam in the precinct area and the Lime tree next to Providence Place</u> • <u>Improve the design quality, safety, green infrastructure and vitality of St Mary's Walk through public realm improvements, incorporation of a mix of uses, providing for overlooking, improving frontages and adding public art</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Provide for high quality active frontages to the High Street, Providence Place, St Mary's Walk and the public realm space to the north
- Provide appropriate mitigation measures to address the impacts of noise and air quality in order to protect user/residential amenity
- Provide 30% affordable housing (if applicable)
- Conserve and seek to enhance the significance of heritage assets within the area, and in particular the special interest, character and appearance of the Conservation Area
- Address potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible.

Site Allocation Proformas [Formerly Appendix D]

AL4: York Road, Maidenhead



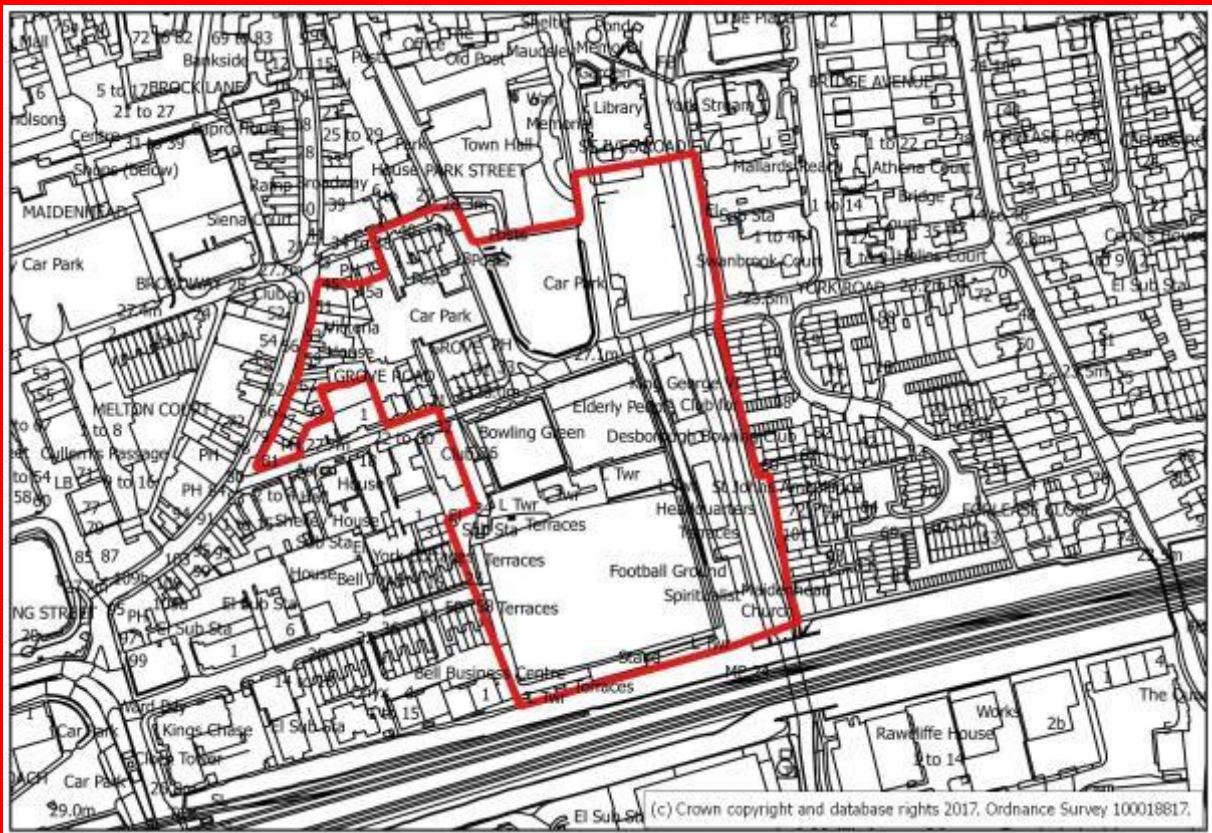
<p><u>Allocation</u></p>	<ul style="list-style-type: none"> • <u>A mixed use scheme incorporating retail, approximately 2,000 sqm of employment and community/cultural floorspace , civic square and approximately 450 residential units</u>
<p><u>Site Area</u></p>	<ul style="list-style-type: none"> • <u>2.51Ha</u>
<p><u>Site Specific Requirements</u></p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> • <u>Facilitate comprehensive re-development and effective place making in the town centre. This will include providing a new civic and social space for the town and improving the frontage to the adjacent waterway</u> • <u>Retain existing community uses unless acceptable provision is made elsewhere Provide a network of high quality pedestrian and cycle routes across the site which link into surrounding areas and routes to improve the connectivity between Stafferton Way and the town centre via York Stream</u> • <u>Provide mixed uses at ground floor levels throughout the development</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to educational facilities</u> • <u>Provide high quality green and blue infrastructure</u> • <u>Conserve and enhance local biodiversity</u> • <u>Retain high/medium quality trees and planting of replacement trees</u> • <u>Provide a high quality public realm, including improvements to existing pedestrian thoroughfare</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Provide high quality attractive and animated frontages to St Ives Lane, York Road and York Stream
- Provide 30% affordable housing
- Conserve and enhance the setting of the Town Centre Conservation Area
- Preserve the setting of the setting of the library, which is a Grade II listed building, and its associated outdoor environment, and the Grade II listed 25 & 27 Broadway
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway in order to protect residential amenity
- Be sensitively designed to consider the privacy and amenity of neighbouring residential properties
- Address surface water flooding and potential risks to groundwater
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zones 2 and 3 and larger than one hectare. This will need to demonstrate that the Exception test can be passed and that a safe evacuation route can be provided
- Provide strategic waste water drainage infrastructure
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Protect and enhance the Designated Local Wildlife site (York Stream)
- Support the implementation of the Maidenhead Waterways Project.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA5: York Road, Maidenhead



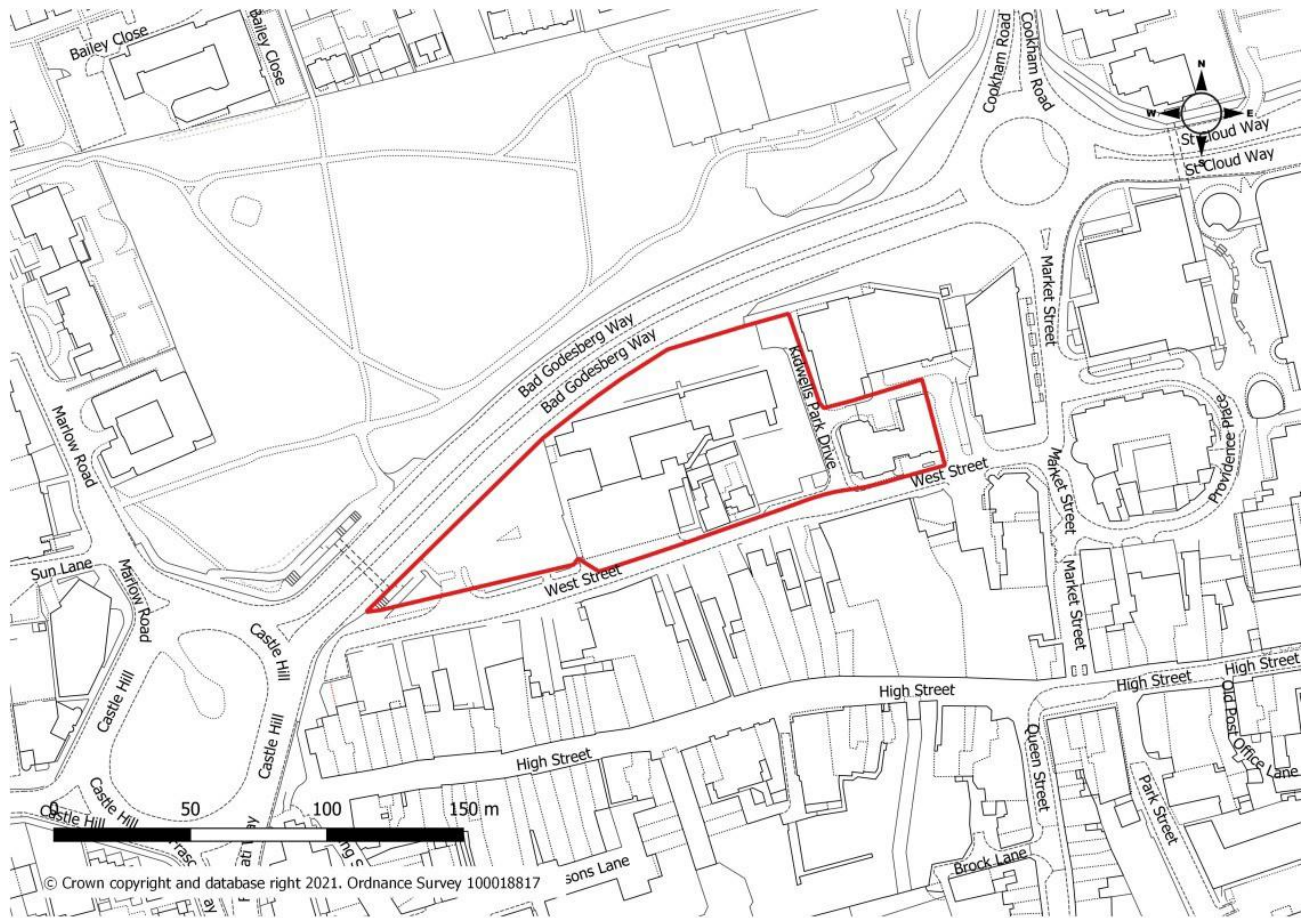
Map HA5 IMAGE DELETED

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

Table HA5 York Road

Site Allocation Proformas [Formerly Appendix D]

AL5: West Street, Maidenhead



Allocation	<ul style="list-style-type: none"> A mixed use development incorporating approximately 240 residential units and community uses
Site Area	<ul style="list-style-type: none"> 0.96Ha
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and attractiveness of West Street and improving the frontages onto Bad Godesberg Way Consolidate or remove the telecommunications infrastructure to enable comprehensive, phased redevelopment Retain existing community uses Provide high quality green and blue infrastructure including at higher levels Retain and protect important trees along Bad Godesberg Way and to the west of the existing car park Provide pedestrian and cycle links through the site, with improved connectivity to Kidwells Park to the north, overcoming the barrier of Bad Godesberg Way (A4), and to the south to the West Street Opportunity Area (AL5) and the High Street Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys Provide improvements to the quality of the public realm including improvements to existing pedestrian underpass Provide limited on-site parking, with vehicular access from West Street or Kidwells Park Drive 	

Site Allocation Proformas [Formerly Appendix D]

- Achieve a high quality design which supports the character of the area
- Provide an exceptional quality building to act as a landmark on the corner of Bad Godesberg Way and West Street
- Provide 30% affordable housing
- Retain the Listed building (United Reformed Church) in an appropriate setting, with regard had to the setting of the Town Centre Conservation Area
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Address potential risks to groundwater
- Provide appropriate mitigation measures to address the impacts of noise and air quality from Bad Godesberg Way in order to protect residential amenity
- Provide waste water drainage infrastructure in order to address network capacity issues
- Ensure that an appropriate archaeological assessment is undertaken.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA4: West Street, Maidenhead

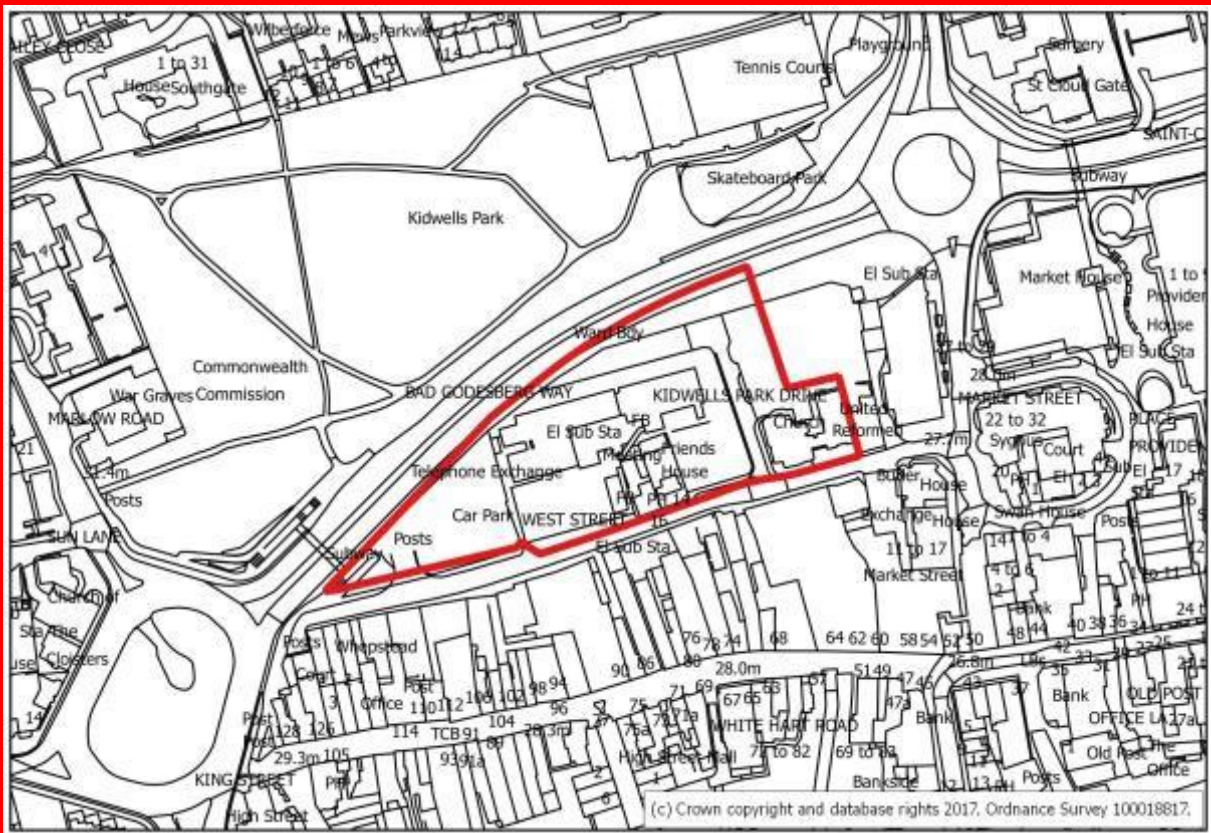


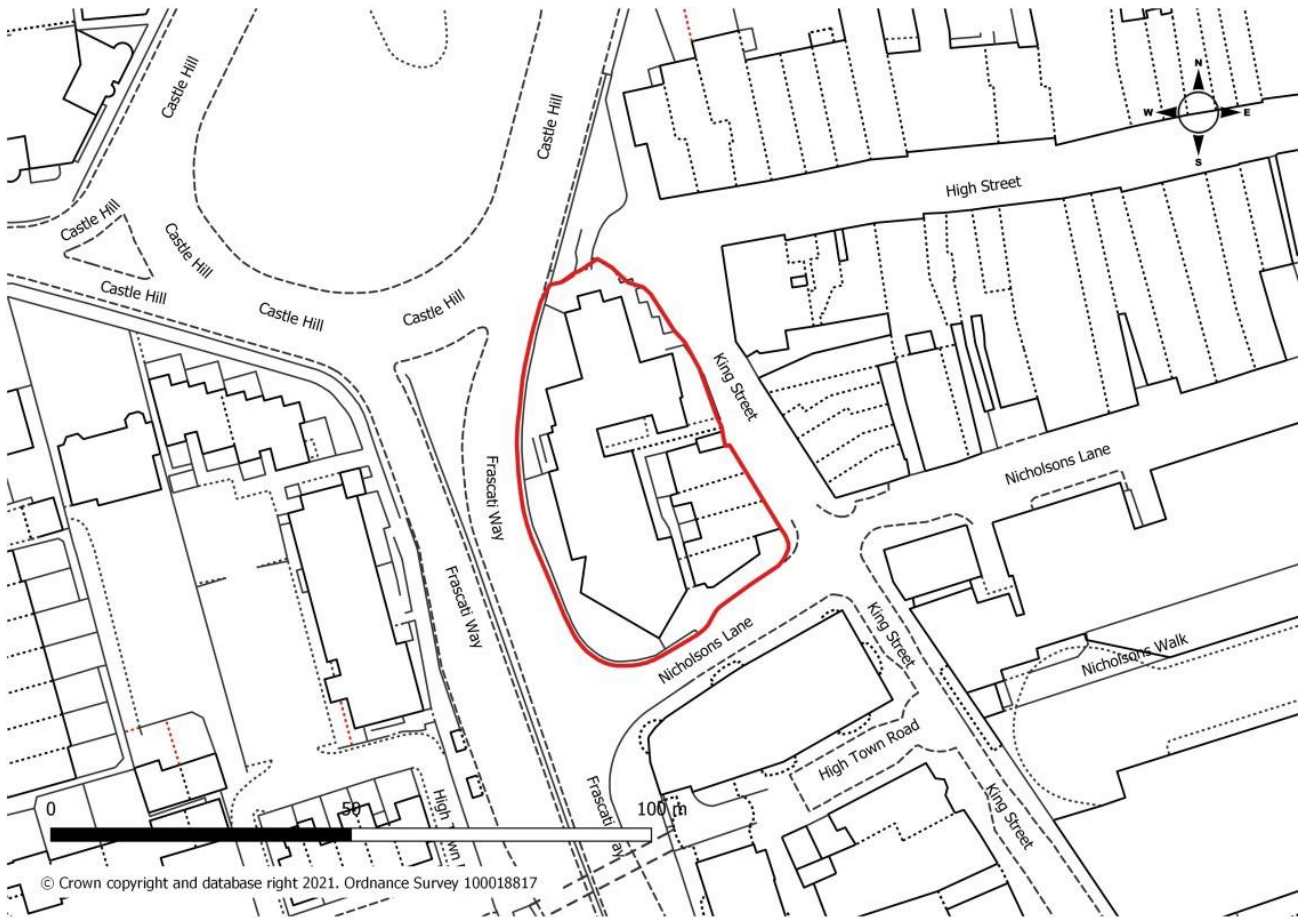
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HA4: West Street	
Allocation	<ul style="list-style-type: none"> Approximately 240 residential units as part of a mixed use development on previously developed land
Site size	<ul style="list-style-type: none"> 4.13Ha
Requirements	<ul style="list-style-type: none"> Reducing the barrier of the A4 and improving links to Kidwells Park and the town centre Provision of green infrastructure Provide pedestrian and cycle links through the site to improving the connectivity between Kidwells Park and the town centre Reprovision of public car parking Provide improvements to the quality of the public realm Designed to be of a high quality that supports the character and function of the area Retaining existing community uses unless acceptable provision is made elsewhere Retain Listed building
Key considerations	<ul style="list-style-type: none"> An appropriate link between the site and the High Street to enhance the vitality and viability of the town centre Heritage Servicing and refuse

Table HA4 West Street

Site Allocation Proformas [Formerly Appendix D]

AL6: Methodist Church, High Street, Maidenhead



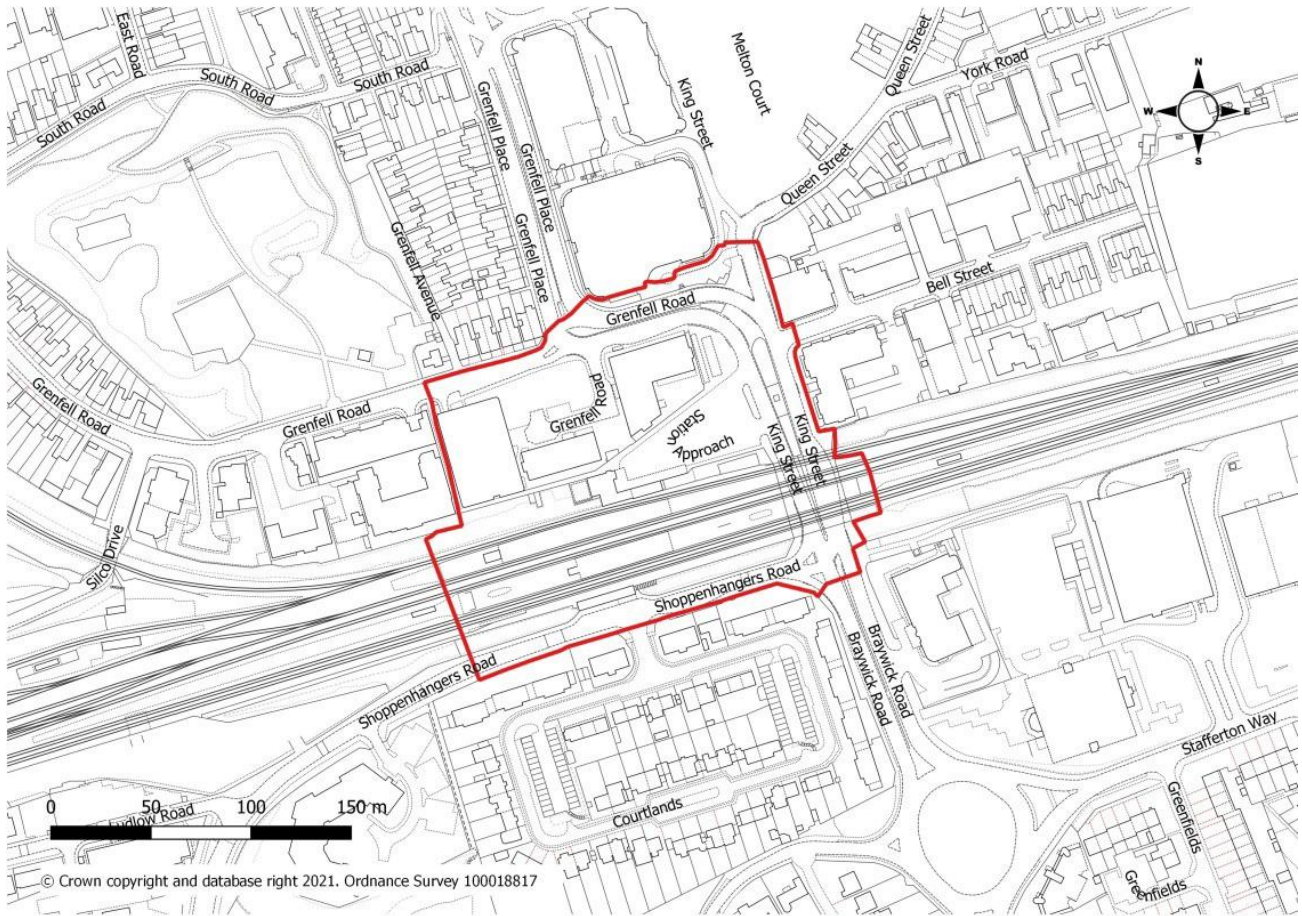
Allocation	<ul style="list-style-type: none"> A mixed use scheme incorporating, retail, community uses and approximately 50 residential units
Site Area	<ul style="list-style-type: none"> 0.20Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and attractiveness of the King Street and improving the social space at the High Street/King Street intersection. Bring forward the site as a high quality gateway to the High Street Retain the existing Methodist Church building as an important heritage assets fronting onto the High Street/King/Street intersection and conserve it in a manner appropriate to its significance Conserve and seek to enhance the significance of heritage assets within the area, and in particular the special interest, character and appearance of the Conservation Area Provide a Heritage Management Plan Retain community uses on the site, unless alternative suitable accommodation can be provided elsewhere within Maidenhead Town Centre. Address all frontages and corners of the site with a high quality design Provide active frontages to Nicholsons Lane, Kings Street and the High Street. Focus residential units away from Castle Hill and Frascati Way to mitigate noise and air quality impacts arising from traffic on. Provide improvements to the quality of the frontage with Castle Hill and Frascati Way. Consider views into the site, especially from the High Street and Castle Hill Provide high quality green and blue infrastructure 	

Site Allocation Proformas [Formerly Appendix D]

- Contribute towards the enhancement of the social space at the intersection of King Street and the High Street.
- Minimise the visual impact on service areas with appropriate screening
- Address potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Provide 30% affordable housing.

Site Allocation Proformas [Formerly Appendix D]

AL7: Maidenhead Railway Station



<u>Allocation</u>	<ul style="list-style-type: none"> • <u>A mixed use scheme providing 4,000 sqm (net additional) of employment space, approximately 150 residential units, small scale station related retail/cafes and an enhanced railway station</u>
<u>Site Area</u>	<ul style="list-style-type: none"> • <u>3.11Ha</u>
<p><u>Site Specific Requirements</u></p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> • <u>Facilitate comprehensive re-development and effective place making in the town centre. This will include acting as a key gateway site of exceptional quality as well as the sustainable transport interchange for the town centre which significantly enhances the arrival and departure experience for visitors, workers and residents</u> • <u>Facilitate the delivery of a public transport interchange with drop off and cycle parking facilities and bus and taxi stops</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to educational facilities</u> • <u>Provide improved pedestrian/cycle connectivity through the station and into</u> <ul style="list-style-type: none"> o <u>The primary shopping areas focused on the High Street and the Nicholsons Centre</u> o <u>Surrounding residential and commercial areas (including South West Maidenhead)</u> o <u>Braywick Park.</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Provide a high quality public realm in the station approach areas, including a human scale public square with public art on the northern side of the station concourses
- Have regard to, and avoid compromising, the Crossrail (Elizabeth Line) infrastructure improvements at Maidenhead Station
- Improve the vitality and attractiveness of all streets within and surrounding the site by delivering exceptional architecture and active frontages
- Provide high quality green and blue infrastructure, including at higher levels
- Provide very limited on-site parking for both station users and other land uses
- Provide an outstanding and distinctive design reflecting its gateway location with a modest tall building adjacent to the train station entrance. The building must respect and be compatible with the adjacent residential uses in terms of both character and amenity
- Provide 30% affordable housing
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway and surrounding streets in order to protect residential amenity
- Address potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Conserve and enhance the setting of heritage assets in the surrounding area, including the provision of an enhanced setting for the Grade II listed clock tower and Victorian station buildings.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA1: Maidenhead Railway Station

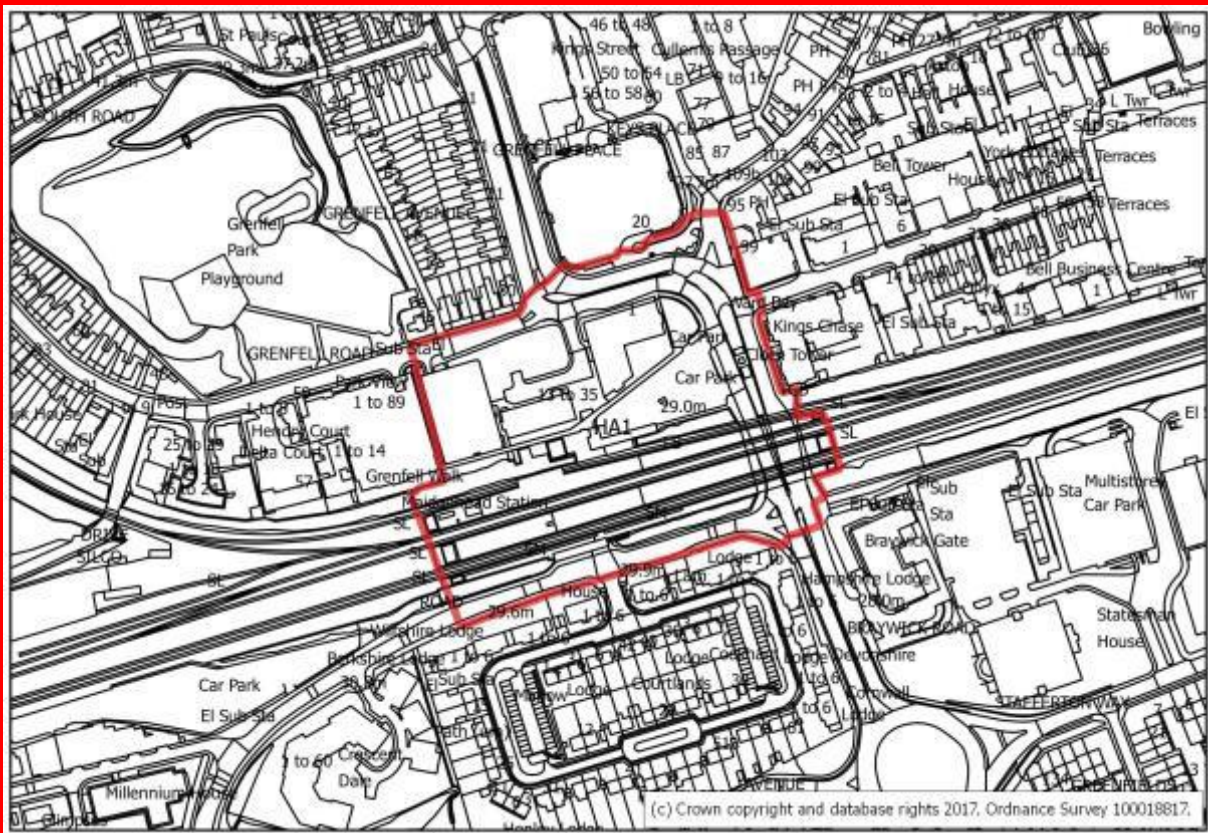


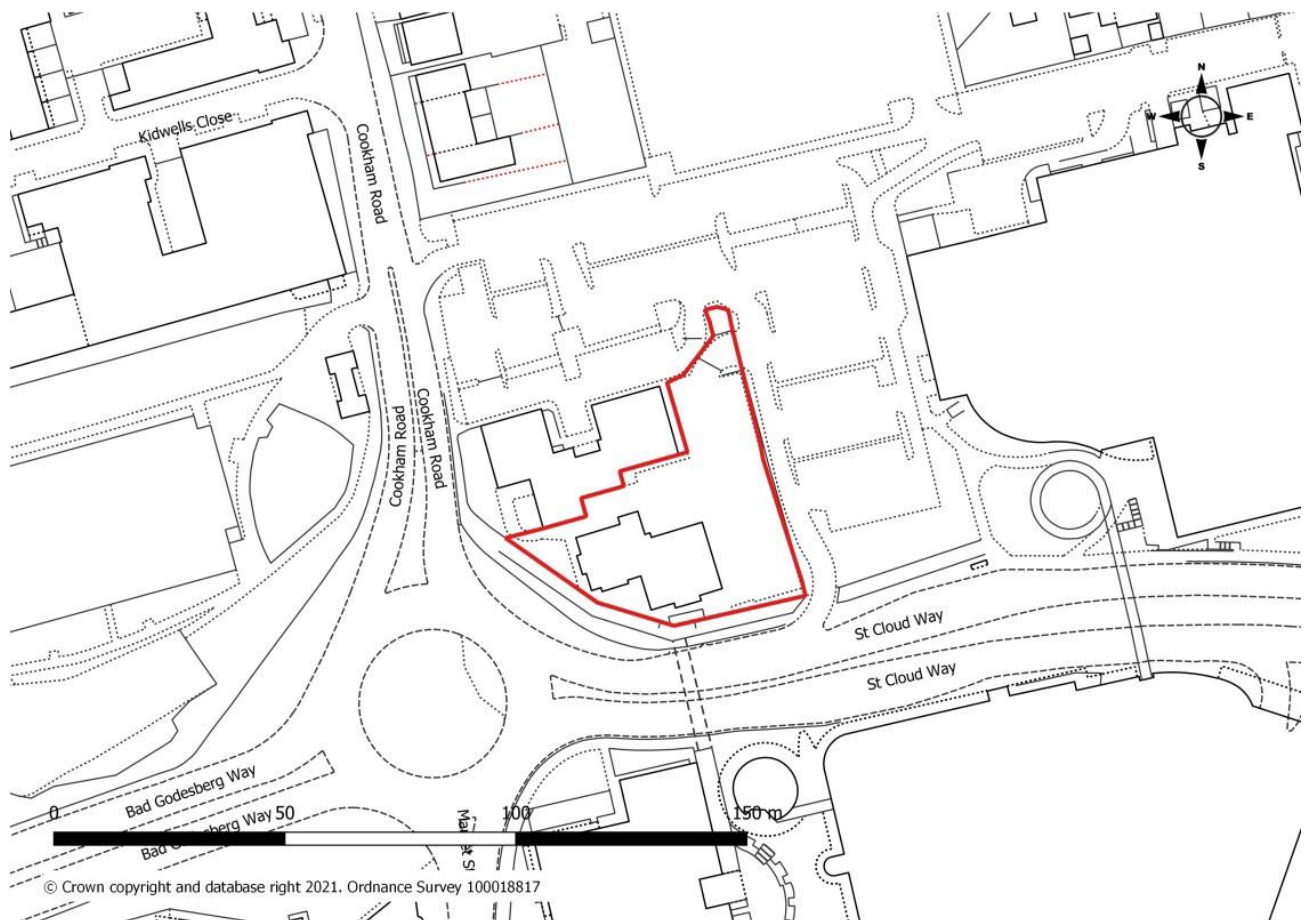
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HA1: Maidenhead Railway Station	
Allocation	<ul style="list-style-type: none"> Approximately 150 residential units as part of a mixed use development on previously developed land
Site size	<ul style="list-style-type: none"> 3.11Ha
Requirements	<ul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

Table HA1 Maidenhead Railway Station

Site Allocation Proformas [Formerly Appendix D]

AL8: St Cloud Gate, Maidenhead



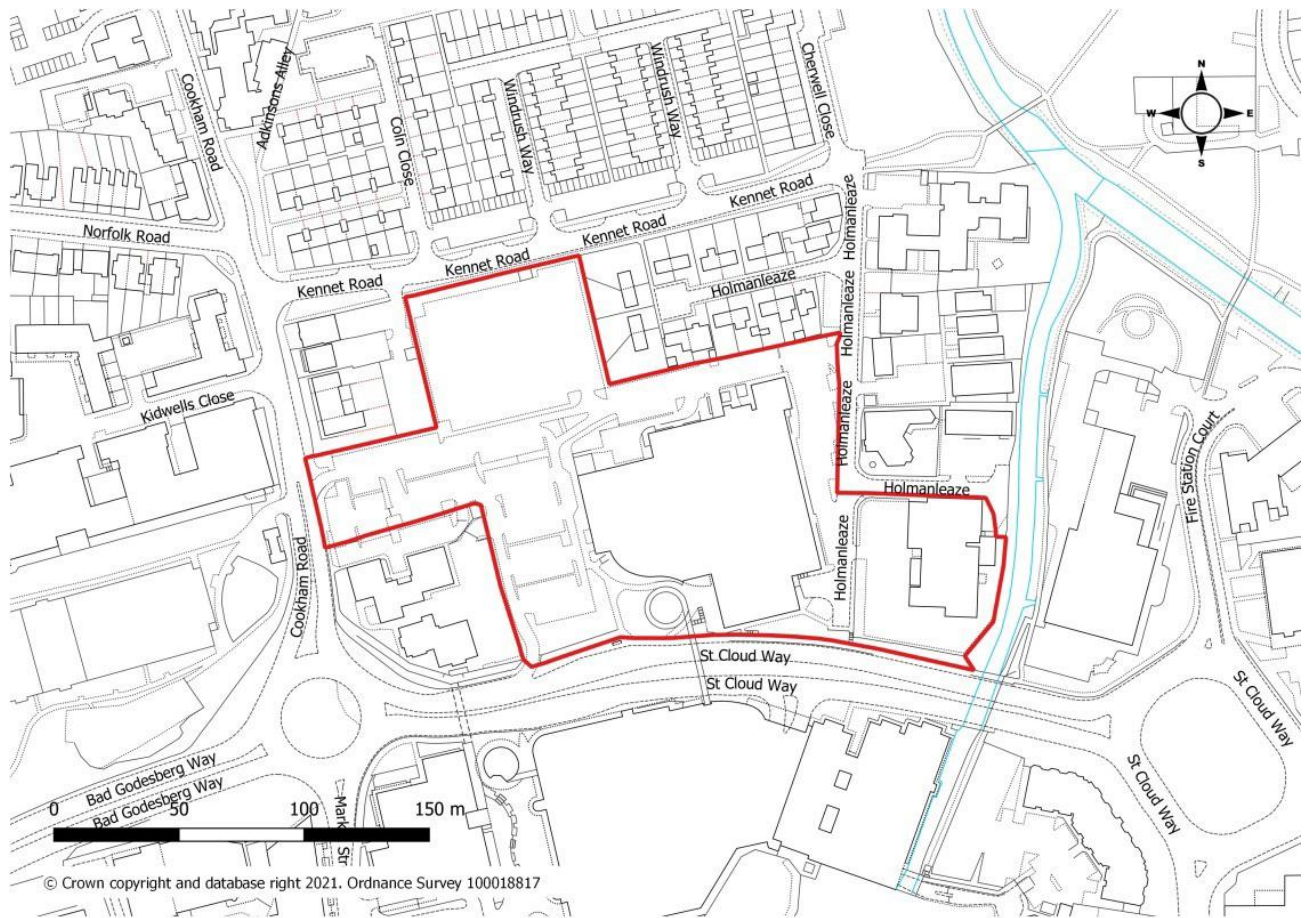
Allocation	<ul style="list-style-type: none"> Approximately 3,500 sqm of office space (net additional)
Site Area	<ul style="list-style-type: none"> 0.19Ha
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing connections into the Town Centre Areas and improving the appearance and environment of the Town Centre Ring Contribute to the provision of very high quality and safe connections from the northern side of St Cloud Way into the Town Centre Core Area Provide a network of pedestrian and cycle connections through the site facilitating linkages to St Cloud Way, Cookham Road, the adjoining surgeries, Council car park and St Cloud Way allocation site Provide adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys Include high quality green infrastructure at ground floor and higher levels and incorporate green walls and/or roofs and sitting out areas for employees Create an active frontage to both St Cloud Way and Cookham Road Enclose St Cloud Way and Cookham Road with buildings and large trees Address the Cookham Road/St Cloud Way intersection with a gateway feature 	

Site Allocation Proformas [Formerly Appendix D]

- Provide appropriate transition from the height of the built form on the site to the low height and small scale buildings adjacent to the northern boundary. A building of inappropriate height, scale or mass that does not respect its setting will not be acceptable
- The development should be of an exemplary design to reflect the gateway role of the site. The design must also positively manage, conserve and enhance the setting of the adjoining Grade II listed building, The Wilderness (Claremont Surgery), and its associated outdoor environment. Particular attention will need to be paid to height, massing, character, overshadowing, architectural form, amenities, landscaping, lighting and materials
- Integrate well in terms of design, layout, function and connectivity with the adjoining St Cloud Way allocation site
- Ensure that adjoining developments do not suffer from poor residential amenities as a result of the proposals. This will include good sun and daylighting and privacy standards for adjoining developments
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Address potential risks to groundwater.

Site Allocation Proformas [Formerly Appendix D]

AL9: Saint-Cloud Way, Maidenhead



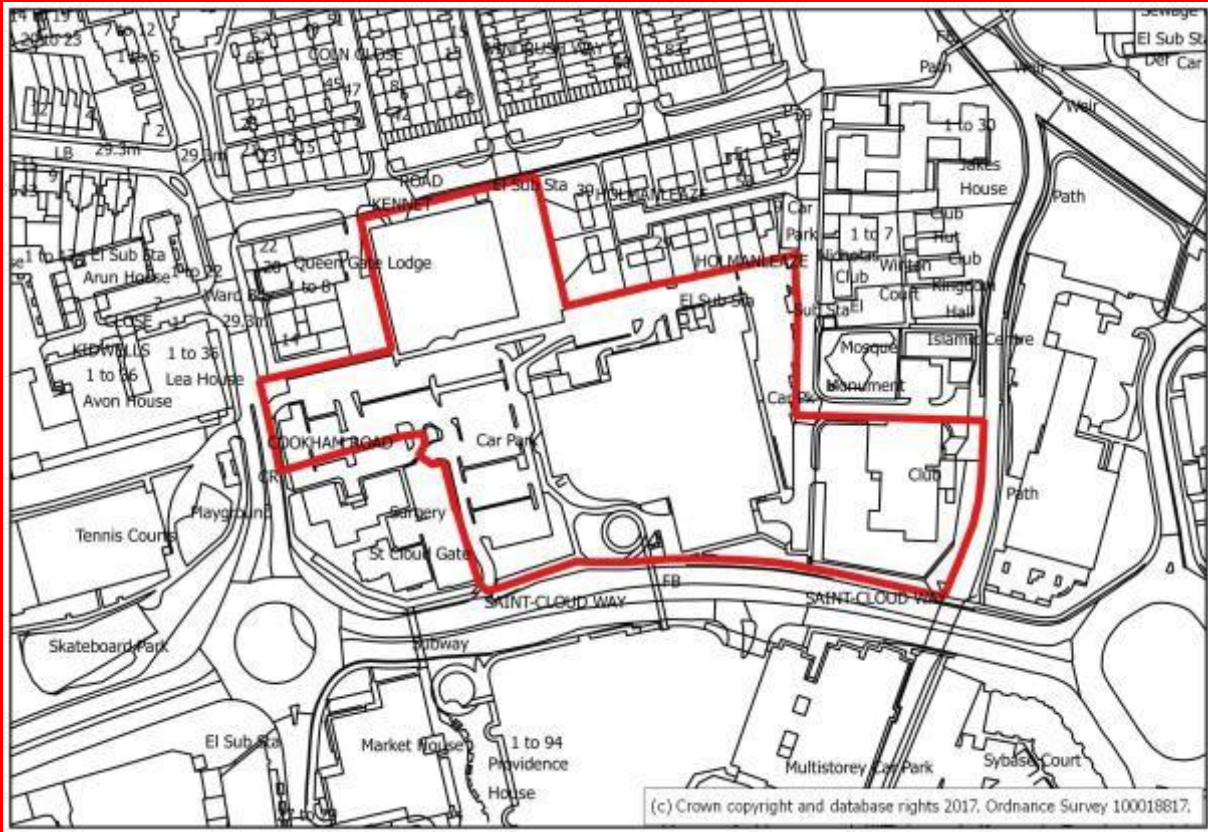
Allocation	<ul style="list-style-type: none"> A mixed use scheme incorporating approximately 550 residential units, community centre and retail
Site Area	<ul style="list-style-type: none"> 2.52Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Facilitate comprehensive re-development and effective place making in the town centre. This will include playing an important visual and connectivity role in the Town Centre linking ring and fringe areas with the Town Centre Core Provide a small amount of non-residential uses at ground floor level, including a small community centre to accommodate community groups and small scale retail/café units Support delivery of the Maidenhead Missing Links scheme with high quality pedestrian and cycle routes through the site and into the town, and with an improved access across St Cloud Way (A4) Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents Provide high quality green and blue infrastructure linking to existing open space to the west (Kidwells Park) and to the waterway (York Stream) to the east Conserve and enhance biodiversity, especially in the proximity of the York Stream Local Wildlife Site Consist of a high quality design which supports the character of the area and is sensitively designed to consider the privacy and amenity of neighbouring residential properties 	

Site Allocation Proformas [Formerly Appendix D]

- Develop the site in phases, with the Magnet Leisure Centre retained until the new facilities at Braywick Park are open
- Integrates well in terms of design, layout, function and connectivity with the adjoining St Cloud Gate allocation site
- Have residential development of an appropriate scale fronting onto Kennet Road, Holmanleaze and the waterway, with active frontages onto St Cloud Way, with buildings stepped back from the road, potentially with green walls
- Address topographical issues across the site
- Be designed sensitively to conserve and enhance the setting of the listed building (The Wilderness)
- Provide 30% affordable housing
- Retain high/medium quality trees and planting of replacement trees
- Provide strategic waste water drainage infrastructure
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and 3 and larger than one hectare. This will need to demonstrate that the Exception test can be passed and that a safe evacuation route can be provided
- Direct development away from areas at highest risk of flooding on eastern part of site, with any built development in Flood Zone 2 requiring robust justification and consideration of climate change effects. Only open space / green infrastructure uses would be appropriate in Flood Zone 3
- Address surface water flooding and potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Provide appropriate mitigation measures to address the impacts of noise and air quality from St Cloud Way in order to protect residential amenity
- Support the implementation of the Maidenhead Waterways Project.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA3: Saint-Cloud Way, Maidenhead



Map HA3 IMAGE DELETED

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

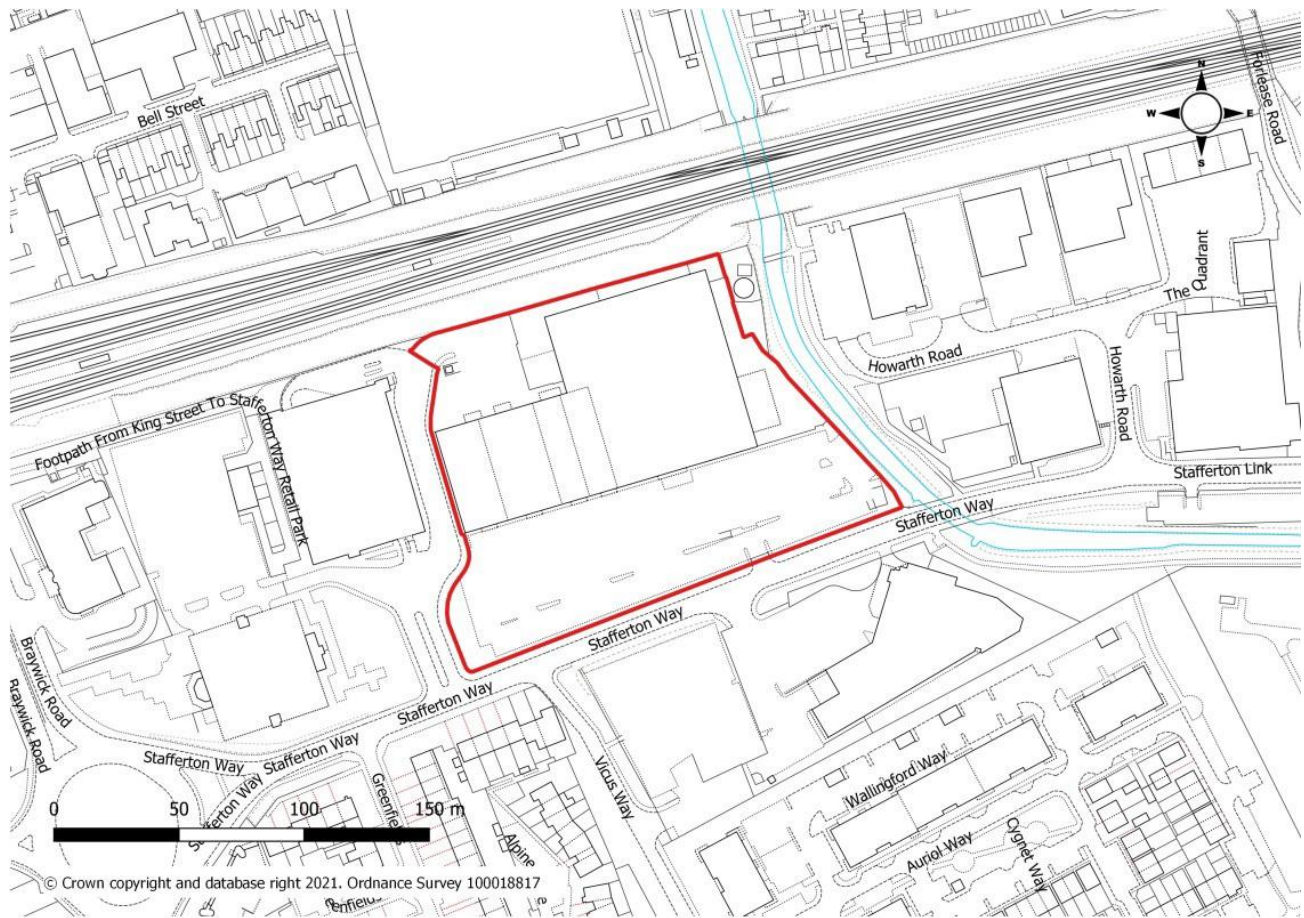
Site Allocation Proformas [Formerly Appendix D]

HA3: Saint-Cloud Way	
	<ul style="list-style-type: none">• Heritage• Noise and air quality due to proximity to the A4

Table HA3 Saint-Cloud Way

Site Allocation Proformas [Formerly Appendix D]

AL10: Stafferton Way Retail Park, Maidenhead



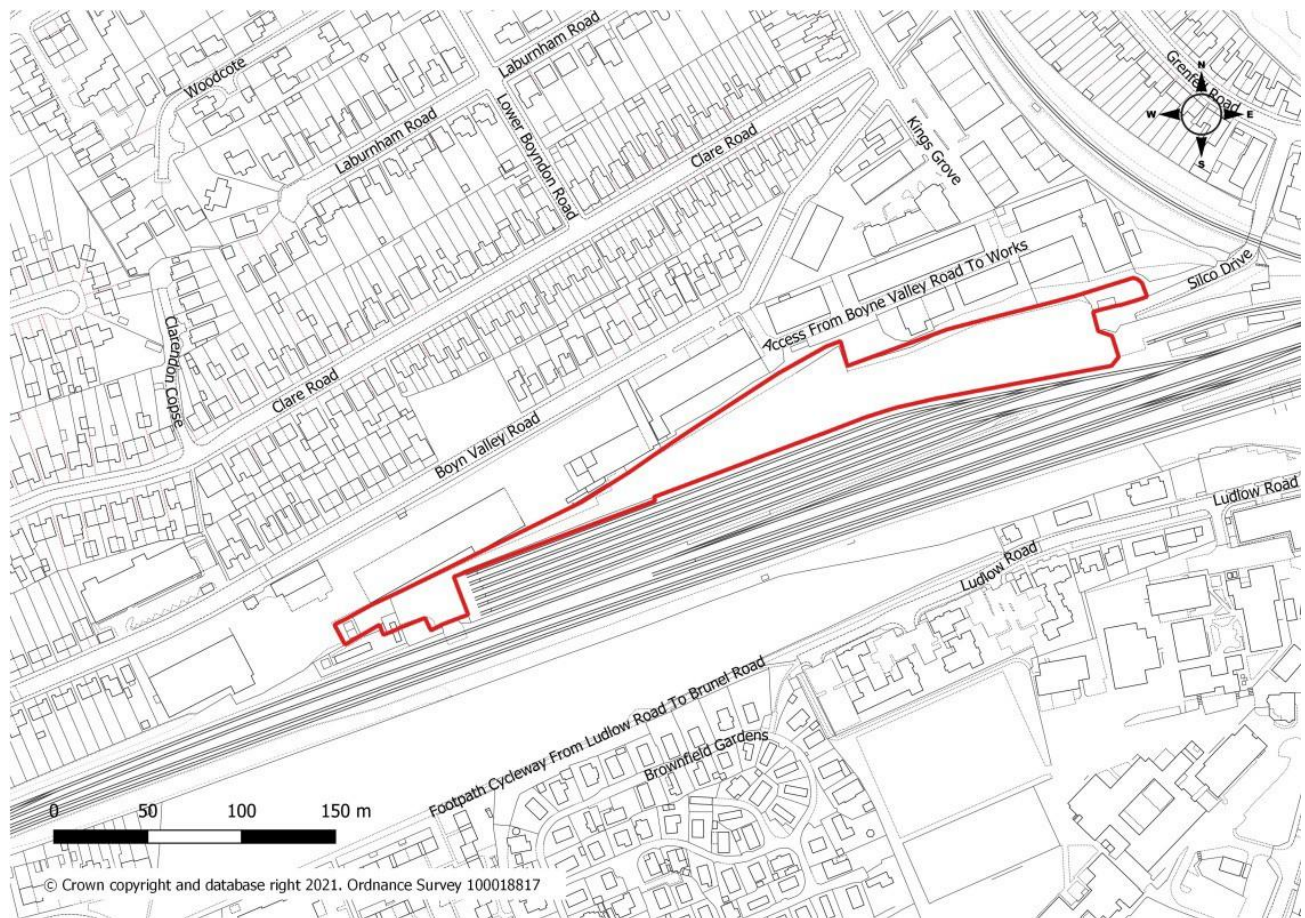
Allocation	<ul style="list-style-type: none"> A mixed use scheme providing retail, employment and approximately 350 residential units
Site Area	<ul style="list-style-type: none"> 1.89Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the vitality and visual and environmental attractiveness of the fringe areas of the town centre. Ensure that building heights respect and not significantly exceed those of the surrounding Stafferton Way area. Be designed as a high quality mixed use site that provides attractive and animated frontages to Stafferton Way. Significantly improves the interface and frontage of the site with the adjoining waterway to the east. Avoid domination of frontages by car parking and service areas Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys Provide high quality green and blue infrastructure at all levels across the site and maintain a strong landscaping buffer at all site boundaries Be designed sensitively to consider the privacy and amenity of neighbouring residential properties in Greenfields 	

Site Allocation Proformas [Formerly Appendix D]

- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway in order to protect residential amenity
- Provide 30% affordable housing
- Provide a high quality public realm, including improvements to existing pedestrian thoroughfare
- Provide a network of high quality pedestrian and cycle routes into and across the site which link into surrounding areas and routes.
- Address surface water flooding and potential risk to groundwater
- Protect and enhance the nearby Designated Local Wildlife site (York Stream)
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and larger than one hectare
- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater
- Conserve and enhance local biodiversity
- Retain high/medium quality trees and planting of replacement trees where required
- Provide strategic waste water drainage infrastructure
- Provide suitably located and screened servicing areas towards the rear of the site adjacent to the railway line
- Support the implementation of the Maidenhead Waterways Project.

Site Allocation Proformas [Formerly Appendix D]

AL11: Crossrail West Outer Depot, Maidenhead



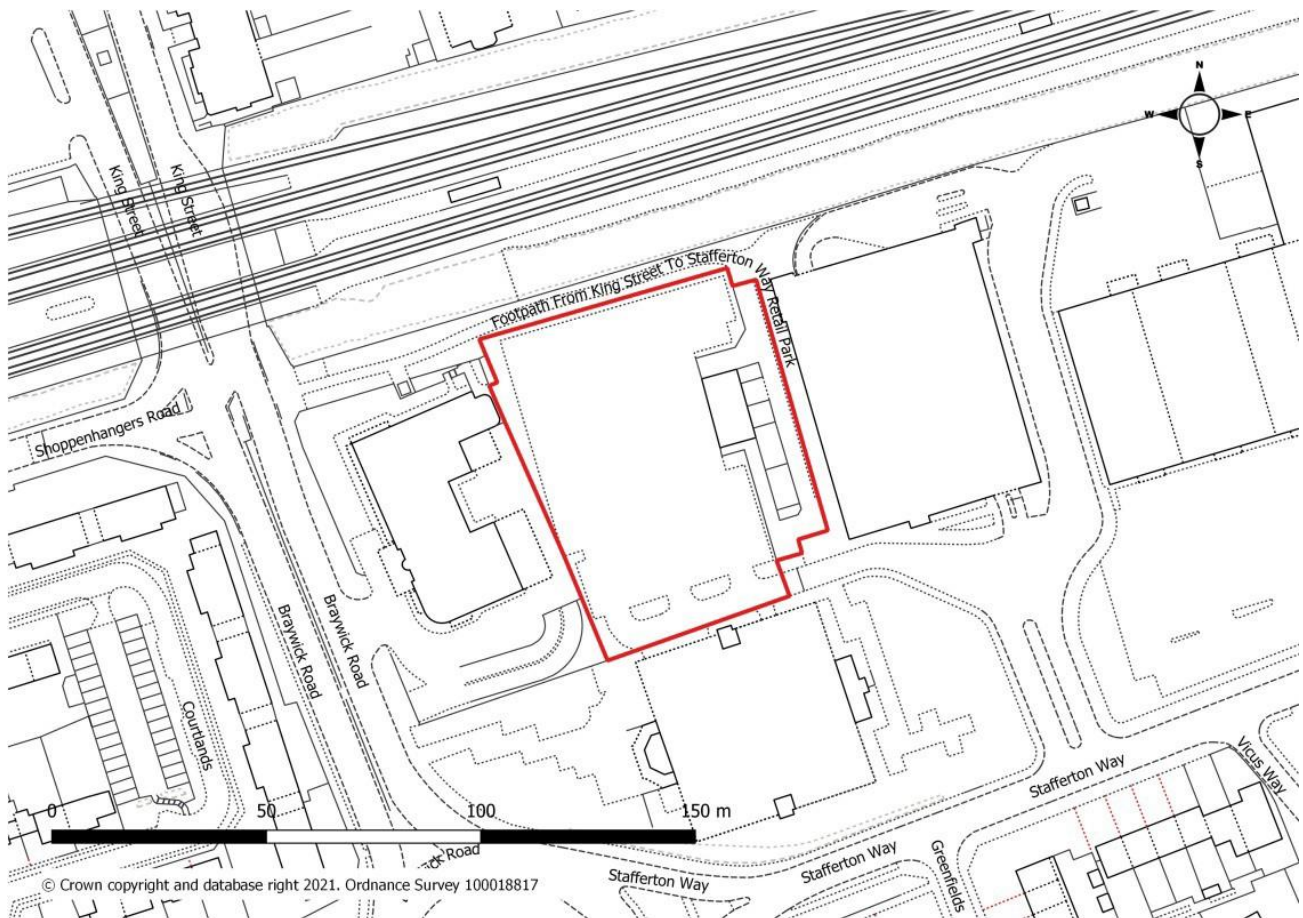
Allocation	<ul style="list-style-type: none"> • <u>Approximately 4,500 sqm (net additional) of industrial and warehousing space</u>
Site Area	<ul style="list-style-type: none"> • <u>1.17Ha</u>
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Provide a suitable and sustainable mix of E(g)(iii), B2 and B8 and associated sui generis employment uses</u> • <u>Retain existing belt of trees along northern boundary of site</u> • <u>Include high quality green infrastructure along the southern boundary of the site and incorporate green walls and/or roofs and sitting out areas for employees</u> • <u>Include the submission of an appropriate Travel Plan</u> • <u>Provide adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures</u> • <u>Be designed to take into account that the access to and from the site passes residential properties. The Council will therefore limit delivery hours and control vehicle movements to minimise disruption to nearby residents</u> • <u>Be of a high quality design that supports the character and function of the surrounding area</u> • <u>Ensure that building heights and densities reflect those of the surrounding area, including the industrial estate to the north</u> • <u>Address topographical issues across and adjacent to the site to the north, which is at a lower level</u> • <u>Ensure that any design takes account of the potential requirement for operational access to railway tracks and sidings</u> • <u>Address potential risks to groundwater</u> • <u>Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater
- Provide appropriate mitigation measures to address the impacts of noise and air quality from the adjacent railway line.

Site Allocation Proformas [Formerly Appendix D]

AL12: Land to east of Braywick Gate, Braywick Road, Maidenhead



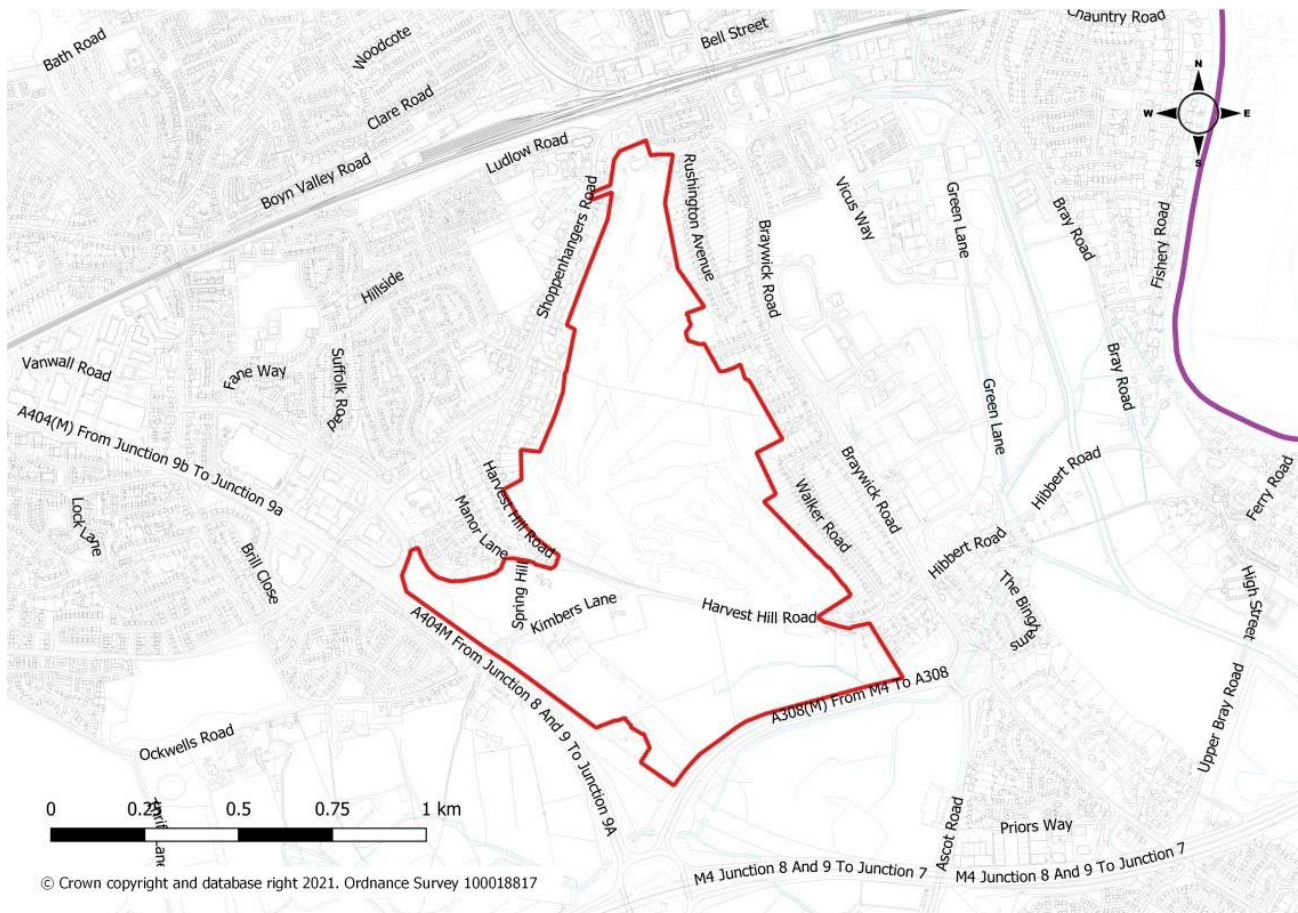
Allocation	<ul style="list-style-type: none"> Approximately 50 residential units
Site Area	<ul style="list-style-type: none"> 0.47Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Facilitate comprehensive re-development and effective place making in the town centre. This will include playing a key role in enhancing the attractiveness and safety of the environment in the Braywick Gate area Provide pedestrian/cycle connections to external networks at all site boundaries Provide vehicular access from Stafferton Way Create effective and attractive permeability through the site Provide a permeable layout with a mix of pedestrian and cycle linkages Include high quality green and blue infrastructure in the form of internal courtyards, roof gardens and green walls and roofs Contribute to the enhancement of the existing footpath to the north of the site through provision of green boundary treatment, lighting active frontages and human scale high quality building design to enable sun and light access to the connection route Provide improvements to the quality of the public realm Provide a high quality design to enable the effective integration of the residential uses with the surrounding non-residential buildings. Buildings of inappropriate height, scale or mass that do not respect their surroundings and contextual scale will not be acceptable Be designed sensitively to mitigate air and noise pollution Mitigate the loss of the car park facility through sustainable transport measures, including improving public transport links to educational facilities 	

Site Allocation Proformas [Formerly Appendix D]

- Provide 30% affordable housing
- Address surface water flooding issues and potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible.

Site Allocation Proformas [Formerly Appendix D]

AL13: Desborough, Harvest Hill Road, South West Maidenhead



Allocation	<ul style="list-style-type: none"> Approximately 2600 residential units. Educational facilities including primary and secondary schools. Strategic public open space, formal play and playing pitch provision. Multi-functional community hub including retail as part of a Local Centre
Site Area	<ul style="list-style-type: none"> 89.93Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <p>In addition to the requirements set out in other policies in this plan, particularly those in Policy QP1b: Placemaking Principles for South West Maidenhead Strategic Area, the development of the site will be required to:</p> <ul style="list-style-type: none"> Create two new distinct neighbourhoods, each forming a clear sense of place and sustainable function: <ol style="list-style-type: none"> The northern neighbourhood will be orientated towards the town centre making the most of proximity to the railway station and town centre facilities. Here, building heights, densities and typologies will reflect those in the town centre and will promote patterns of living which reduce reliance on the car Residential development in the southern neighbourhood will be focused around a new local centre on or near to Harvest Hill Road, where services and facilities are concentrated and housing densities and building heights of 4 to 6 storeys reflect the area's accessibility and contribute to its vibrancy. Residential areas will reduce in density away from the Local Centre, allowing for the provision of family homes with gardens whilst retaining a high quality network of connections 	

Site Allocation Proformas [Formerly Appendix D]

- Create a dense and high quality green and blue infrastructure network across the site capable of supporting biodiversity, recreation, food production and leisure functions
- Provide a highly connected green spine running from the northern edge near the railway station through the northern neighbourhood, the central green space, the southern neighbourhood, the Local Centre and south towards the employment site. The spine will carry the main sustainable public transport, biodiversity and green infrastructure networks and be intensively connected with the rest of the site. It will not carry cars or other private means of vehicular transport
- Provide a central green area combining existing ecological assets and new publicly accessible spaces, retaining the existing public right of way across the golf course and including measures to enhance biodiversity, will create a distinction between the northern and southern neighborhoods
- Provide a range of services and facilities within the Local Centre including local convenience retail, leisure, community facilities, including space for police, health, and local recycling
- Provide a seven forms of entry secondary school and a 4 forms of entry primary school, as well as necessary nursery and early years provision. The schools should be co-located on a shared site totalling a minimum of 9.2ha within or in close proximity to the Local Centre. These facilities should be capable of dual use as community facilities
- Retain Rushington Copse, together with other mature trees and hedgerows where possible, and include mitigation measures, including buffer zones where necessary, to protect trees from the impacts of development
- Safeguard protected species and conserve and enhance the biodiversity of the area in addition to providing net biodiversity gain across the site and adjoining open spaces within the SWMSA as a whole
- Retain and reinforce the tree landscape buffers to the A404(M) and A308(M) and along all of the site boundaries to maintain the sense of a leafy enclosure and setting to the development
- Provide appropriate mitigation measures to address the impacts of noise and air quality in order to protect residential amenity
- Retain long distance views to and within the site, with particular regard to the impact of tall buildings on existing long distance views and the amenity of existing properties surrounding the sites
- Conserve and enhance the setting of the nearby scheduled ancient monument to the south of the A308(M) at Moor Farm, Holyport
- Provide 30% affordable housing in each planning application containing residential development
- Provide 5% of market housing units as custom and self build plots (fully serviced)
- Enhance access to and within the site in accordance with Policy QP1b: Placemaking Principles for South West Maidenhead Strategic Area, including
 - a. Strengthening east west connections across the site
 - b. An access to the north of the site from the existing Golf Course access on Shoppenhangers Lane
 - c. The exploration of a new vehicular link between Shoppenhangers Lane and Braywick Road that would provide an additional access into the site and deliver environmental and public realm improvements to the south of the railway station
 - d. The creation of attractive and legible direct links from the northern part of site to the railway station and beyond into the town centre
 - e. Making Harvest Hill Road the main vehicular access into and through the new residential development area. Improvements to its junctions with Shoppenhangers Road and Braywick Road will be required for vehicular traffic and such improvements should make better provision for safe pedestrian and cycle crossings
 - f. Where east-west connections cross existing road corridors, improvements to pedestrian and cycle crossings are required. The design of public realm, landscaping and tree planting around the public right of way which crosses the Golf Course should be used to increase the prominence of the right of way where it meets Shoppenhangers Lane and Braywick Road

Site Allocation Proformas [Formerly Appendix D]

g. A safe, attractive green link between this site and the new leisure facilities and existing open space at Braywick Park should be established and improvements made to the non-vehicular crossing over the A404(M) to improve the attractiveness of the link from the Site to Ockwells open space

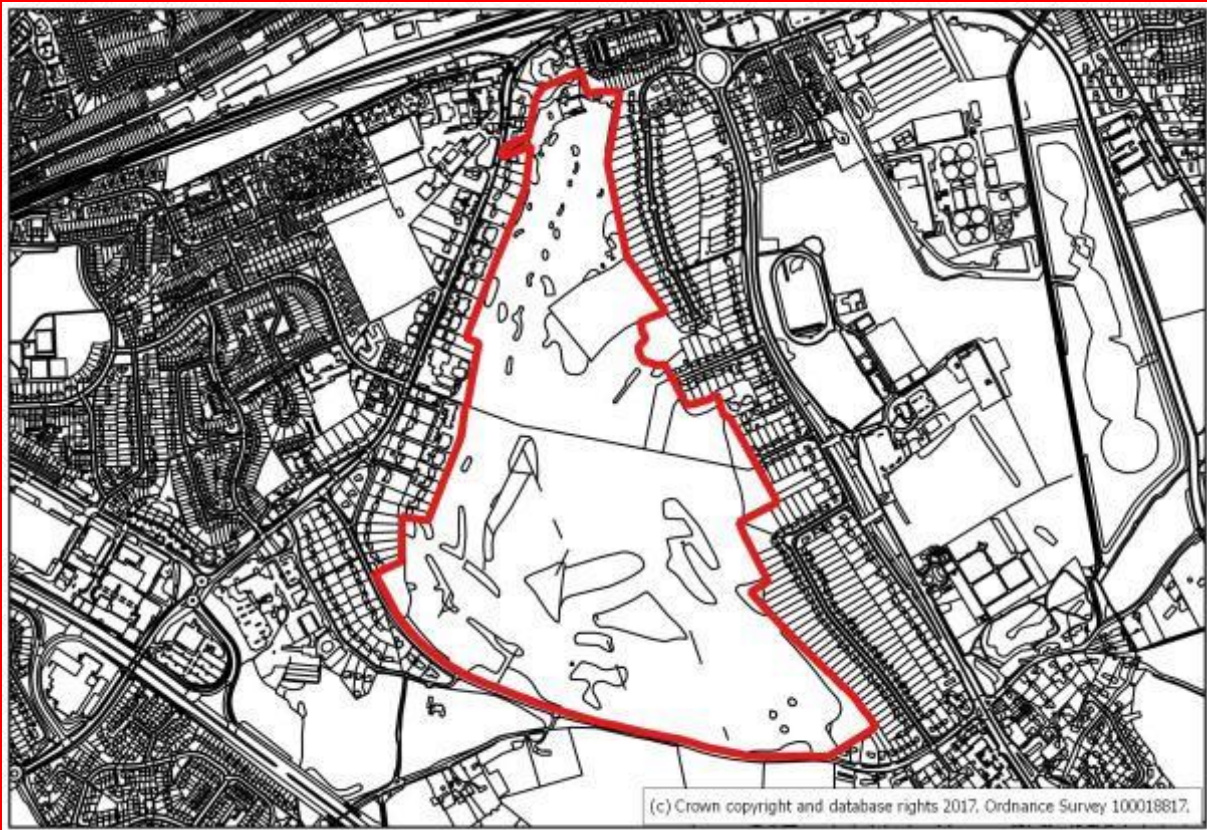
h. Further discussion is needed, including with Highways England, over the feasibility of a pedestrian and cyclist bridge over the A308M, and if deliverable, this should create a distinctive landmark on the approach to Maidenhead and facilitate the safe movement of pedestrians and cyclists between the Triangle site and South West Maidenhead. Alternatively, if demonstrated not to be feasible, alternative sustainable access options would need to be explored and implemented that provide comparable benefits for the movement of pedestrians, cyclists and public transport users in the area

i. Opportunities to create a relationship and access between this site and existing residential areas to the south-east and south-west should be explored to provide access for existing residents to the new development and its facilities and green space

- Promote sustainable travel and mitigation measures such as improved public transport provision and walking and cycling routes to mitigate the impact of development on the Maidenhead Town Centre AQMA
- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource as the site falls within a Minerals Safeguarding Area
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and larger than one hectare
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA6: Maidenhead Golf Course



Map HA6 IMAGE DELETED

HA6: Maidenhead Golf Course	
Allocation	<ul style="list-style-type: none"> • Approximately 2,000 residential units on Green Belt land • Educational facilities including primary and secondary schools • Strategic public open space, formal play and playing pitch provision • Multi-functional community hub as part of a Local Centre
Site size	<ul style="list-style-type: none"> • 53.18Ha
Requirements	<ul style="list-style-type: none"> • Provision of a strategic public open space • Provision of education facilities, including primary and secondary schools • Provision of a Local Centre to include small scale retail services, community facilities, health infrastructure and a local recycling point • Retain Rushington Copse, and ensure other mature trees and hedgerows are retained where possible • Safeguard protected species • Designed sensitively to conserve biodiversity of the area • Enhanced vehicular access • Enhance the existing Public Right of Way from Clifton Close to Shoppenhangers Road • Provide appropriate mitigation measure to address the impact of noise and air quality on Maidenhead Town Centre AQMA • Provision of pedestrian and cycle links through the site to provide links between Harvest Hill Road, Shoppenhangers Road, Braywick Road and to National Cycle Route/Green Way

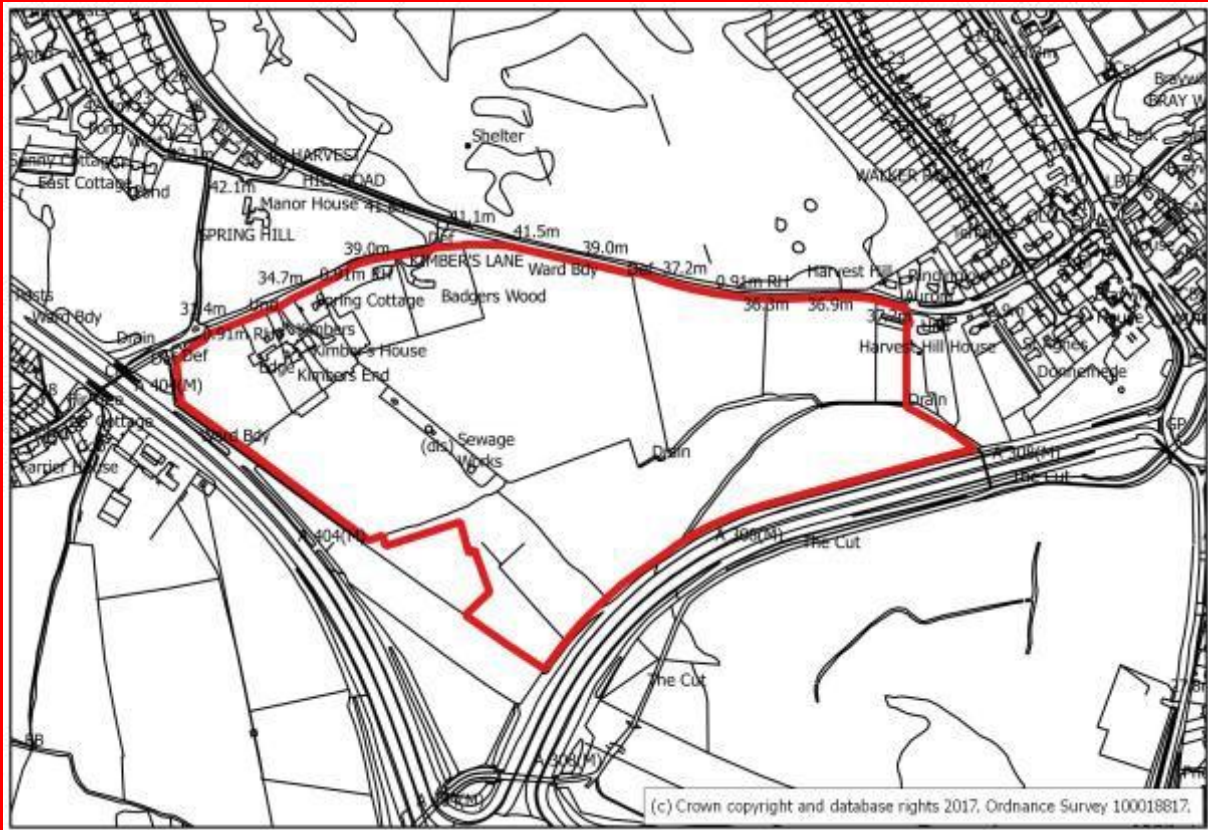
Site Allocation Proformas [Formerly Appendix D]

HA6: Maidenhead Golf Course	
	<ul style="list-style-type: none"> • Designed sensitively to consider the impact of long distance views • Designed to be sensitive to existing properties around the site, and the sloping topography • Designed to take account of the impact of lighting • Off-site improvements to enhance access to Braywick Park • Alterations to Harvest Hill Road to facilitate pedestrian and cycle access across the town
Key considerations	<ul style="list-style-type: none"> • On-site infrastructure provision and phasing • Highways • Biodiversity • Sloping topography • Public Right of Way across the site • Low carbon district heating • Development intensity

Table HA6 Maidenhead Golf Course

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA7: Land south of Harvest Hill Road, Maidenhead



Map HA7 IMAGE DELETED

HA7: Land south of Harvest Hill Road and Kimbers Lane, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 380 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 25.58Ha
Requirements	<ul style="list-style-type: none"> Retain valuable trees where possible, particularly at site boundaries Retain boundary hedgerows where possible Retain and reinforce the tree landscape buffer to the A404(M) and A308(M) Avoid development in areas at risk of flooding to the south of the site Provide appropriate mitigation measure to address the impact of noise and air quality from the A404(M) and A308(M) Provide a tree landscape buffer between the site and the adjoining licensed waste site Designed sensitively to consider the impact of long distance views Designed sensitively to enhance the gateway into Maidenhead Designed sensitively to conserve and enhance the nearby setting of the listed building and scheduled monument Designed sensitively to conserve biodiversity of the area Designed to be sensitive to the scale and heights of the existing properties on Harvest Hill Road and Kimbers Lane Provide appropriate on-site public open space Off-site improvements to enhance access to Braywick Park

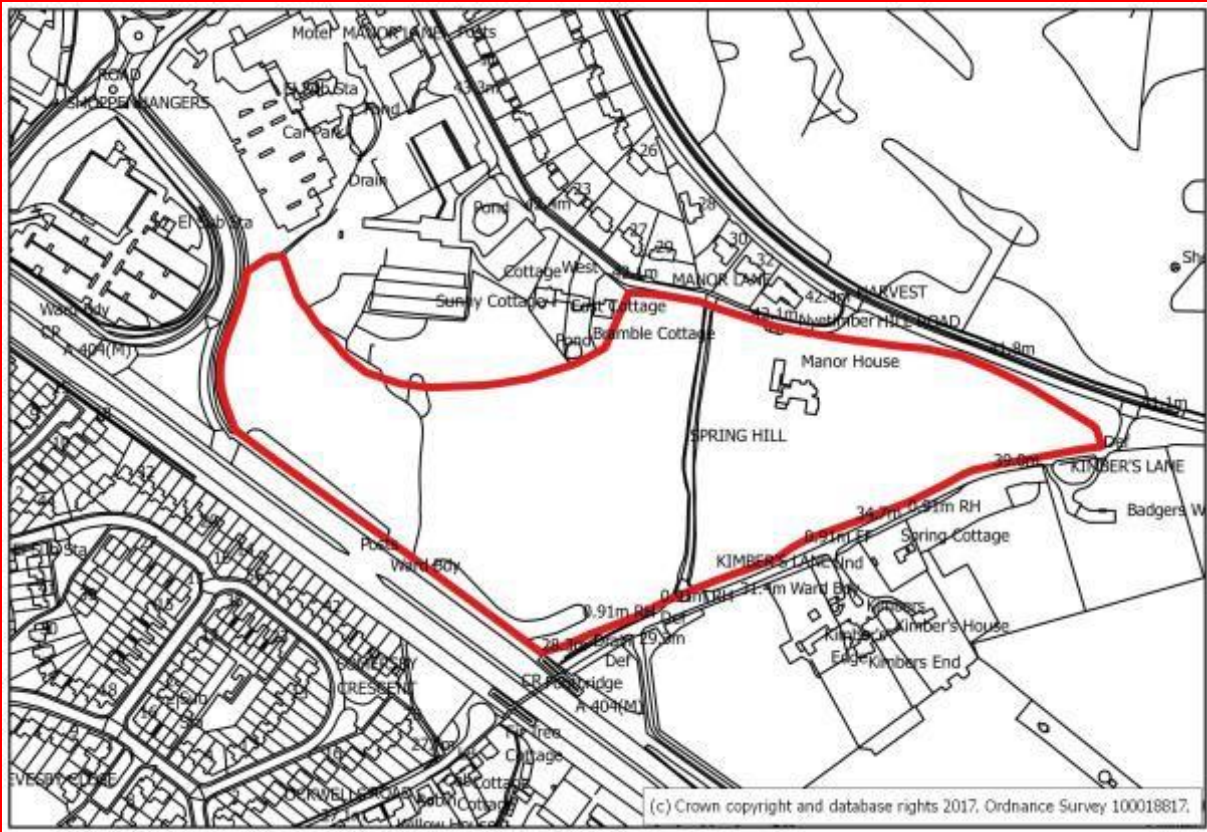
Site Allocation Proformas [Formerly Appendix D]

HA7: Land south of Harvest Hill Road and Kimbers Lane, Maidenhead	
	<ul style="list-style-type: none"> • Alterations to Harvest Hill Road to facilitate pedestrian and cycle access across the town • Designed to take account of the impact of lighting
Key considerations	<ul style="list-style-type: none"> • Vehicular access • Biodiversity • Trees and hedgerows • Character and appearance, particularly from the A404(M), A308(M) • Heritage • Noise and air quality due to proximity to the A404(M), A308(M) and licensed waste site • Sloping topography

Table HA7 Land south of Harvest Hill Road and Kimbers Lane, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA8: Land south of Manor Lane, Maidenhead



Map HA8 IMAGE DELETED

HA8: Land south of Manor Lane, Maidenhead

Allocation	<ul style="list-style-type: none"> Approximately 220 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 7.32Ha
Requirements	<ul style="list-style-type: none"> Retain valuable trees where possible Retain boundary hedgerows where possible Retain and reinforce the tree landscape buffer to the A404(M) Provide appropriate mitigation measure to address the impact of noise and air quality from the A404(M) Provide appropriate on-site public open space Designed sensitively to consider the impact of long distance views Designed sensitively to conserve biodiversity of the area Designed to be sensitive to the scale and heights of the existing properties on Manor Lane and Kimbers Lane, and those granted planning permission on the former site of Shoppenhangers Manor Provide pedestrian and cycle routes through the site to improve connectivity to the footbridge crossing the A404(M) Alterations to Harvest Hill Road to facilitate pedestrian and cycle access across the town Designed to take account of the impact of lighting
Key considerations	<ul style="list-style-type: none"> Vehicular access Biodiversity Trees and hedgerows

Site Allocation Proformas [Formerly Appendix D]

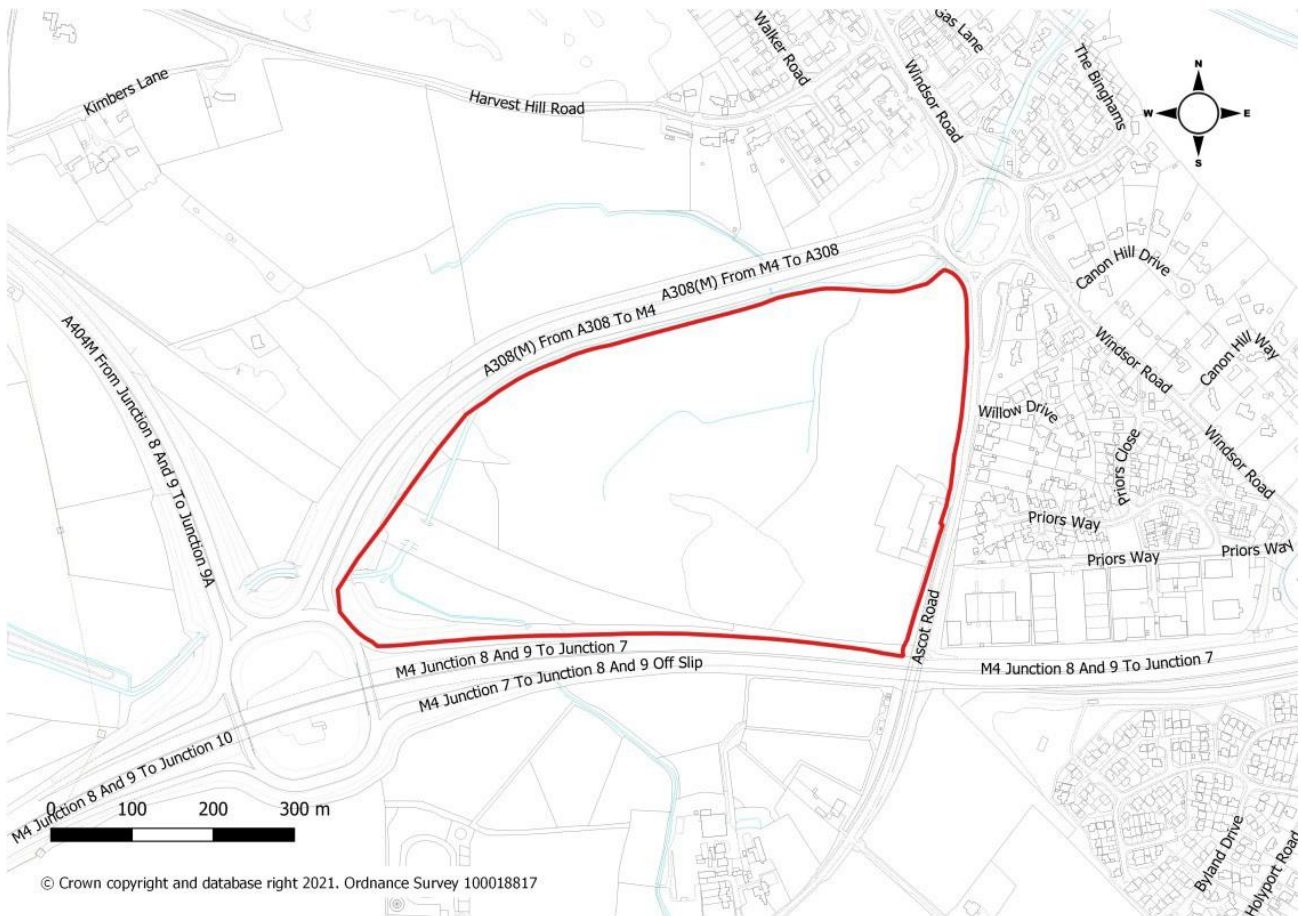
HA8: Land south of Manor Lane, Maidenhead

	<ul style="list-style-type: none">• Noise and air quality due to proximity to the A404(M)• Sloping topography
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Table HA8 Land south of Manor Lane, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

AL14: The Triangle Site (land south of the A308(M) west of Ascot Road and north of the M4), Maidenhead



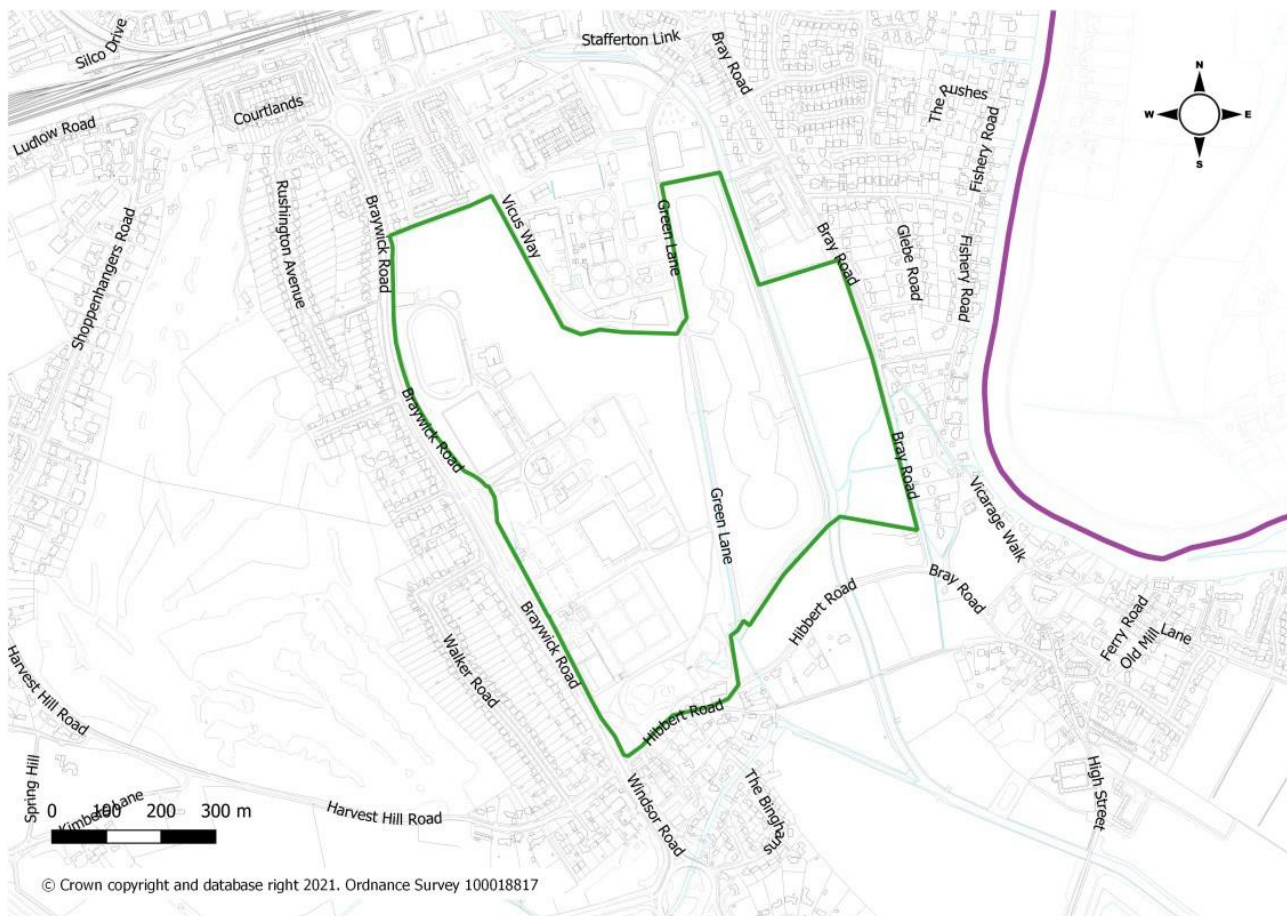
Allocation	<ul style="list-style-type: none"> General Industrial / Warehousing uses
Site Area	<ul style="list-style-type: none"> 25.70Ha (Note: not all of the site will be developed for employment purposes due to flood risk and other constraints)
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Be considered as a gateway site to the town of Maidenhead and an important highly visible part of a wider South West Maidenhead growth area Facilitate comprehensive development and effective place making in the South West Maidenhead Area In line with Policy ED1, provide a suitable and sustainable mix of B2 and B8 uses Explore how best to make efficient use of the site, which may include some E(g)(iii) space above industrial uses Promote sustainable travel and mitigation measures such as improved public transport provision and walking and cycling routes to mitigate the impact of development on the Maidenhead Town Centre AQMA Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to railway stations Provide adequate vehicle and cycle parking provision proportionate to and in line with the implemented sustainable transport measures Provide pedestrian and cycle links to Desborough (AL13) with connectivity to the surrounding area and Maidenhead Town Centre Address impacts of vehicle movements on Ascot Road and Braywick Road roundabout 	

Site Allocation Proformas [Formerly Appendix D]

- Further discussion is needed, including with Highways England, over the feasibility of a pedestrian and cyclist bridge over the A308M, and if deliverable, this should create a distinctive landmark on the approach to Maidenhead and facilitate the safe movement of pedestrians and cyclists between the Triangle site and South West Maidenhead. Alternatively, if demonstrated not to be feasible, alternative sustainable access options would need to be explored and implemented that provide comparable benefits for the movement of pedestrians, cyclists and public transport users in the area
- Enhance vehicular and non-vehicular access to and within the site in accordance with Policy QP1b: Placemaking Principles for South West Maidenhead Strategic Area
- Provide high quality green and blue infrastructure across the site at both ground and upper levels. This should include green walls and roofs, sitting out areas for employees and robust and generous provision of landscaping in vehicle parking areas
- Treat the existing water course on the site in a sensitive to enhance biodiversity and ecosystem health
- Retain all valuable trees and reinforce the tree landscape buffers to the A308(M) and M4 and along all of the site boundaries to maintain the sense of a leafy enclosure and setting to the development
- Strengthen the boundary to the remaining Green Belt to ensure it is defensible and permanent, for example through landscape planting or a tree belt
- Be of a high quality design that supports the character and function of the surrounding area
- Be designed sensitively to consider the privacy and amenity of neighbouring residential properties
- Provide appropriate mitigation measures to address any impacts of the site in terms of noise, pollution and air quality on adjoining residential areas
- Ensure that building heights and densities reflect those of the surrounding area
- Consider and retain long distance views to and from the site, particularly the impact of tall buildings on historic views and the amenity of existing properties surrounding the sites
- Address topographical issues across the site
- Address fluvial flooding issues, including by avoiding any built development within Flood Zone 3b areas which are located to the north and west of the site. Any development should be supported by a robust Flood Risk Assessment, demonstrating that the development would manage flood risk on site without increasing flood risk elsewhere and taking account of the impacts of climate change
- Address surface water flooding and potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Conserve and enhance local biodiversity and local Priority Habitat areas
- Provide high quality green landscaping surrounding the site
- Provide a high quality public realm
- Be supported by an appropriate Travel Plan
- Retain, conserve and enhance the setting of the nearby the scheduled ancient monument to the south of the A308(M) at Moor Farm, Holyport
- Provide appropriate Archaeological Assessment
- Provide strategic waste water drainage infrastructure
- Connect to / provide all required utilities.

Site Allocation Proformas [Formerly Appendix D]

AL15: Braywick Park, Maidenhead



<p><u>Allocation</u></p>	<ul style="list-style-type: none"> • <u>A mixed use Strategic Green Infrastructure site to serve Maidenhead, providing a sports hub, a public park, a special needs school and multi-use games area, a 'wildlife zone' comprising the Braywick Local Nature Reserve and a Site of Special Scientific Interest. The site will remain in the Green Belt.</u> <p><u>(Note: planning permission has already been granted for the leisure centre and the special needs school / multi use games centre and these have been either completed / occupied or are under construction.)</u></p>
<p><u>Site Area</u></p>	<ul style="list-style-type: none"> • <u>54.1Ha</u>

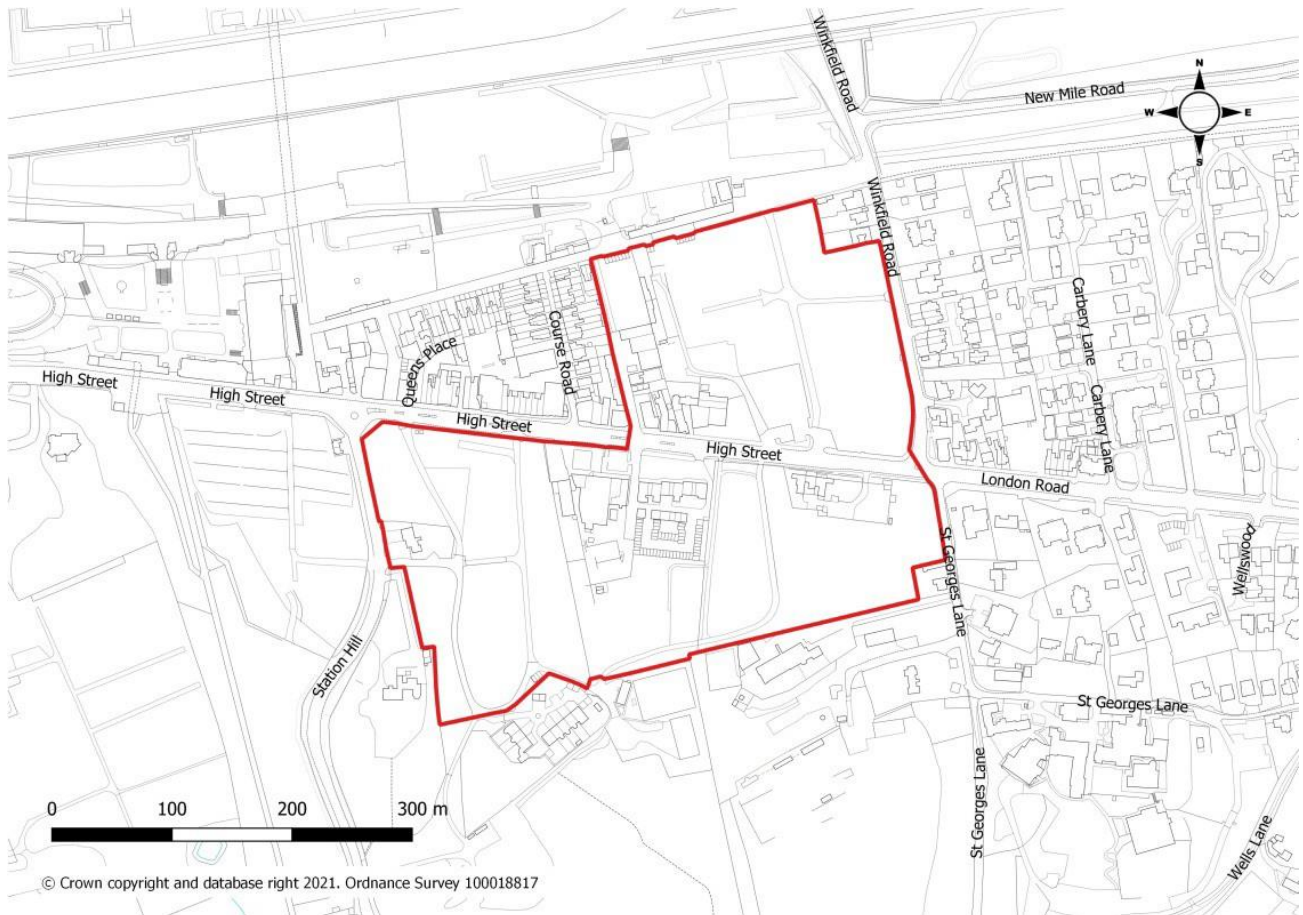
Site Specific Requirements

Development of the site will be required to:

- Be a highly connected place that provides links to surrounding residential areas, both existing and proposed (including AL13, Desborough), the town centre and improved links between the sports hub to the west and the publicly accessible parts of the nature reserve/SSSI to the east
- Provide cycle and pedestrian links to be north-south (for example to the town centre) and east-west (for example to AL13, Desborough and the nature reserve)
- Provide a range of sporting facilities (indoor and outdoor) to create a high quality strategic sporting hub for Maidenhead. This will include a leisure centre to replace the Magnet Leisure Centre which is to be decommissioned
- Encourage links between the new proposed school and sporting facilities at Braywick Park, including the new leisure centre
- Encourage improved public transport access for users of the site
- Be a major focus of Borough's green and blue infrastructure network, delivering a wide range of environmental and quality of life benefits
- Preserve and enhance biodiversity by avoiding built development next to existing areas of biodiversity value, including the Nature Reserve/SSSI and the cemetery which will prevent noise/light pollution from affecting wildlife in accordance with the objectives of the Bray to Eton Pits and Meadow Biodiversity Opportunity Area
- Take opportunities for setting pitches in woodland or landscaping, improving planting around buildings and car parks and providing trees and hedgerows along newly created footpaths wherever possible
- Maintain rural open character of site that is part of the green wedge extending in from the south towards the heart of the town centre
- Extend, maintain and re-inforce the existing soft boundary character along Braywick Road which is comprised of trees and landscaping with intermittent views into the Park
- Avoid built development in areas subject to flooding and address surface water flooding issues.

Site Allocation Proformas [Formerly Appendix D]

AL16: Ascot Centre, Ascot



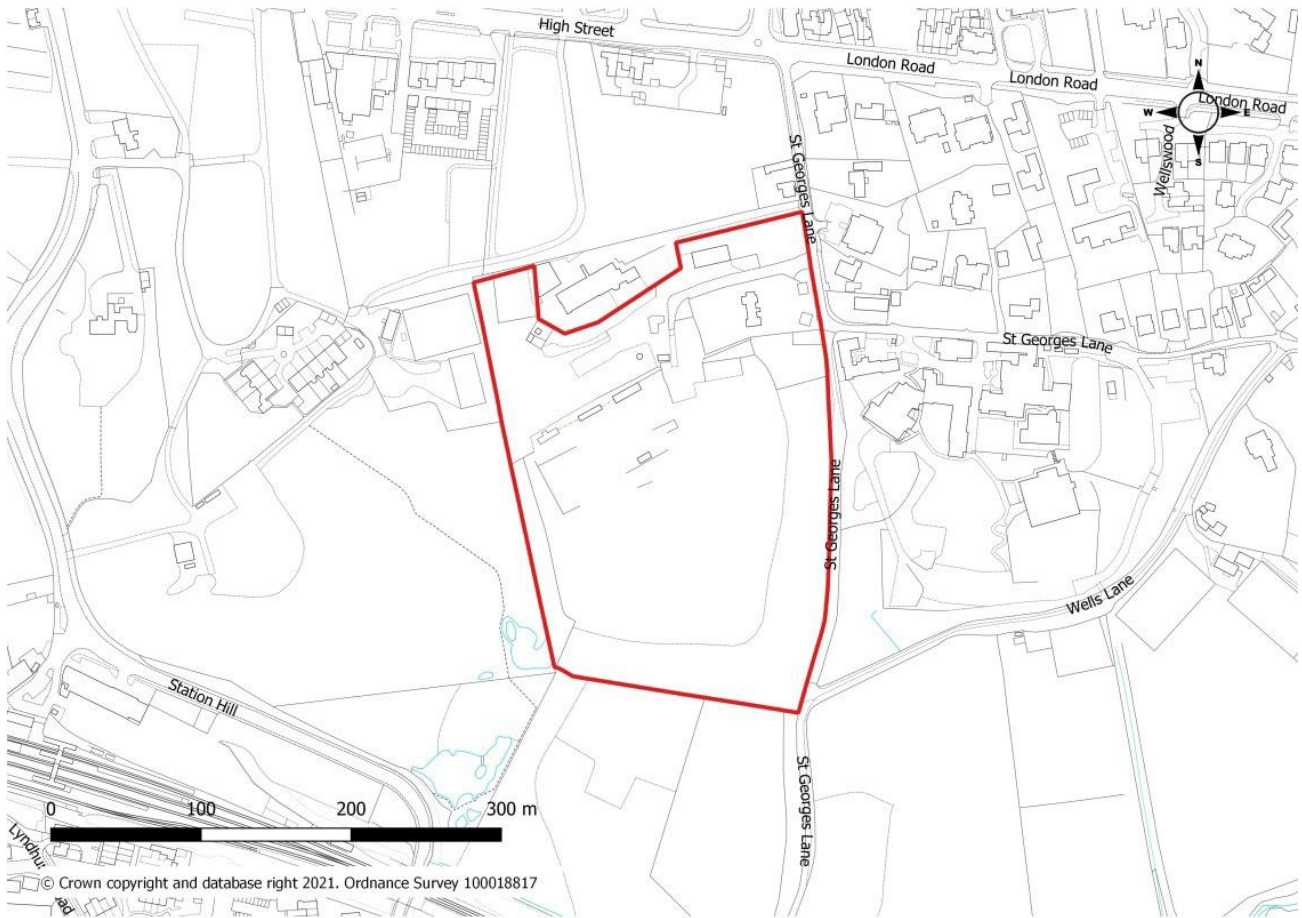
<u>Allocation</u>	<ul style="list-style-type: none"> • <u>A mixed use development providing approximately 300 residential units, 900 sqm (net additional) of offices, public open space, a community building (including cultural/leisure) and retail/cafes/restuarants</u>
<u>Site Area</u>	<ul style="list-style-type: none"> • <u>12.30Ha</u>
Site Specific Requirements	
<u>Development of the site will be required to:</u>	
<ul style="list-style-type: none"> • <u>Be considered as part of a wider Ascot Strategic Area to enable comprehensive development and effective place making</u> • <u>Deliver holistic mixed use phased development, integrated with surrounding uses, including on allocation AL17 to the south</u> • <u>Deliver a 'village square' on the southern side of the High Street with community/cultural/leisure/retail uses and public open space</u> • <u>Provide small scale retail/cafes/restaurants, including independent retailers along the High Street and the village square</u> • <u>Provide high quality green and blue infrastructure, including significant public open space and children's play areas throughout site</u> • <u>Provide public open space on at least 22% of the developable site</u> • <u>Retain the prevailing green and leafy character of the area, with mature trees and hedgerows retained where possible</u> • <u>Conserve and enhance biodiversity of the area, including on the priority habitat fronting the High Street</u> • <u>Provide a network of high quality pedestrian and cycle routes through the site and enhanced connectivity to Ascot Railway Station and South Ascot</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to local leisure and educational facilities
- Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips
- Be designed to as to rationalise and improve the junctions of the A329 / A330 / St George's Lane and the site access
- Provide improvements to the quality of the public realm, specifically the High Street environment for pedestrians and cyclists, including provision of parking for all users of the High Street
- Consist of a high quality design which is sympathetic to local character, reflects the local vernacular, is sensitive to the scale and heights of existing properties around the site and the sloping topography and considers the impact of long distance views. No buildings should have more than four storeys
- Provide appropriate mitigation measures to address the impacts of noise and air quality in order to protect residential amenity
- Provide 40% affordable housing
- Provide 5% of market housing units as custom and self-build plots (fully serviced)
- Make a financial contribution towards High Street public realm improvements and education provision
- Provide local waste water infrastructure upgrades and address the issue of public sewers crossing site
- Address surface water flooding issues
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Site Allocation Proformas [Formerly Appendix D]

AL17: Shorts Waste Transfer Station and Recycling Facility, St Georges Lane, Ascot



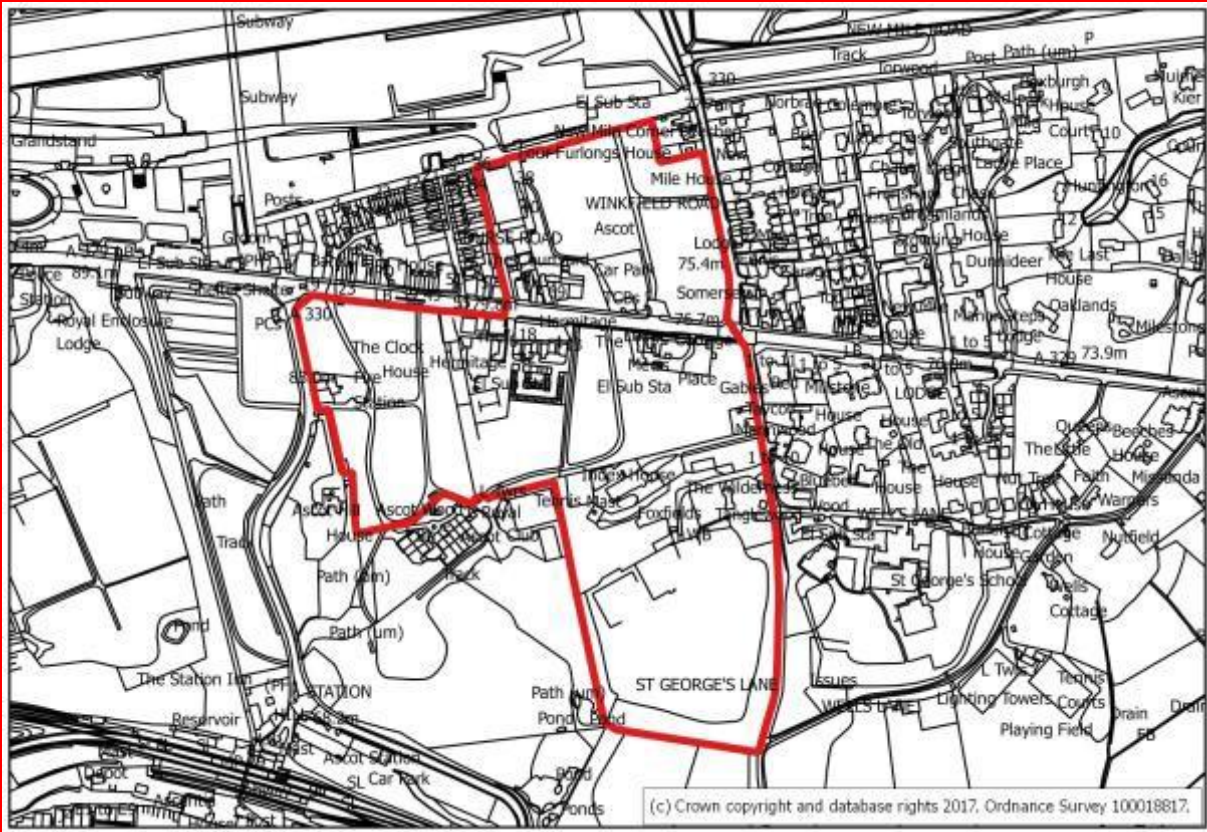
Allocation	<ul style="list-style-type: none"> • <u>Approximately 131 residential units</u>
Site Area	<ul style="list-style-type: none"> • <u>5.80Ha</u>
<p><u>Site Specific Requirements</u></p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> • <u>Be considered as part of a wider Ascot Strategic Area to enable comprehensive development and effective place making</u> • <u>Deliver a holistic development that is integrated with surrounding uses, including development on allocation AL16 to the north</u> • <u>Address the loss of the existing waste uses on the site</u> • <u>Provide high quality green and blue infrastructure, including open space / children’s play area</u> • <u>Retain mature trees and hedgerows where possible</u> • <u>Conserve and enhance the biodiversity of the area (including by addressing the impacts on wildlife on the adjoining Ascot Wood)</u> • <u>Provide pedestrian and cycle links through the site, including to/from Ascot Railway Station, South Ascot and the High Street</u> • <u>Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including local leisure facilities</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Enhance vehicular access, including on St George's Lane and junction improvements to the Winkfield Road roundabout
- Maintain and enhance the public right of way on St George's Lane
- Be of a high quality design that is sympathetic to local character, reflects the local vernacular, is sensitive to the scale and heights of existing properties around the site and the sloping topography and consider the impact of long distance views
- Provide appropriate mitigation measures to address the impacts of noise and air quality in order to protect residential amenity
- Deliver a series of character areas based around an element of the green and blue infrastructure
- Provide 30% affordable housing
- Provide local drainage infrastructure upgrades
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Address potential risks to groundwater
- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater
- Provide an appropriate solution for addressing the possible contamination of the site
- Make a financial contribution towards High Street public realm improvements and education provision
- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA10: Ascot Centre



Map HA10 IMAGE DELETED

HA10: Ascot Centre	
Allocation	<ul style="list-style-type: none"> • Approximately 300 residential units on some areas of Green Belt land • Strategic open space including retention/reprovision • Multi-functional community hub • Small scale retail including independent retailers
Site area	<ul style="list-style-type: none"> • 18.69Ha
Requirements	<ul style="list-style-type: none"> • Holistic mixed use development • Provision of public car parking • Provision of strategic public open space • Provision of community facilities • Provision of small scale retail services • Designed sensitively to conserve biodiversity of the area • Retain mature trees and hedgerows where possible • Provide pedestrian and cycle links through the site, including from Ascot Railway Station • Provide improvements to the quality of the public realm specifically the High Street environment for pedestrians • Designed to be of a high quality which supports the character and function of the area • Maintain and enhance the public right of way on St George's Lane • Enhanced vehicular access, including improved connectivity through the site

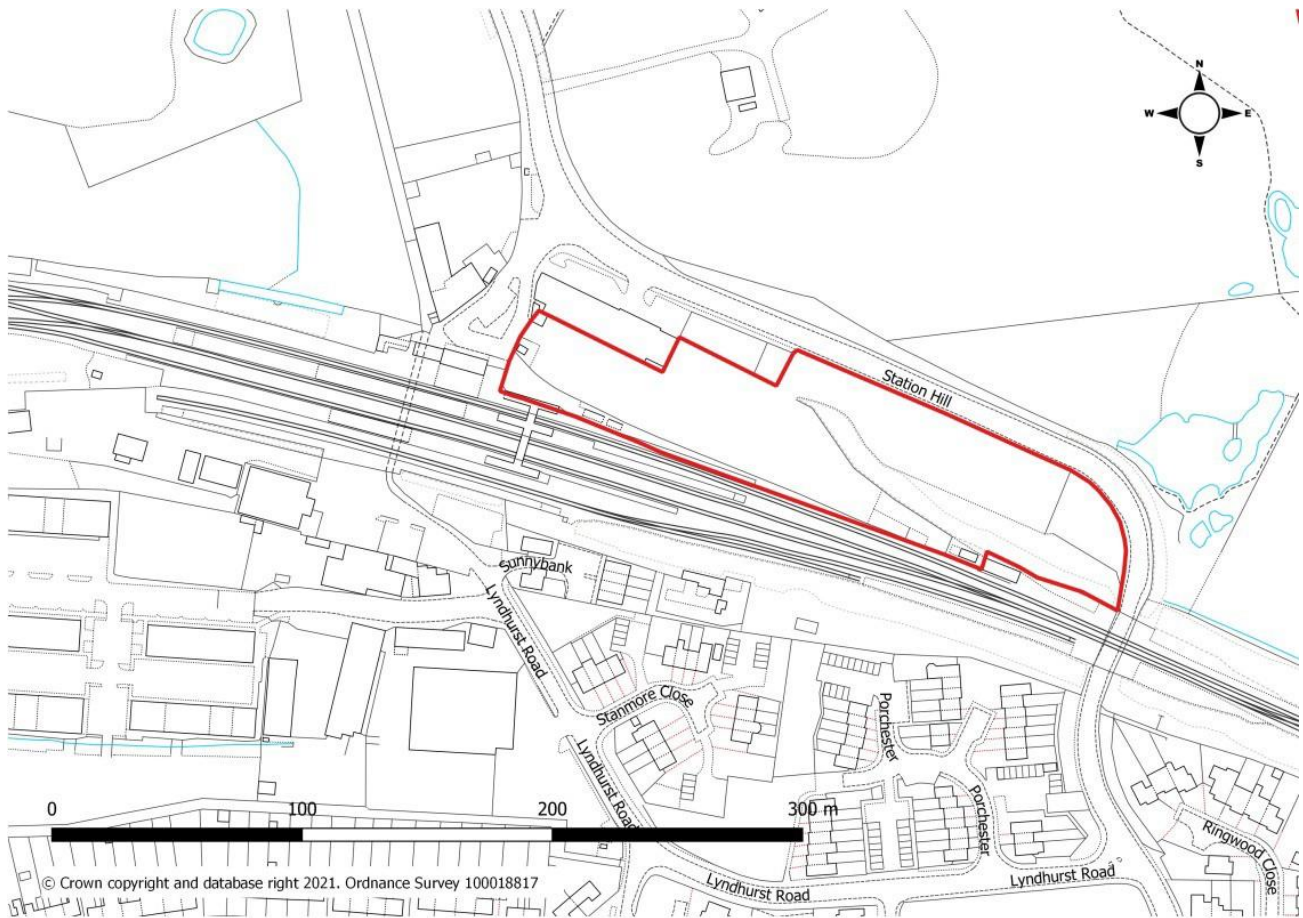
Site Allocation Proformas [Formerly Appendix D]

HA10: Ascot Centre	
	<ul style="list-style-type: none"> • Designed to be sensitive to the scale and heights of existing properties around the site, and the sloping topography • Designed sensitively to consider the impact of long distance views
Key considerations	<ul style="list-style-type: none"> • On-site infrastructure provision • Ascot race day car and coach parking • Mitigation of the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England • Vehicular, cycle and pedestrian access and connectivity • Biodiversity • Sloping topography • Setting and character of Ascot

Table HA10 Ascot Centre

Site Allocation Proformas [Formerly Appendix D]

AL18: Ascot Station Car Park



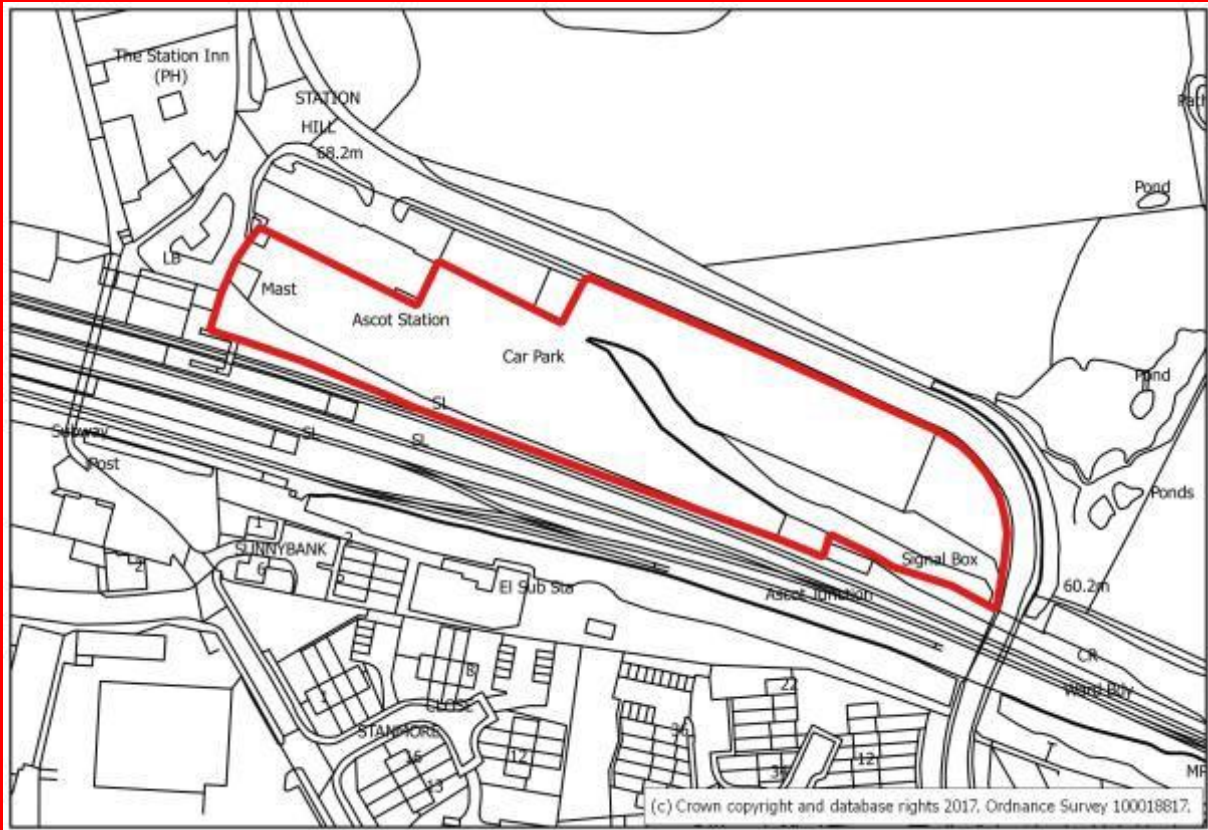
Allocation	<ul style="list-style-type: none"> • <u>A mixed use scheme providing approximately 50 residential units, public car parking and ancillary retail/cycle hub</u>
Site Area	<ul style="list-style-type: none"> • <u>1.14Ha</u>
Site Specific Requirements	
<p>Development of the site will be required to:</p> <ul style="list-style-type: none"> • <u>Be considered as part of a wider Ascot Strategic area to enable comprehensive development and effective place making</u> • <u>Provide enhanced pedestrian and cycle access into and through the station from Station Hill and to South Ascot</u> • <u>Ensure that the development is well-served by public bus routes with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys and bus / rail interchange is supported</u> • <u>Provide an increase in the amount of public car parking currently available at the station by decking the existing upper level of the car park, with parking for cycles along with electric car charging points</u> • <u>Provide high quality green and blue infrastructure across the site</u> • <u>Retain mature trees where possible</u> • <u>Consist of a high quality, sensitive design which is sympathetic to local character, enhances the gateway into Ascot and considers the impact on long distance views</u> • <u>Provide improvements to the quality of the public realm at the entrance to the railway station</u> • <u>Provide 30% affordable housing</u> • <u>Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare</u> • <u>Address potential risks to groundwater</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater
- Provide appropriate noise and vibration mitigation to ensure a high quality living environment for new residents
- Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA30: Ascot Station Car Park



Map HA30 IMAGE DELETED

HA30: Ascot Station Car Park	
Allocation	<ul style="list-style-type: none"> Approximately 35 residential units on previously developed Green Belt land Car parking
Site area	<ul style="list-style-type: none"> 1.14Ha
Requirements	<ul style="list-style-type: none"> Provide an increase in the amount of public car parking currently available A financial contribution to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England Retain mature trees where possible Designed sensitively to enhance the gateway into Ascot Provide improvements to the quality of the public realm Enhanced pedestrian and cycle access into and through the station from Station Hill Designed sensitively to consider the impact on long distance views Provide appropriate mitigation measure to address the impact on noise and air quality from the railway so to protect residential amenity
Key considerations	<ul style="list-style-type: none"> Car parking

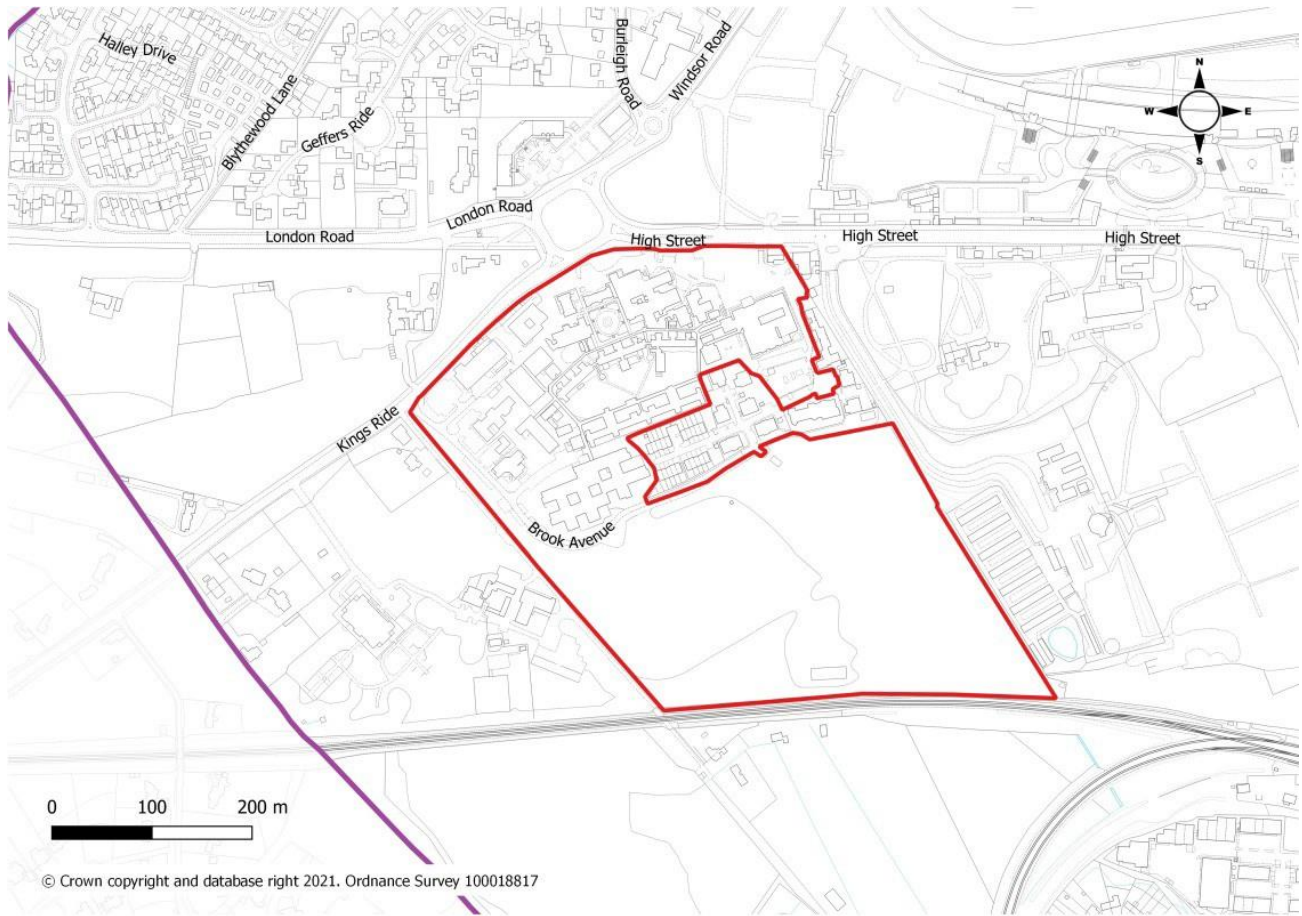
Site Allocation Proformas [Formerly Appendix D]

HA30: Ascot Station Car Park	
	<ul style="list-style-type: none">• Noise• Railway station access

Table HA30 Ascot Station Car Park

Site Allocation Proformas [Formerly Appendix D]

AL20: Heatherwood Hospital, Ascot



Allocation	<ul style="list-style-type: none"> A mixed use development including approximately 230 residential units, retained health uses and 3,800 sqm of retained ancillary offices and SANG
Site Area	<ul style="list-style-type: none"> 16.25Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Retain hospital facilities and GP practice Provide in perpetuity a bespoke SANG on the southernmost part of the site to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England. Requirements include a contribution towards Strategic Access Management and Monitoring and any other measures to satisfy the Habitat Regulations Ensure that built form does not extend beyond the southernmost extent of residential development as granted under permission 16/03115/OUT to avoid encroachment onto the land intended for the SANG Provide high quality green and blue infrastructure, including on-site public open space and children's play areas in accordance with standards Provide structural planting/trees to the High Street frontage in order to respect the adjoining residential properties' amenity Provide pedestrian and cycle access into and through the site including from Ascot Railway Station Provide a new footpath/cycle route between Prince Albert Drive and Ascot High Street around the hospital Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such 	

Site Allocation Proformas [Formerly Appendix D]

that the bus is an attractive alternative to the private car for local journeys, including to leisure and educational facilities

- Provide sufficient car and cycle parking for residential and non-residential uses
- Provide highways improvements, including to High Street/London Road (Heatherwood) roundabout
- Provide a landscape buffer to the woodland to the south of the site
- Be designed in a high quality manner, reflecting the gateway location of site
- Conserve and enhance biodiversity of the area
- Provide 30% affordable housing, including key worker housing
- Retain the Scheduled Ancient Monument on the site (Bell Barrow on Bowledge Hill) and enhance its setting by providing a landscape buffer
- Ensure vehicular access utilises the existing junctions on Kings Road and High Street
- Provide an appropriate solution for addressing the possible contamination of the site
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Address potential risks to groundwater
- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater
- Provide appropriate mitigation measures to address the impacts of noise and air pollution from Kings Ride and High Street so to protect residential amenity
- Provide local upgrades to drainage infrastructure
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource as the site falls within a Minerals Safeguarding Area.

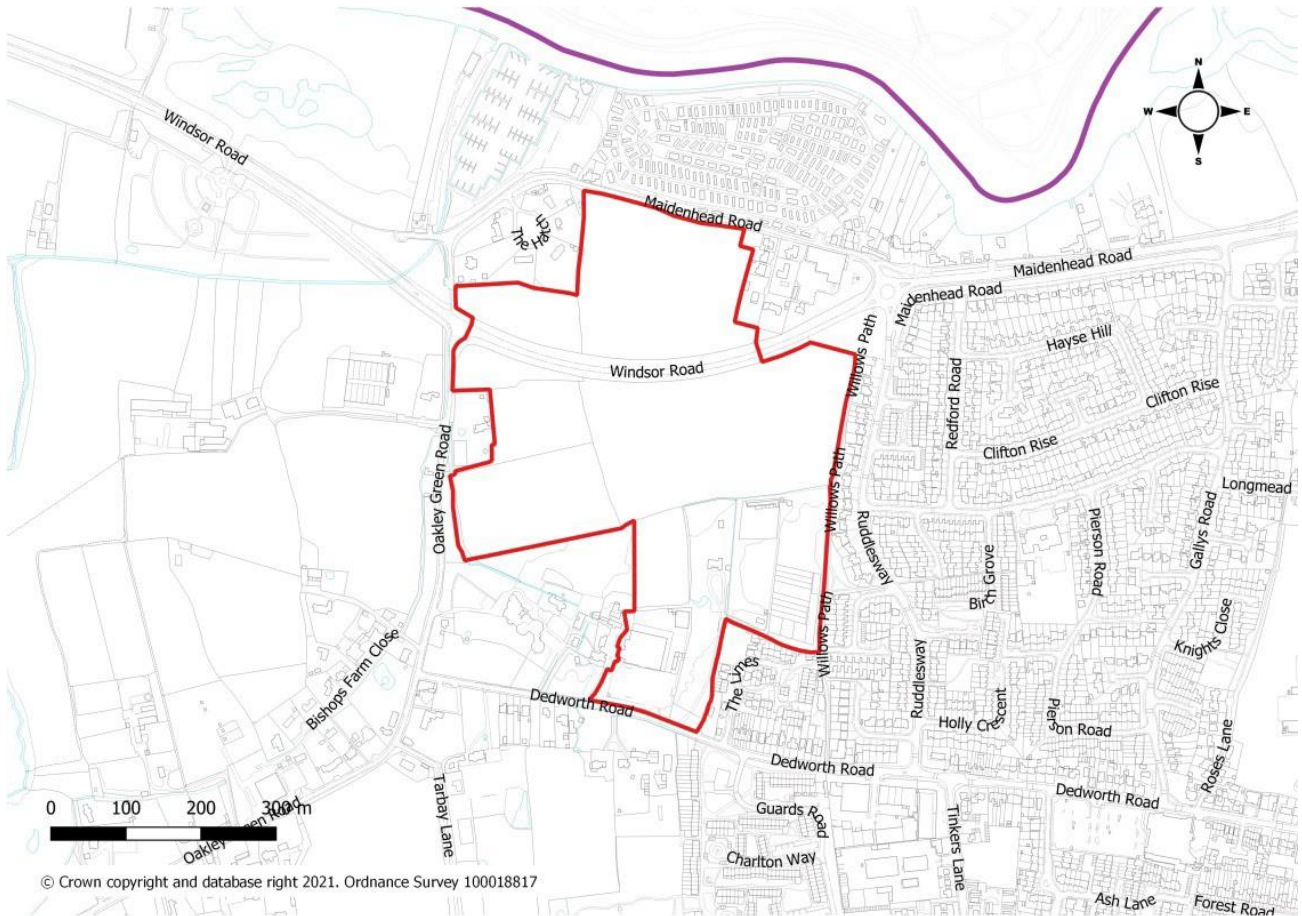
Site Allocation Proformas [Formerly Appendix D]

HA32: Heatherwood Hospital, Ascot	
Key considerations	<ul style="list-style-type: none">• Biodiversity• Heritage• Health facilities• SANG• Trees• Topography• Access• Rights of Way Improvement Plan

Table HA32 Heatherwood Hospital, London Road, Ascot

Site Allocation Proformas [Formerly Appendix D]

AL21: Land west of Windsor, north and south of the A308, Windsor



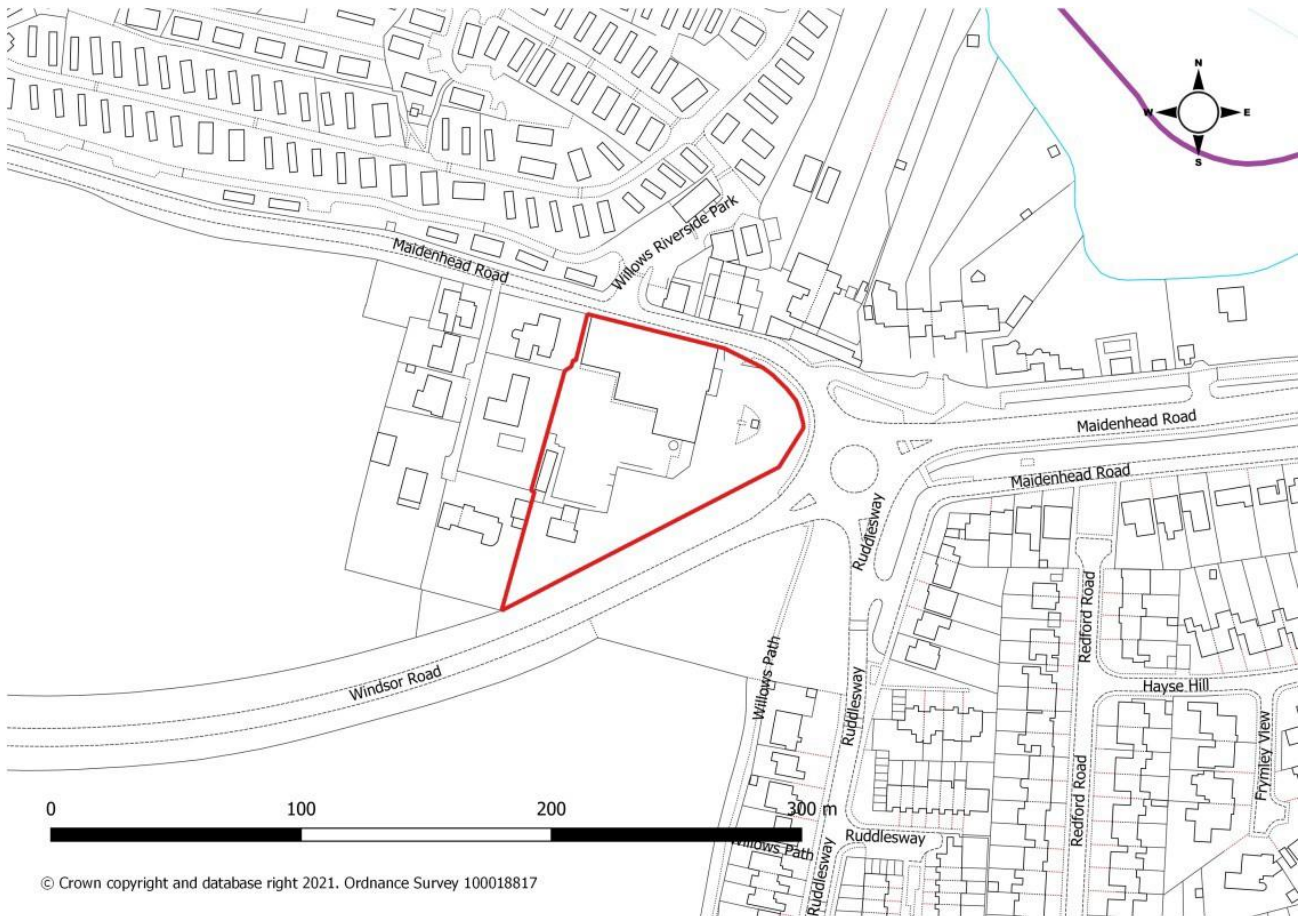
Allocation	<ul style="list-style-type: none"> Approximately 450 residential units, strategic public open space, formal pitch provision for football and rugby, multi-functional community hub (including a café and internal space for community meetings/activities) and a Special Educational Needs School (approximately 150 pupil capacity)
Site Area	<ul style="list-style-type: none"> 20.52Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Retain the hidden nature of the site in the landscape through retention and reinforcement of existing tree belts and hedgerows along roads (especially the A308 Windsor Road) and by retaining low building heights that are reflective of local contextual heights Be highly connected with surrounding streets, public rights of way and public transport corridors to ensure that the development integrates into the Windsor urban area Provide a highly permeable layout within the site focused on the strategic public open space Provide pedestrian and cycle links through the site and into surrounding streets and rights of way to improve connectivity Enhance existing pedestrian and cycle links towards Maidenhead and Windsor Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to local railway stations Develop and implement a robust residential Travel Plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents 	

Site Allocation Proformas [Formerly Appendix D]

- Provide a strong high quality green and blue infrastructure network across both elements of the site that uses existing trees, water courses and landscaping elements as its base framework. The Green infrastructure network will need to support enhanced biodiversity, recreation, food production and leisure functions
- Ensure the strategic public open space is of very high design quality and is located in the southern parcel of the site with the community hub and educational facilities located near to or fronting the space
- Retain valuable trees at site boundaries
- Be of very high quality design that respects the framework of trees and hedgerows in and around the site
- Provide a series of character areas across the site, each focused on an element of the green and blue infrastructure network
- Provide 40% affordable housing
- Provide family housing with gardens
- Provide 5% of market housing units as custom and self build plots (fully serviced)
- Conserve, or preferably enhance, the Grade II* listed The Old Farmhouse and its setting
- Consider and avoid or, where necessary, mitigate potential disturbance impacts on the users of the Cardinal Clinic
- Ensure appropriate edge treatments and transition to the countryside
- Provide allotments or community garden/orchards by accommodating these uses on areas of best and most versatile land where practical, subject to wider site layout and design considerations
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and 3 and larger than one hectare. This will need to demonstrate that the Exception test can be passed and that a safe evacuation route can be provided
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Provide appropriate mitigation measures to address the impacts of noise and air pollution to protect residential amenity.

Site Allocation Proformas [Formerly Appendix D]

AL22: Squires Garden Centre, Maidenhead Road, Windsor

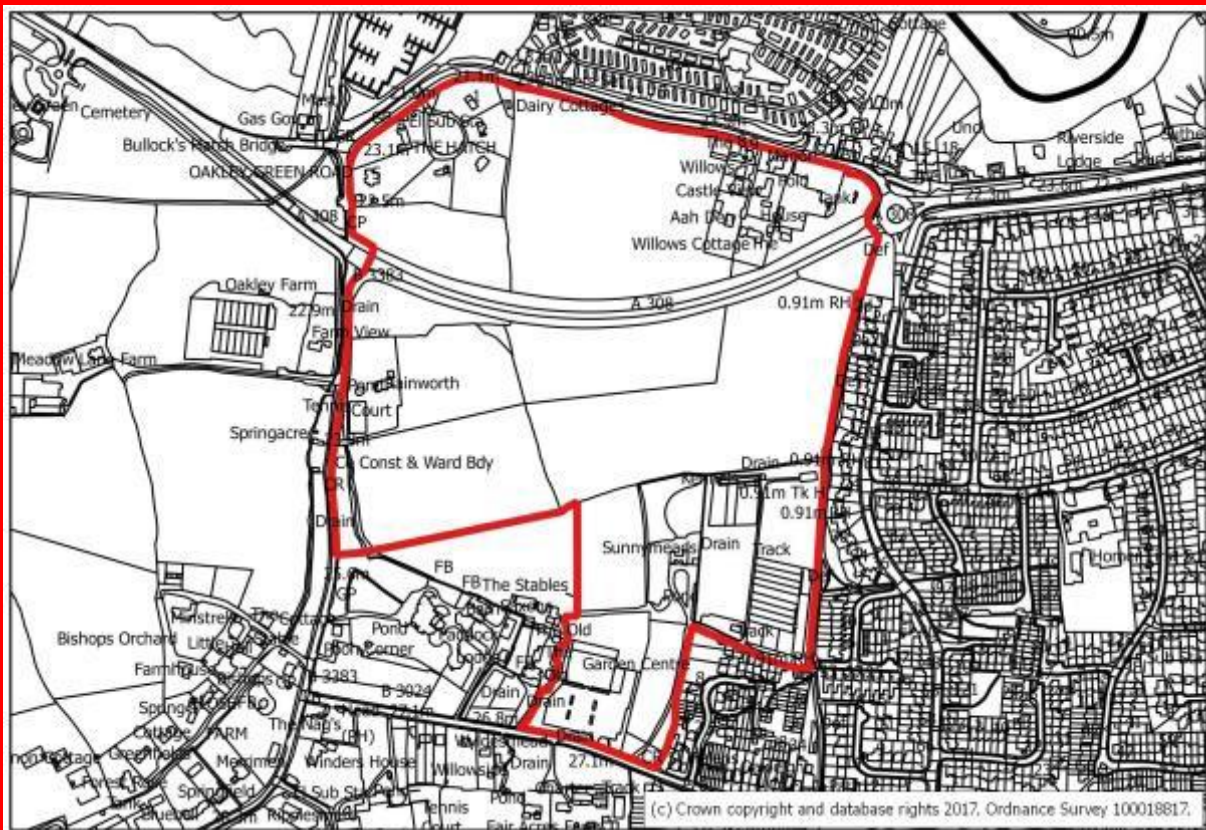


Allocation	<ul style="list-style-type: none"> Approximately 39 residential units
Site Area	<ul style="list-style-type: none"> 0.74Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Be considered as part of a wider area to enable comprehensive development and effective placemaking for the Windsor growth location Enhance existing pedestrian and cycle links towards Maidenhead and Windsor Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries, leisure facilities, educational facilities and railway stations Not threaten the retention of the trees just beyond the site boundary, either during construction or in the longer term by creating amenity issues for future residents Provide high quality green and blue infrastructure Be designed to be of a high quality which supports and enhances local character Provide 30% affordable housing Front onto the A308 Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 Address potential risks to groundwater Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible 	

Site Allocation Proformas [Formerly Appendix D]

- Provide appropriate mitigation measures to address the impacts of noise and air pollution to protect residential amenity
- Ensure that the sewer systems including treatment works are sufficiently reinforced prior to the occupation and use of the housing.

[DELETED] HA11: Land west of Windsor, north and south of A308, Windsor



Map HA11 IMAGE DELETED

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

Allocation	<ul style="list-style-type: none"> • Approximately 450 residential units on Green Belt land • Strategic public open space • Formal pitch provision for football and rugby • Multi-functional community hub • Educational facilities
Site area	<ul style="list-style-type: none"> • 27.76Ha
Requirements	<ul style="list-style-type: none"> • Appropriate edge treatment and transition to the countryside • Provide pedestrian and cycle links through the site to improve connectivity • Protect and enhance public rights of way • Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity • Development to front the A308

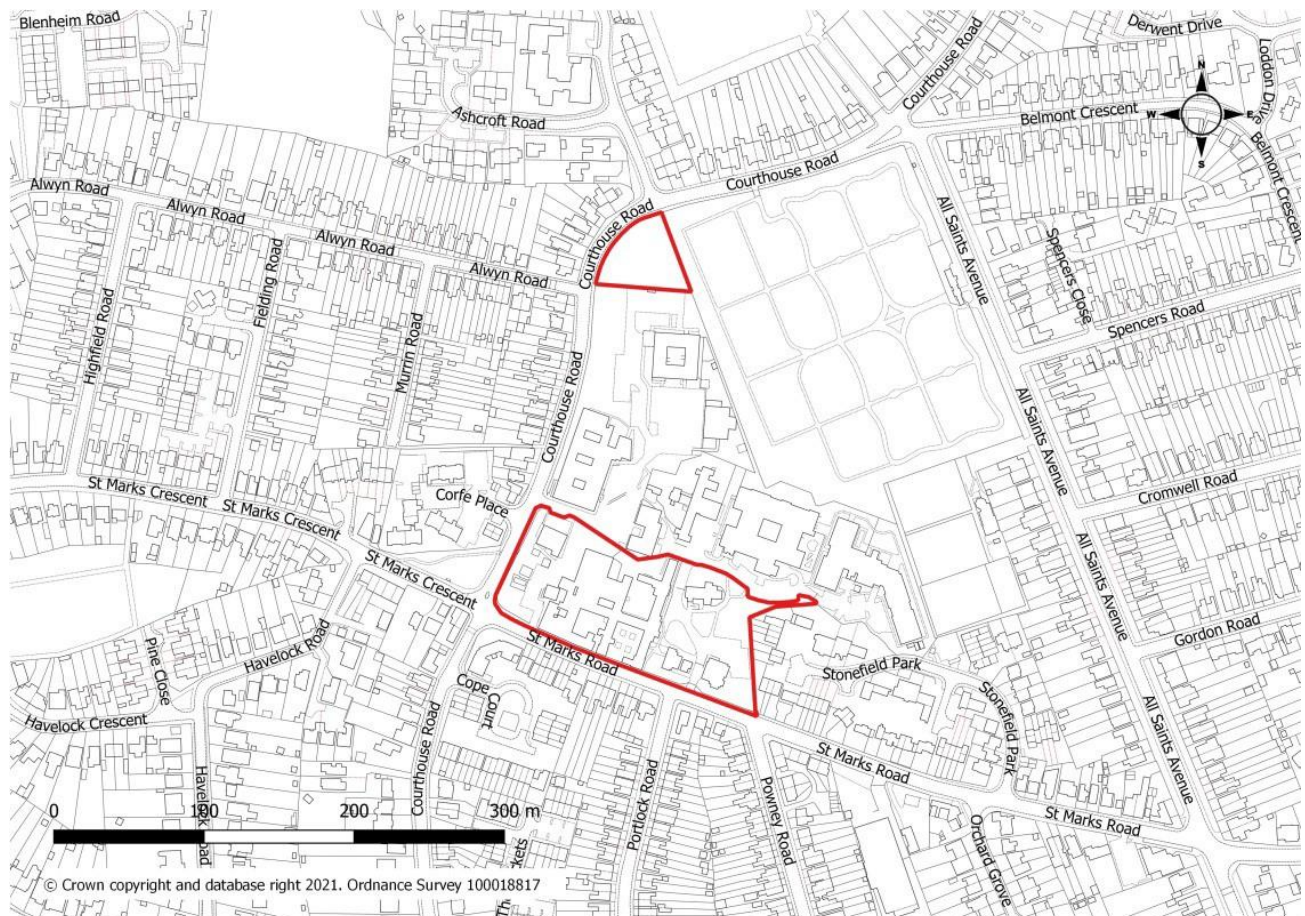
Site Allocation Proformas [Formerly Appendix D]

HA11: Land west of Windsor, north and south of the A308, Windsor	
	<ul style="list-style-type: none"> • Retain valuable trees where possible, particularly at site boundaries • Improve pedestrian and cycle links between the northern and southern parts of the site • Designed to be of a high quality which supports and enhances local character
Key considerations	<ul style="list-style-type: none"> • Flooding and surface water • Heritage • Landscaping • On-site infrastructure provision and phasing • Highways • Biodiversity

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

Site Allocation Proformas [Formerly Appendix D]

AL23: St Marks Hospital, Maidenhead



Allocation	<ul style="list-style-type: none"> Approximately 40-50 residential units
Site Area	<ul style="list-style-type: none"> 1.55Ha
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> Provide green and blue infrastructure on the site to support health and well-being as well as biodiversity. Provide pedestrian and cycle links through the site to improve connectivity Integrate successfully, and in a high quality way with the remaining hospital uses on the adjoining site. Enhance vehicular access at St Marks Road and Courthouse Road Be designed sensitively to consider the privacy and amenity of neighbouring residential properties Be designed sensitively to conserve and enhance the Hospital's listed buildings, including St Mark's Church, and their settings. A Heritage Assessment must be submitted with any planning application for the southern part of the site that would appraise the historic environment and potential impacts of development and redevelopment on the listed buildings and their setting. Provide active and attractive frontages to Courthouse Road and St Marks Road Provide 30% affordable housing Provide an appropriate solution for addressing the possible contamination of the site Provide appropriate mitigation measures to address the impact of noise and air quality so as to protect residential amenity Provide mitigation measures for surface water flooding and address potential risks to groundwater Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site 	

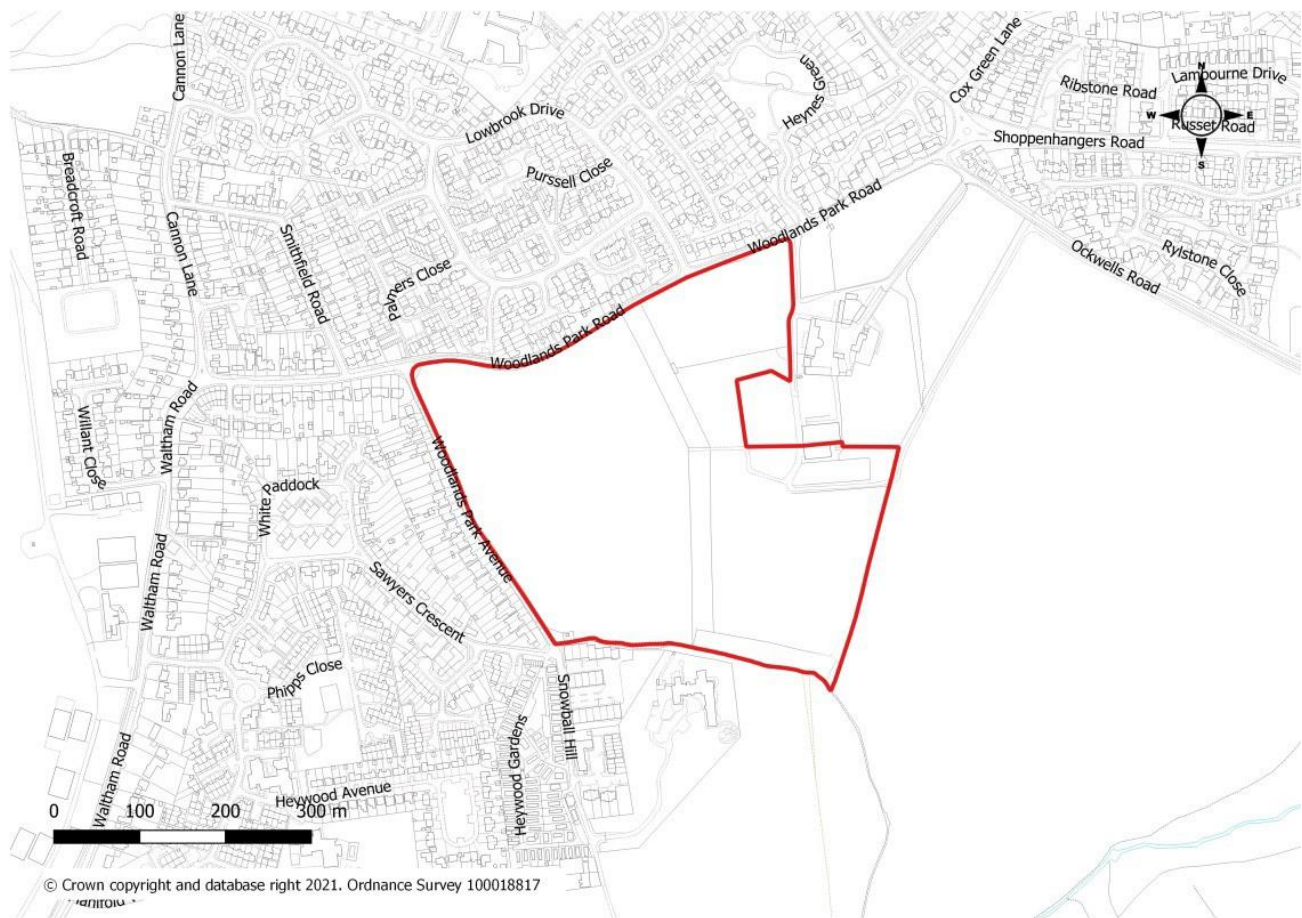
Site Allocation Proformas [Formerly Appendix D]

investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater

- Retain valuable trees where possible, particularly at site boundaries
- Provide appropriate edge treatment, especially adjacent to the cemetery.

Site Allocation Proformas [Formerly Appendix D]

AL24: Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead



<u>Allocation</u>	<ul style="list-style-type: none"> Approximately 300 residential units, strategic public open space and sports pitches
<u>Site Area</u>	<ul style="list-style-type: none"> 16.69Ha
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> Provide a mix of residential, strategic public open space and sporting hub for western Maidenhead Retain the existing central tree belt in the centre of the site running north to south Provide all housing to the west of the existing central tree belt order to create a defensible boundary to the urban edge Limit development on the eastern side of the central tree belt to the provision of facilities associated with delivery of the strategic open space and sports pitches Provide strong pedestrian and cycle connectivity throughout the housing area and into and through the strategic public open spaces on the eastern side of the central tree belt. Provide strong linkages into surrounding urban and countryside areas including connections to the Public Rights of Way network Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including local railway stations Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents Create a strong high quality green and blue infrastructure framework across the whole site to deliver biodiversity, health and wellbeing benefits, recreation, food production and leisure opportunities. The 	

Site Allocation Proformas [Formerly Appendix D]

central tree belt and the public open spaces to the east will form the focus for the Green Infrastructure network on the site

- Retain valuable trees at site boundaries and enhance biodiversity across the site by placing sports pitches in a woodland setting
- Provide appropriate edge treatment and transition from the strategic public open spaces to the countryside
- Minimise the visual impacts of any recreational, sporting or leisure built form on the eastern side of the central tree belt, including sports pitch lighting
- Provide family housing with gardens
- Provide 40% affordable housing
- Provide 5% of market housing units for custom and self build plots (fully serviced)
- Be designed sensitively to conserve and enhance the setting of nearby listed building
- Provide appropriate mitigation measures to address the impact of noise and air quality so as to protect residential amenity
- Front onto both Woodlands Park Road and Woodlands Park Avenue
- Address potential risks to ground water and surface water flooding issues
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and larger than one hectare
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Proformas [Formerly Appendix D]

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



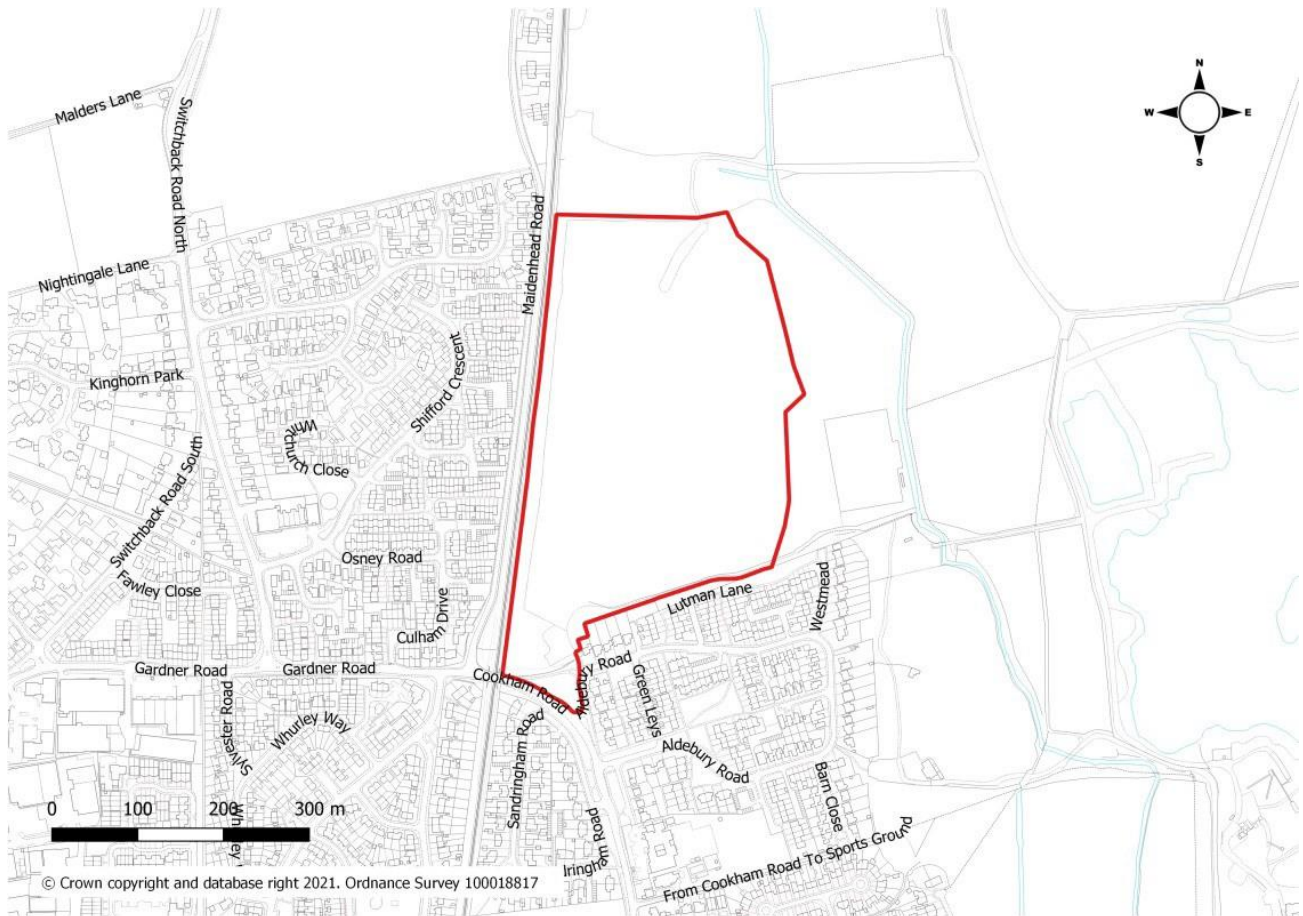
Map HA20 IMAGE DELETED

HA20: Land east of Woodlands Park Avenue and north of Woodlands Business Park, Maidenhead	
Allocation	<ul style="list-style-type: none"> • Approximately 300 residential units on Green Belt land • Strategic public open space • Sports pitches
Site area	<ul style="list-style-type: none"> • 16.69Ha
Requirements	<ul style="list-style-type: none"> • Retain valuable trees where possible, particularly at site boundaries • Appropriate edge treatment and transition to the countryside • Designed sensitively to conserve and enhance the setting of nearby listed building • Provide pedestrian and cycle links through the site • Development to front Woodlands Park Avenue • Connect to Public Rights of Way network
Key considerations	<ul style="list-style-type: none"> • Heritage • Landscape • Biodiversity

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

Site Allocation Proformas [Formerly Appendix D]

AL25: Land known as Spencer's Farm, north of Lutman Lane, Maidenhead



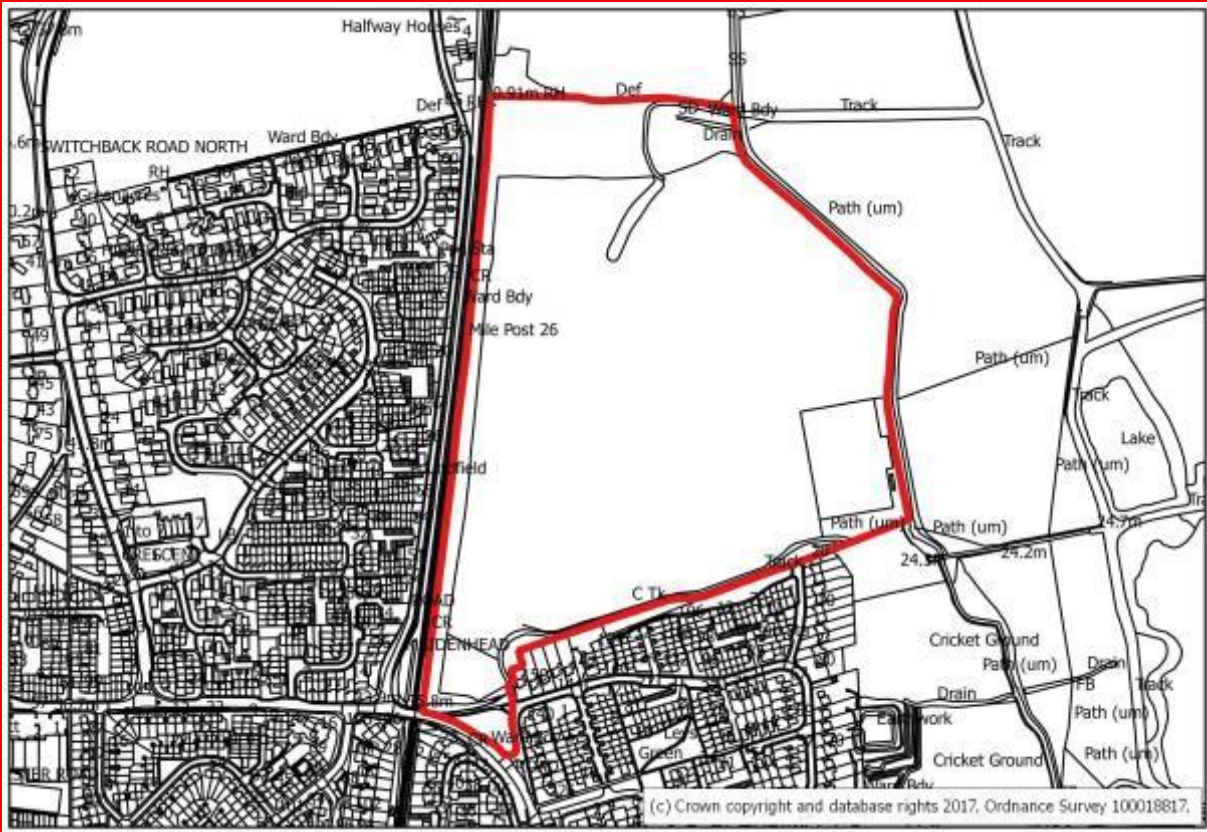
Allocation	• <u>Approximately 330 residential units and educational facilities</u>
Site Area	• <u>13.51Ha</u>
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Provide a mix of residential, education uses integrating with the adjoining green infrastructure allocation site (AL28)</u> • <u>Provide a primary school with up to three forms of entry</u> • <u>Provide a clear and defensible Green Belt boundary, making use of the woodland edge to the north, and new features along the eastern boundary of the allocation, such as linear attenuation basins, estate fencing and new landscape planting</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries</u> • <u>Develop and implement robust residential and school travel plans to manage travel to and from the site and reduce instances of single-occupancy car trips</u> • <u>Provide a network of high quality pedestrian and cycle routes across the site which link into surrounding areas and routes including improving the connectivity to the Public Rights of Way network and the adjoining green infrastructure site (AL28)</u> • <u>Provide a high quality network of green and blue infrastructure across the site, (including on-site public open space) that connects to surrounding GI networks and pedestrian and cycle access points</u> • <u>Conserve and enhance local biodiversity</u> • <u>Identify and adequately mitigate any historic waste material deposited on the site</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Provide appropriate mitigation measures to address the impacts of noise and air quality from the railway line in order to protect residential amenity
- Provide 40% affordable housing
- Provide 5% of market housing units as custom and self-build plots (fully serviced)
- Be designed sensitively to consider the impact of long distance views and be sensitive to the scale and heights of existing properties around the site, and the sloping topography
- Retain high/medium quality trees and planting of replacement trees
- Provide waste water drainage infrastructure
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zones 2 and 3 and larger than one hectare. This will need to demonstrate that the Exception test can be passed and that a safe evacuation route can be provided
- Address potential risks to groundwater
- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA21: Land known as Spencer's Farm, north of Lutman Lane, Maidenhead



Map HA21 IMAGE DELETED

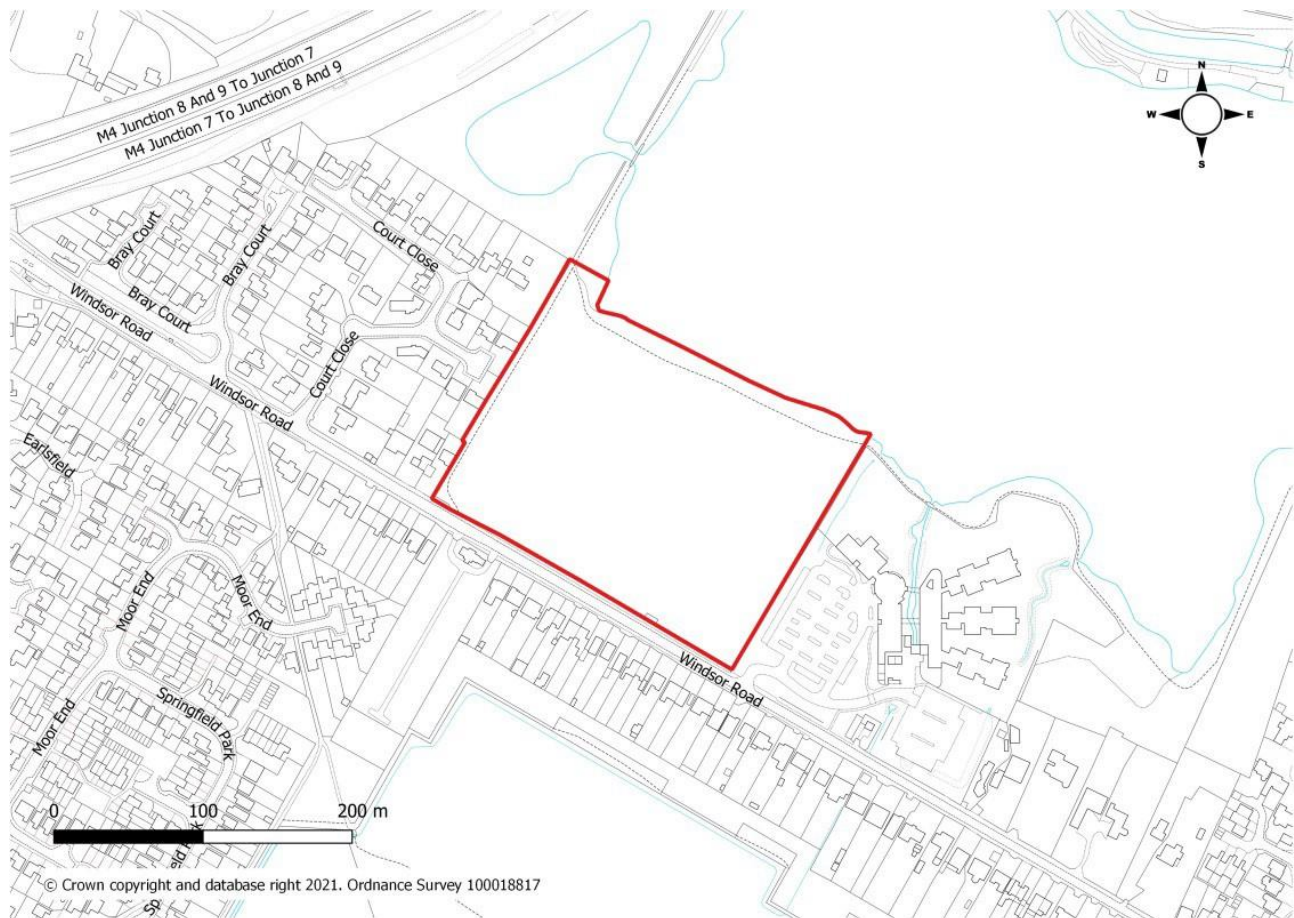
HA21: Land known as Spencer's Farm, north of Lutman Lane, Maidenhead

Allocation	<ul style="list-style-type: none"> • Approximately 300 residential units on Green-Belt land • Educational facilities and associated pitches
Site area	<ul style="list-style-type: none"> • 19.94Ha
Requirements	<ul style="list-style-type: none"> • Retain existing football pitch and provide changing facilities • Consider providing junior football pitch • Appropriate edge treatment and transition to the countryside • Connectivity to the Public Rights of Way network • Provide appropriate mitigation measures to address the impacts of noise from the railway line so to protect residential amenity
Key considerations	<ul style="list-style-type: none"> • Topography • Flooding and surface water • Access • Biodiversity

Table HA21 Land known as Spencer's Farm, north of Lutman Lane

Site Allocation Proformas [Formerly Appendix D]

AL26: Land between Windsor Road and Bray Lake, south of Maidenhead



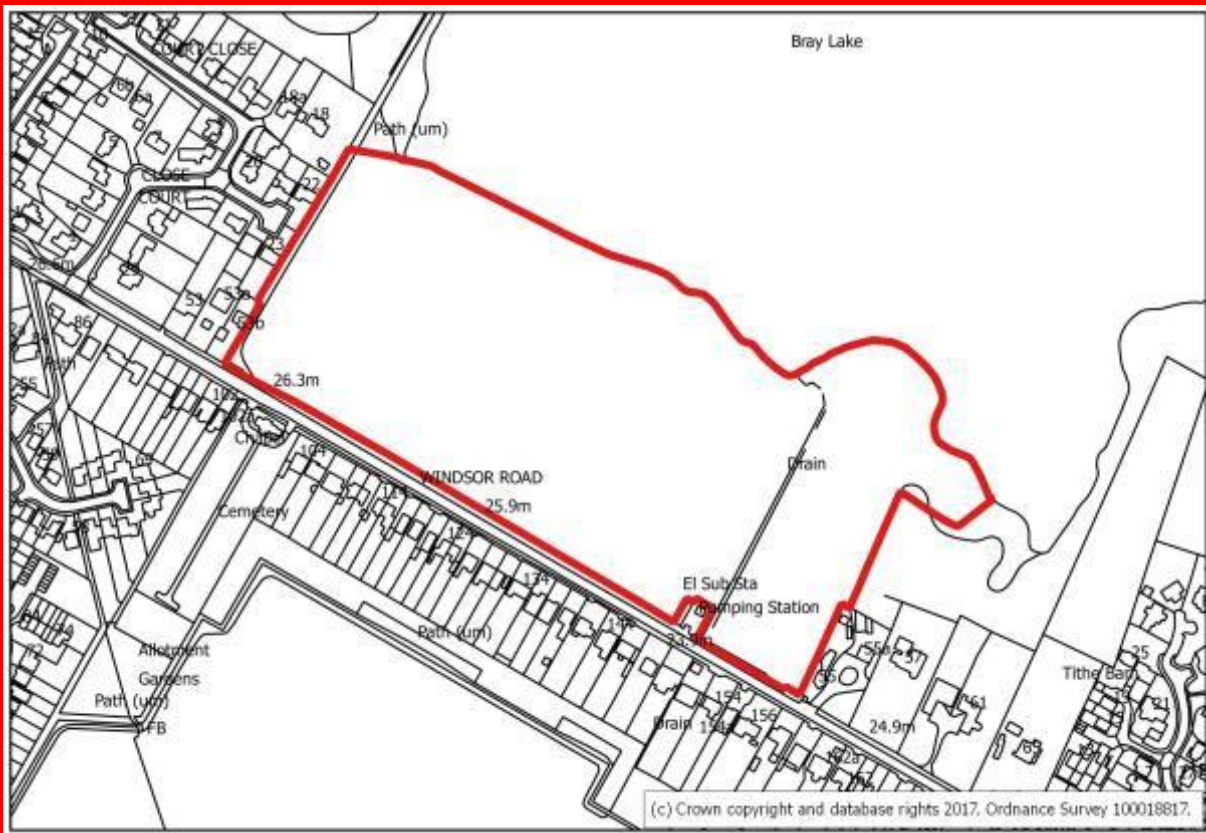
<u>Allocation</u>	<ul style="list-style-type: none"> • <u>Approximately 100 residential units</u>
<u>Site Area</u>	<ul style="list-style-type: none"> • <u>3.99Ha</u>
<u>Site Specific Requirements</u>	
<u>Development of the site will be required to:</u>	
<ul style="list-style-type: none"> • <u>Provide a strong green infrastructure network across the site that is highly connected to the Lake edge and capable of supporting enhanced biodiversity, recreation, food production and leisure functions</u> • <u>Provide a clear and defensible Green Belt boundary</u> • <u>Create a high quality public open space along the Lake Edge that is fronted by housing to the south and integrated with the adjoining Hospice site</u> • <u>Retain valuable trees and hedgerows, particularly at site boundaries</u> • <u>Reinforce and enhance the planting along the Windsor Road frontage to reduce the visibility of the site in the wider landscape</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries, leisure facilities and railway stations</u> • <u>Be of very high quality design which responds positively and sensitively to the character (including height) of the surrounding residential areas</u> • <u>Provide a series of high quality character areas across the site each with its own identity</u> • <u>Designed sensitively to consider the impact on long distance views from across the Lake</u> • <u>Provide family housing with gardens</u> • <u>Provide 40% affordable housing</u> • <u>Provide 5% of market housing units as custom and self-build plots (fully serviced)</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Achieve flood risk betterment on site by incorporating appropriate flood risk reduction measures
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and 3 and larger than one hectare. This will need to demonstrate that the Exception test can be passed and that a safe evacuation route can be provided
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Provide appropriate mitigation measures to address the impacts of noise and air quality from the Windsor Road so to protect residential amenity
- Link to the permitted path around the lake
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Proformas [Formerly Appendix D]

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



Map HA18 IMAGE DELETED

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

Table HA18 Land between Windsor Road and Bray Lake

Site Allocation Proformas [Formerly Appendix D]

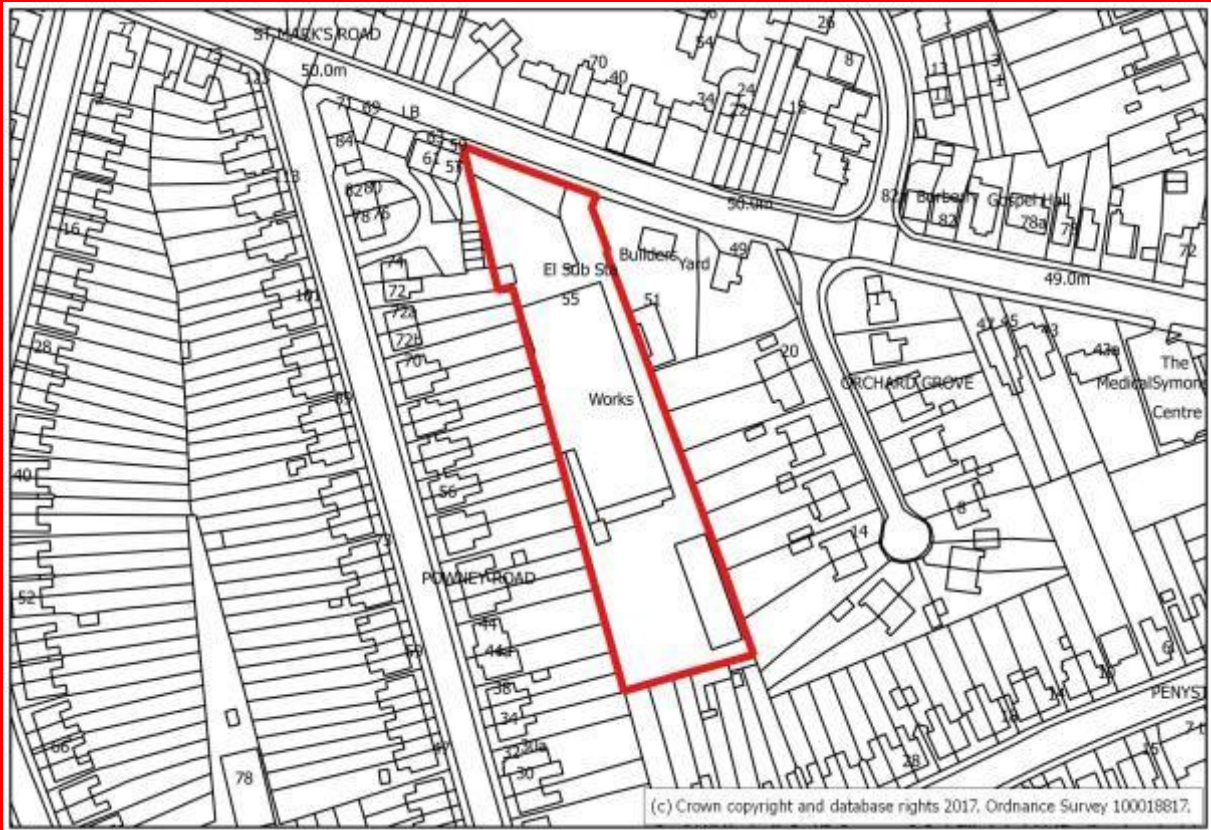
AL26A: Osborne's Garage, 55 St Marks Road, Maidenhead



Allocation	<ul style="list-style-type: none"> Approximately 20 residential units on previously developed land
Site Area	<ul style="list-style-type: none"> 0.49Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Deliver a comprehensive, high-quality scheme, that responds positively to the character of the adjoining residential area Protect the amenity and privacy of existing neighbouring properties, through careful consideration of the local topography, and the scale, siting and orientation of new development Ensure opportunities for soft landscaping are fully explored and implemented as part of the green and blue infrastructure strategy for the site, to soften the visual impact of the significant levels of hardstanding required to deliver development on this linear site Ensure that the trees just beyond the site boundary are not adversely affected by the proposed development Provide appropriate green landscaping to the St Marks Road frontage Provide 30% affordable housing Investigate and remediate as required, site contamination Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible. 	

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA16: Osbornes Garage, 55 St Marks Road, Maidenhead



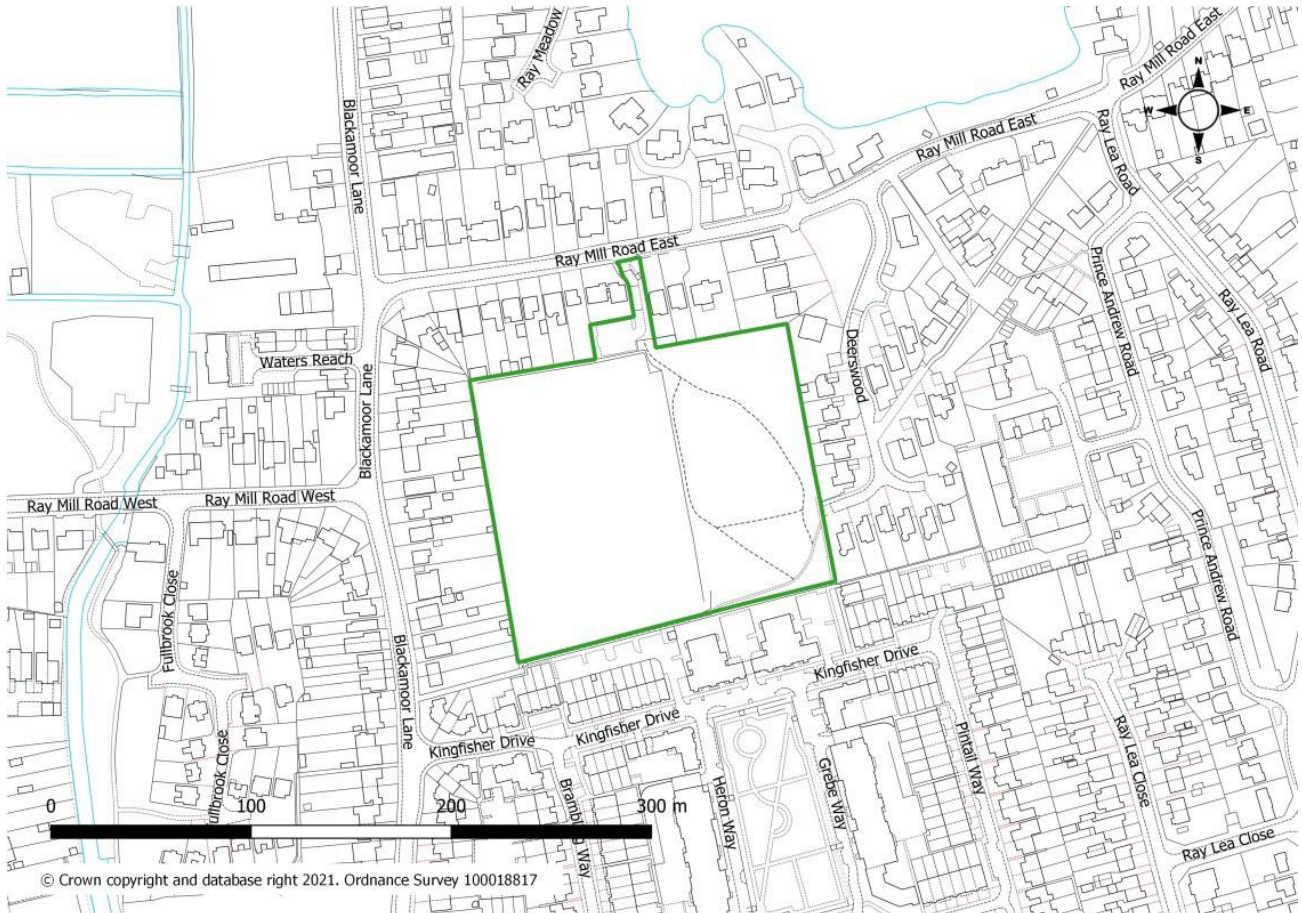
Map HA16 IMAGE DELETED

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

Table HA16 Osbornes Garage, 55 St Marks Road Maidenhead

Site Allocation Proformas [Formerly Appendix D]

AL27: Land south of Ray Mill Road East, Maidenhead



Allocation	<ul style="list-style-type: none"> • <u>A Green Infrastructure site providing a local ‘pocket park’, a habitat area and flood attenuation</u>
Site Area	<ul style="list-style-type: none"> • <u>2.29Ha</u>
Site Specific Requirements	
<p>Development of the site will be required to:</p> <ul style="list-style-type: none"> • <u>Create a maintained ‘pocket park’ with small scale facilities which may include information boards and seating</u> • <u>Deliver biodiversity enhancement – Due to proximity to river corridor and nearby lake, the site is of value to various wildlife (including: birds, bats, frogs, toads, hedgehogs and reptiles) as a stop-over/feeding/roosting location. A pond should be created away from public footpaths to enhance this value to the wildlife</u> • <u>Retain and enhance all existing trees and shrubs and varied grassland</u> • <u>Provide flood attenuation areas</u> • <u>Provide and improve public footpaths into and across the site</u> • <u>Retain the existing car parking off Ray Mill Road East</u> • <u>Maintain views of open land from surrounding residential properties.</u> 	

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA14: Land south of Ray Mill Road East, Maidenhead



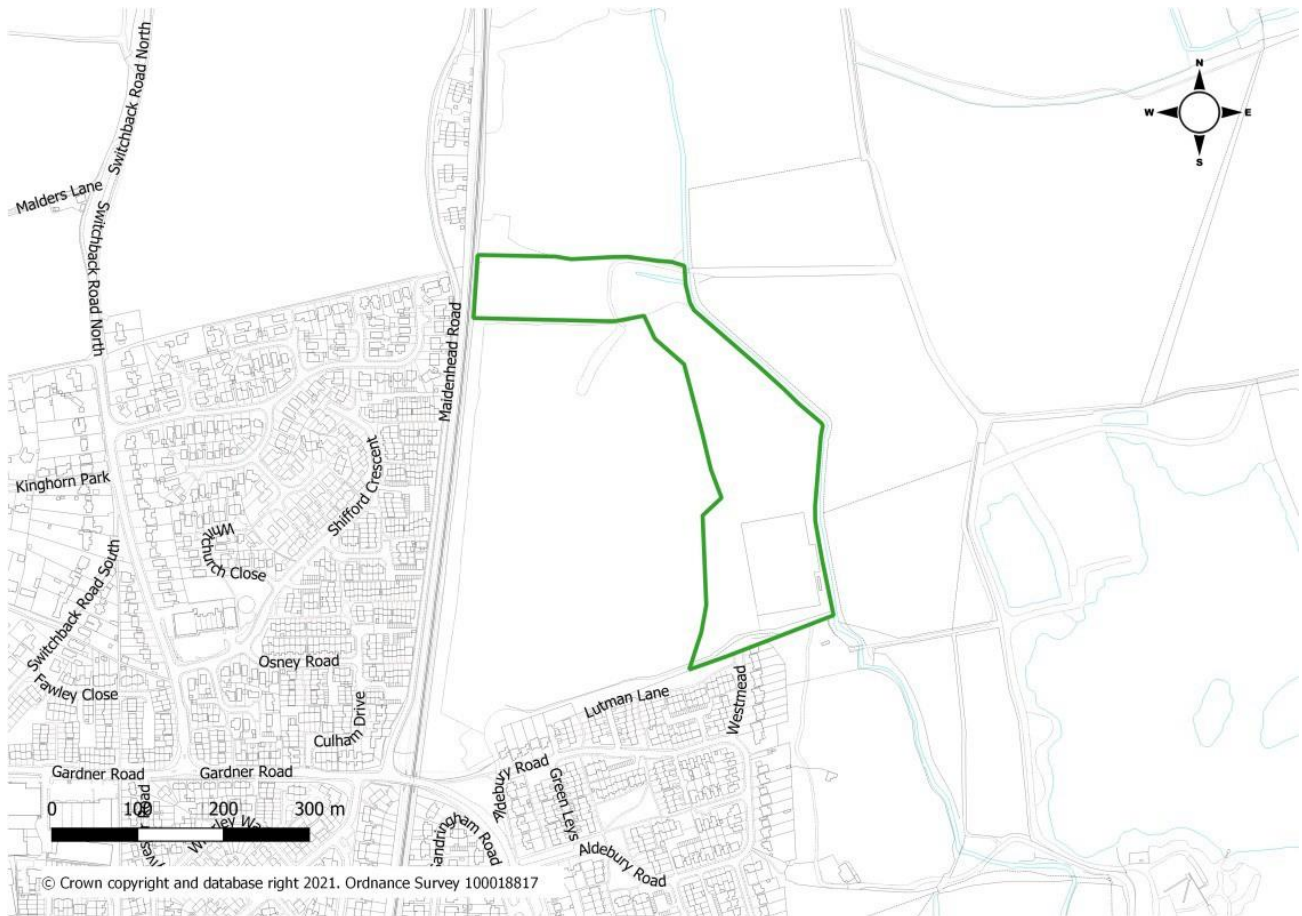
Map HA14 IMAGE DELETED

HA14: Land south of Ray Mill Road East, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 60 residential units on greenfield land
Site area	<ul style="list-style-type: none"> 2.30Ha
Requirements	<ul style="list-style-type: none"> Provision of public open space in areas of high flood risk Designed to be of a high quality which supports the character and function of the area Retain mature trees and hedgerows where possible Provide pedestrian and cycle access onto Ray Mill Road East Retain Public Right of Way along east and southern boundaries Designed sensitively to consider the privacy and amenity of neighbouring residential properties Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met
Key considerations	<ul style="list-style-type: none"> Flood risk Open space re-provision/enhancement Access Ecology

Table HA14 Land south of Ray Mill Road East, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

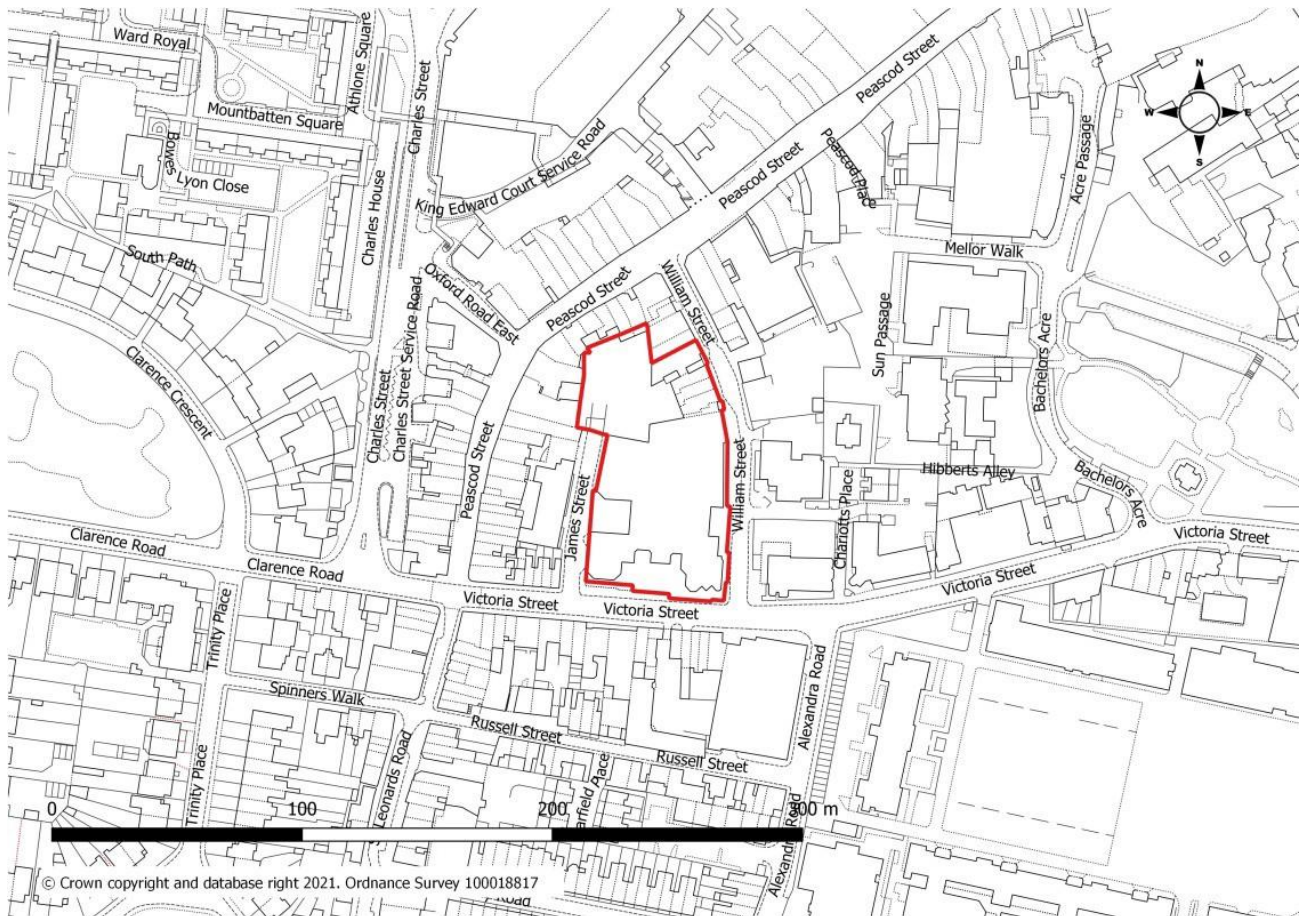
AL28: Land north of Lutman Lane, Spencer's Farm, Maidenhead



Allocation	<ul style="list-style-type: none"> • <u>A Green Infrastructure site providing sports facilities, public open space, habitat area and flood attenuation</u>
Site Area	<ul style="list-style-type: none"> • <u>6.43Ha</u>
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Deliver green and blue infrastructure, including public open space to serve the new residential and educational uses development on adjoining site allocation AL25</u> • <u>Provide further improvements to the existing football facilities</u> • <u>Deliver significant biodiversity improvements, including along the Greenway Corridor/Strand Water, which is a Local Wildlife Site</u> • <u>Retain the existing area of woodland to the north of the site</u> • <u>Provide a network of high quality pedestrian/cycling routes to the new housing/educational uses to the west, enabling new residents and pupils to access the public open space, habitat areas and sporting facilities</u> • <u>Link into and help extend the wider strategic green infrastructure / nature recovery network linking Maidenhead with Cookham via an alternative route to the Thames path</u> • <u>Mitigate impacts of light pollution from the floodlighting that serves the football pitch on light sensitive wildlife</u> • <u>Provide flood attenuation areas as a defensible buffer for proposed development on adjoining site allocation AL25.</u> 	

Site Allocation Proformas [Formerly Appendix D]

AL29: Minton Place, Victoria Street, Windsor



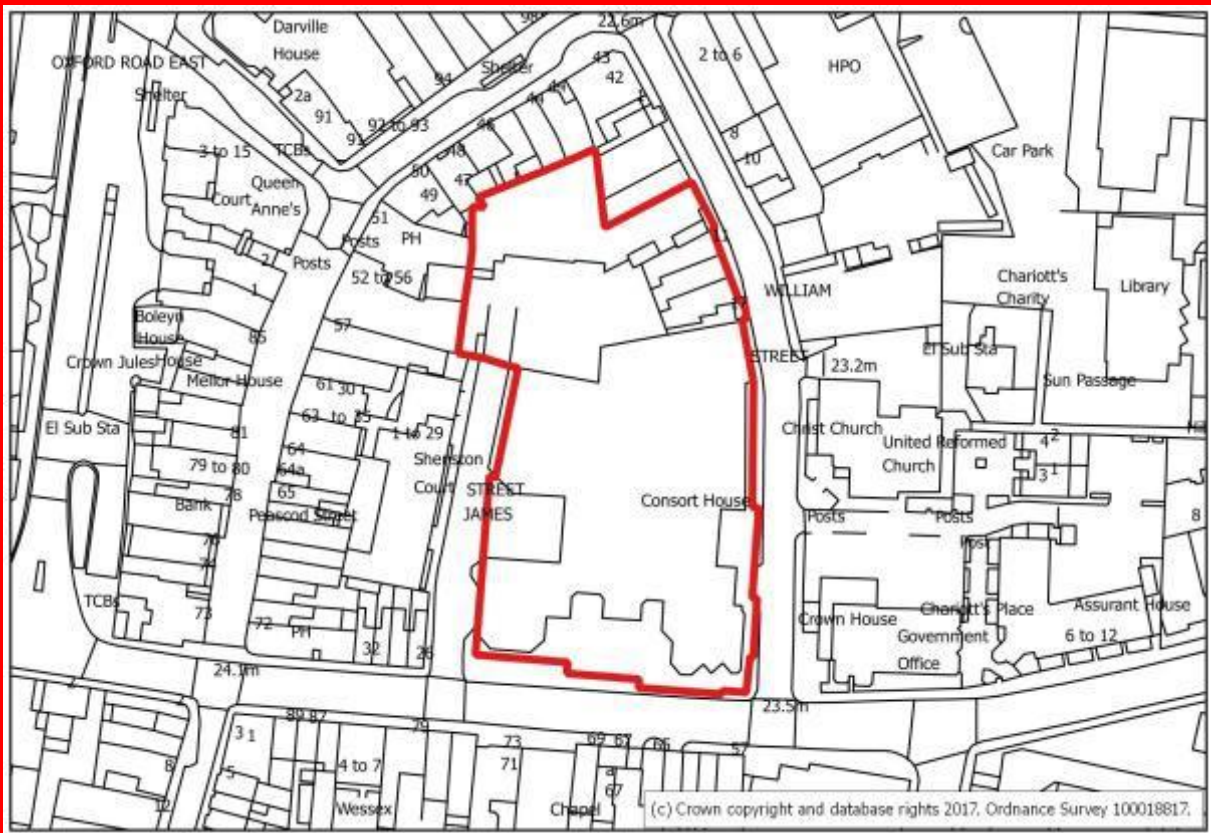
Allocation	<ul style="list-style-type: none"> • <u>A mixed use scheme providing employment space, retail, leisure/tourism and approximately 100 residential units</u>
Site Area	<ul style="list-style-type: none"> • <u>0.53Ha</u>
Site Specific Requirements	
<p>Development of the site will be required to:</p> <ul style="list-style-type: none"> • <u>Predominantly have retail uses on the ground floor with active frontages</u> • <u>Provide minimum off-street parking for future occupiers to encourage sustainable travel patterns. Such parking that is provided must be of a high quality design and not adversely impact the character of the area</u> • <u>Develop and implement a robust residential travel plan to manage travel to and from the site and reduce instances of single-occupancy car trips, including a car club for residents</u> • <u>Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys</u> • <u>Provide pedestrian and cycle access to the site</u> • <u>Integrate high quality green and blue infrastructure at all levels throughout the site, with priority on Victoria Street and William Street frontages</u> • <u>Provide appropriate mitigation measures to address the impacts of noise and air quality from the surrounding roads so to protect residential amenity</u> • <u>Provide improvements to the quality of the public realm, prioritising pedestrian and cycle mobility</u> • <u>Provide high quality design which preserves, or preferably enhances the character of the Windsor Town Centre Conservation Area</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Address the corner site at Victoria Street/William Street to create a distinctive feature that will enhance the area
- Be designed sensitively to consider the impact on long distance views across Windsor
- Conserve and seek to enhance the significance and provide an appropriate setting for nearby listed buildings
- Ensure that the scale and massing of development respects the existing site context and makes a positive contribution to local character and distinctiveness
- Be designed sensitively to preserve and enhance residential amenity including neighbouring residents
- Minimise the visual impact on service areas with appropriate screening
- Provide 30% affordable housing
- Address surface water flooding issues and potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA25: Minton Place, Victoria Street, Windsor



Map HA25 IMAGE DELETED

HA25: Minton Place, Victoria Street, Windsor	
Allocation	<ul style="list-style-type: none"> Approximately 100 residential units as part of a mixed use development on previously developed land
Site area	<ul style="list-style-type: none"> 0.53Ha
Requirements	<ul style="list-style-type: none"> A mix of residential, employment, leisure/tourism and retail uses Predominantly retail uses on the ground floor Sufficient off-street parking for future occupiers Designed sensitively to consider the impact on long distance views across Windsor Designed to be of a high quality which supports the character of the Windsor Town Centre Conservation Area Designed sensitively to conserve and enhance the setting of nearby listed buildings, particularly on Victoria Street Provide pedestrian and cycle access to the site Provide improvements to the quality of the public realm -
Key considerations	<ul style="list-style-type: none"> Heritage Access Mix of uses Design

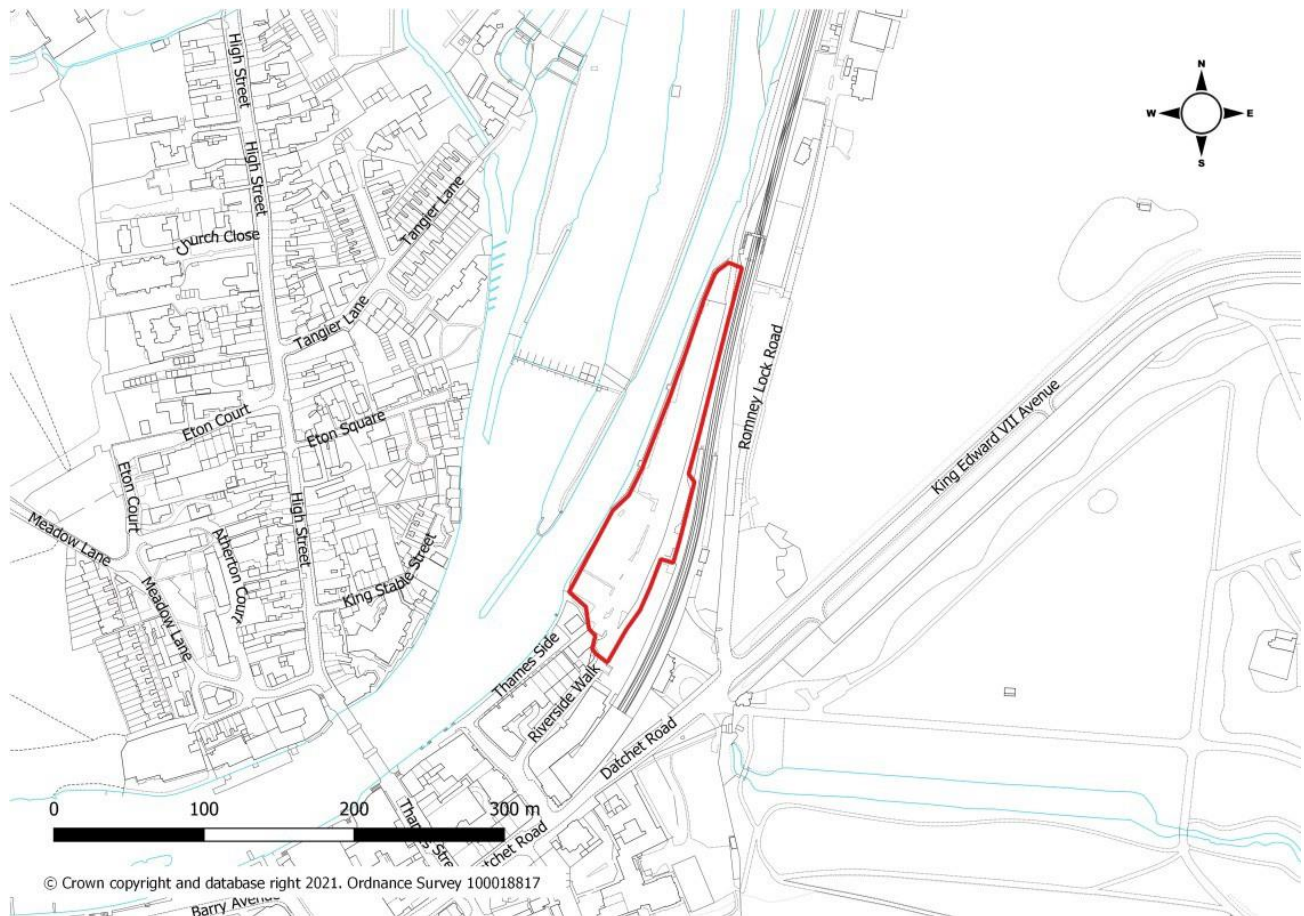
Site Allocation Proformas [Formerly Appendix D]

HA25: Minton Place, Victoria Street, Windsor	
	<ul style="list-style-type: none">• Servicing and refuse• Noise

Table HA25 Minton Place, Victoria Street, Windsor

Site Allocation Proformas [Formerly Appendix D]

AL30: Windsor and Eton Riverside Station Car Park



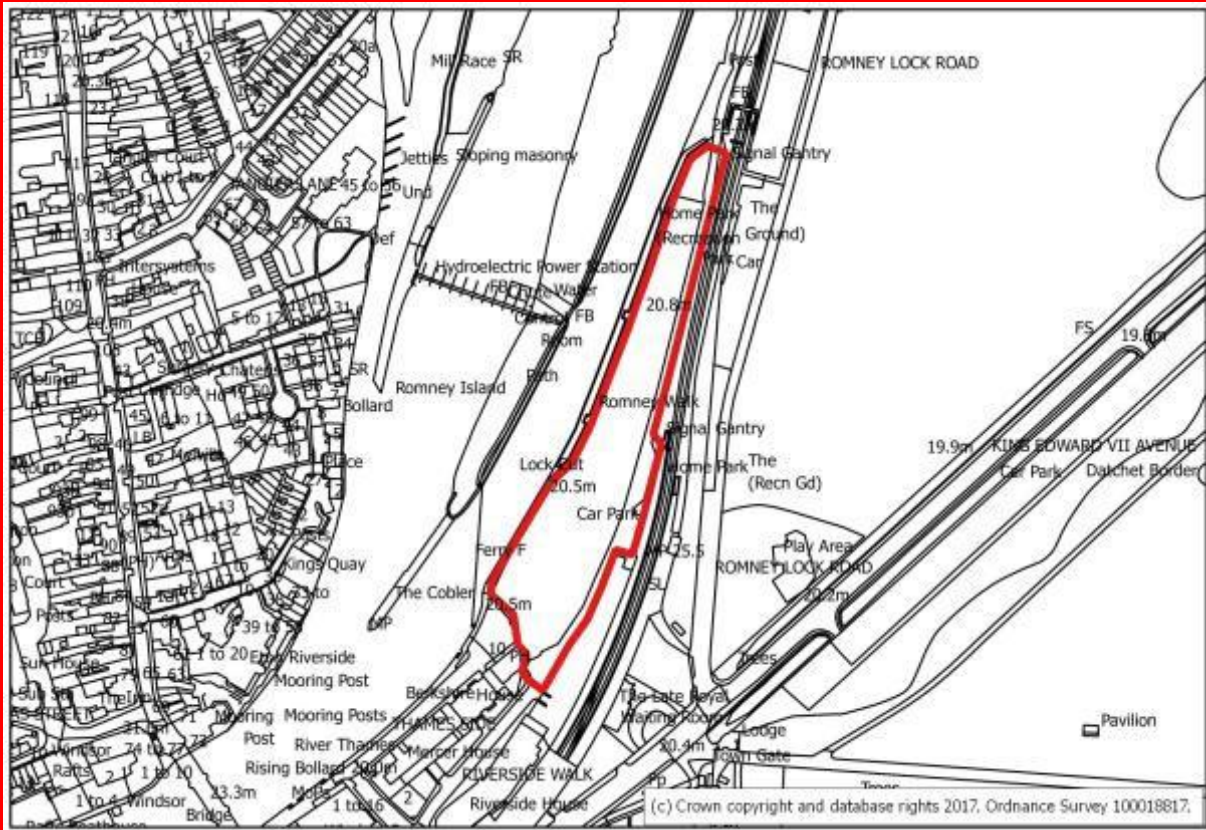
<u>Allocation</u>	<ul style="list-style-type: none"> Approximately 30 residential units on previously developed land
<u>Site Area</u>	<ul style="list-style-type: none"> 0.85Ha
<p>Site Specific Requirements</p> <p><u>Development of the site will be required to:</u></p> <ul style="list-style-type: none"> Maintain pedestrian, cycle and vehicular access along Riverside Walk Re-provide the existing Eton and Windsor Riverside railway station parking, either onsite or in alternative location, with enhancements to cycle parking for the station Provide a strong high quality green and blue infrastructure network across the site that is highly connected to the River's edge and capable of supporting enhanced biodiversity, and leisure functions Retain trees along river frontage to provide a green corridor along the River Thames Provide views through the site to the River Thames from Riverside Walk Be designed sensitively to consider the impact on long distance views, including from the River Thames Have a very high quality design which preserves, or preferably enhances the character and function of Windsor, and the Town Centre Conservation Area Ensure that the design, scale and extent of development takes into account the impact on views from the Grade I Registered Windsor Home Park Provide very high quality interfaces and frontages towards both the River Thames and Riverside Walk Be designed to be sensitive to the scale and heights of existing properties around the site, and its location in Windsor 	

Site Allocation Proformas [Formerly Appendix D]

- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and ensure that built form is restricted within Flood Zone 1
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Address potential risks to groundwater
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality from the railway and surrounding streets in order to protect residential amenity
- Provide 30% affordable housing.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA28: Windsor and Eton Riverside Car Park



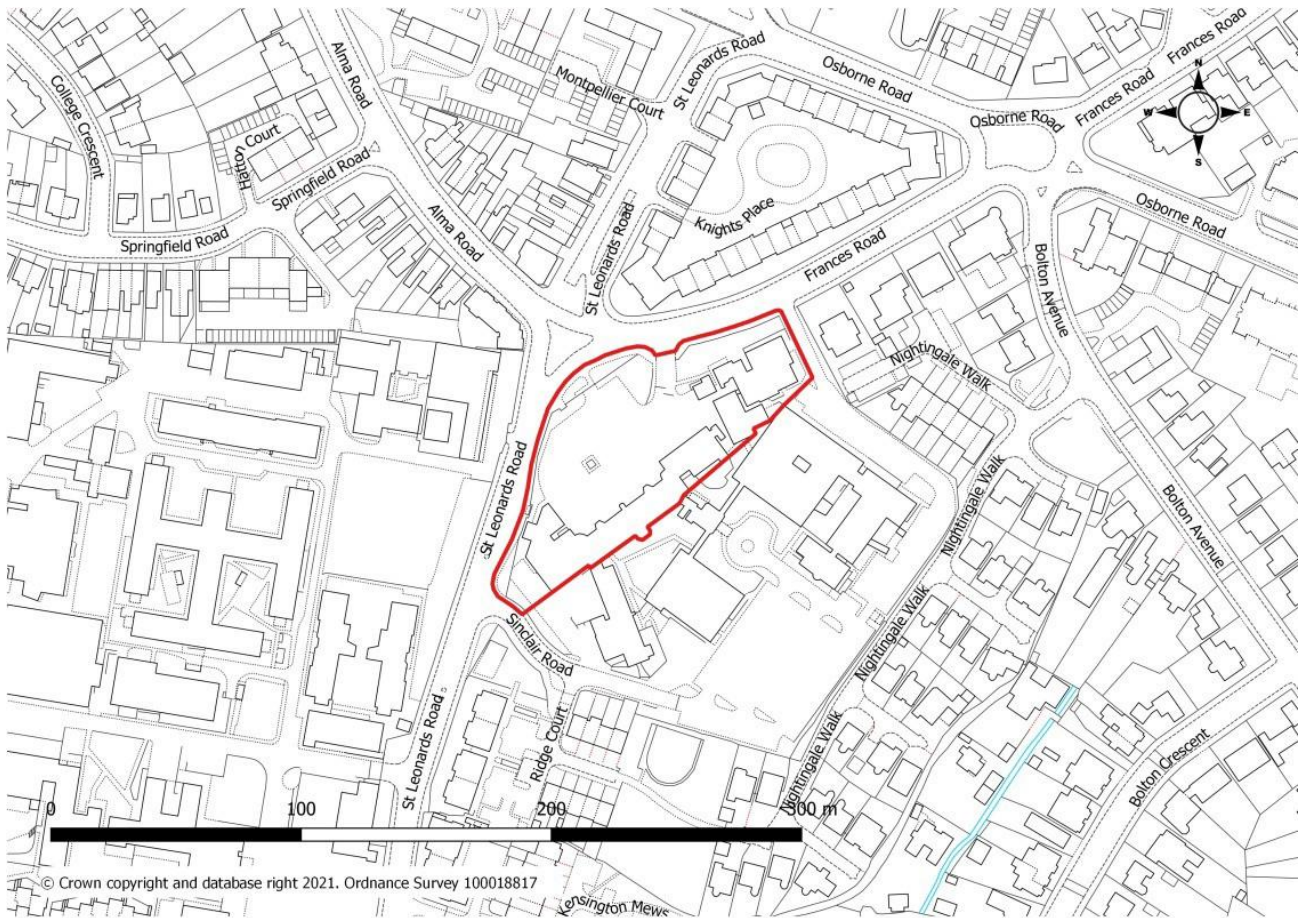
Map HA28 IMAGE DELETED

HA28: Windsor and Eton Riverside Station Car Park	
Allocation	<ul style="list-style-type: none"> Approximately 30 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 0.86Ha
Requirements	<ul style="list-style-type: none"> Retain or reprovide car parking Designed sensitively to consider the impact on long distance views, including from the River Thames Designed to be of a high quality which supports the character and function of Windsor, and the Town Centre Conservation Area Designed to be sensitive to the scale and heights of existing properties around the site, and its location in Windsor Retain trees along river frontage to provide a green corridor along the River Thames
Key considerations	<ul style="list-style-type: none"> Heritage Design Flooding Noise Operational railway Access to the River Thames and Thames Path

Table HA28 Windsor and Eton Riverside Station car park

Site Allocation Proformas [Formerly Appendix D]

AL31: King Edward VII Hospital, Windsor



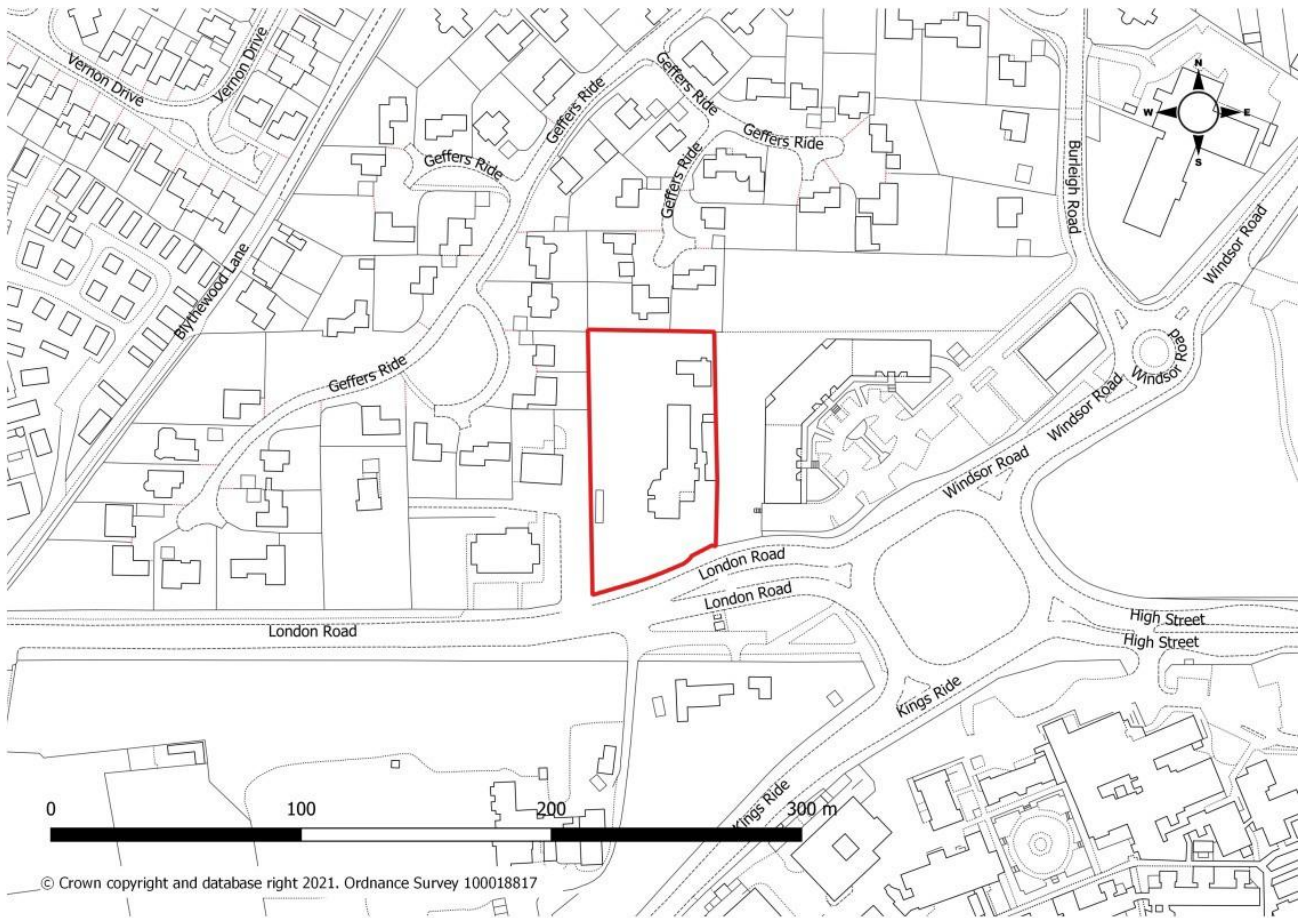
Allocation	<ul style="list-style-type: none"> Approximately 47 residential units
Site Area	<ul style="list-style-type: none"> 0.72Ha
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> Provide a high quality green and blue infrastructure on the site to support health and well-being as well as biodiversity Provide pedestrian and cycle links through the site to improve connectivity Integrate successfully, and in a high quality way with the remaining hospital uses on the adjoining site Be based on a Heritage Assessment (agreed with the Local Planning Authority) of the listed buildings on and near the site and their setting Be designed sensitively and retain, conserve and enhance to preserve and enhance the setting of listed buildings, including the main front block and statue, and non-designated heritage assets in a manner appropriate to their significance Provide 30% affordable housing Retain valuable trees where possible, particularly at site boundaries Provide a high quality corner feature to address the intersection of Alma Road, St Leonards Road and Frances Road Ensure that the sewer systems including treatment works will be reinforced prior to the occupation and use of the housing, if required 	

Site Allocation Proformas [Formerly Appendix D]

- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Provide appropriate mitigation measures to address the impacts of noise, vibrations and air quality arising from traffic and the adjoining NHS hospital uses in order to protect residential amenity.

Site Allocation Proformas [Formerly Appendix D]

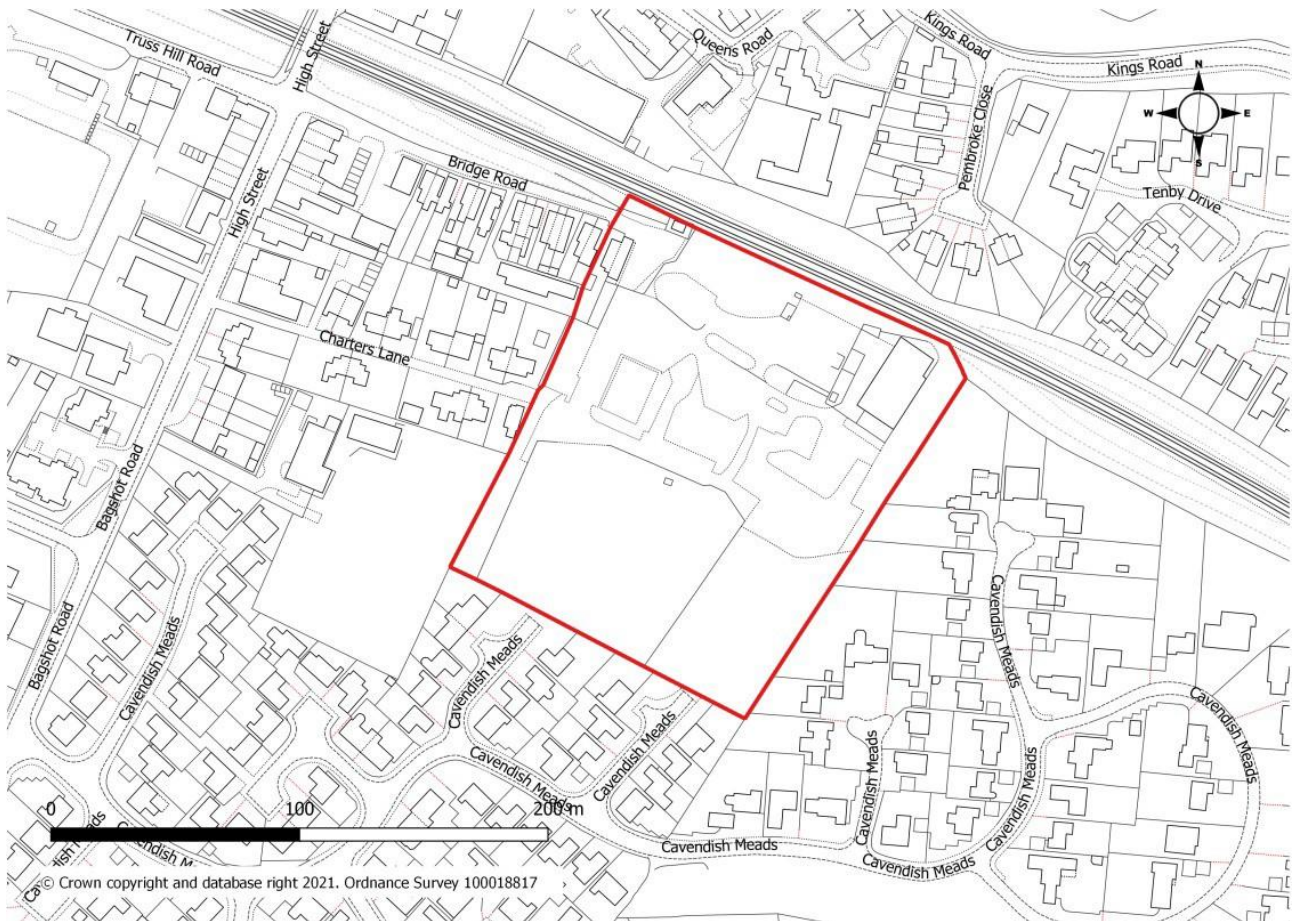
AL32: Sandridge House, London Road, Ascot



Allocation	<ul style="list-style-type: none"> Approximately 20 residential units
Site Area	<ul style="list-style-type: none"> 0.49Ha
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> Provide high quality small scale green and blue infrastructure Retain valuable trees where possible, particularly at site boundaries, including between All Saints Church and the site Consist of a high quality and sensitive design which responds to the immediate context and the green and leafy character of the area Retain the original building, a non-designated heritage asset, in a manner appropriate to its significance, but allow for a sympathetic extension Conserve and enhance the setting of the adjacent listed building (All Saints Church) Provide 30% affordable housing Provide local waste water and surface water infrastructure upgrades Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area Mitigate impacts on the nearby Englemere Pond SSSI/Local Nature Reserve Mitigate the impacts of noise and air quality from the London Road to protect residential amenity. 	

Site Allocation Proformas [Formerly Appendix D]

AL32A: Gas holder site, Bridge Road, Sunninghill

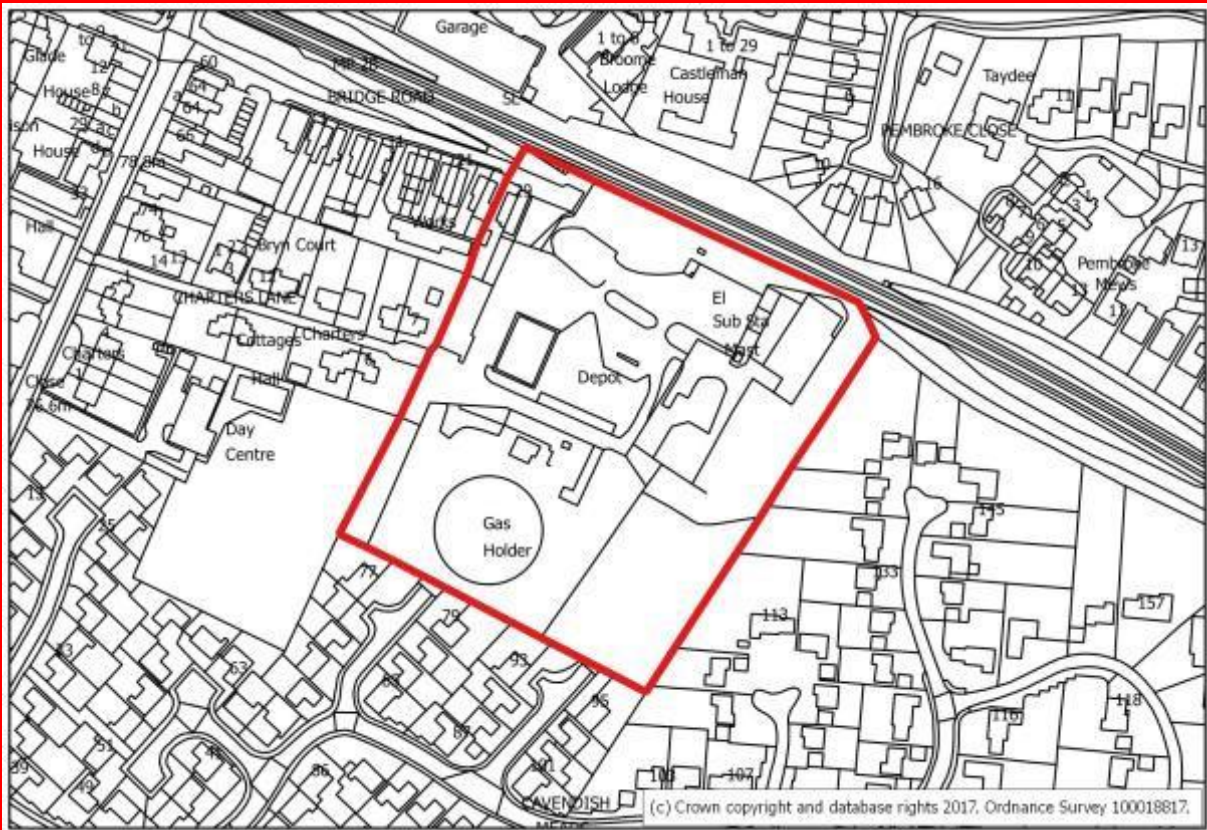


Allocation	<ul style="list-style-type: none"> Approximately 53 residential units on previously developed land
Site Area	<ul style="list-style-type: none"> 2.41Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Deliver a comprehensive, high-quality scheme, that responds positively to the character of the adjoining residential areas Protect the amenity and privacy of existing neighbouring properties, through careful consideration of the scale and siting of new development, and the treatment of the site boundaries Investigate and remediate as required, site contamination Retain the trees covered by Tree Preservation Orders wherever possible (subject to further consideration of the need to move/ remove contaminated soil, and the impact this will have on the aforementioned trees) Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare Provide mitigation measures for surface water flood risk Investigate an appropriate surface water drainage strategy, which addresses the risks of any infiltration mobilising contaminants 	

Site Allocation Proformas [Formerly Appendix D]

- Provide high quality green and blue infrastructure across the site, making provision for new and replacement tree planting
- Mitigate the impact of development on the Thames Basin Heaths Special Protection Area
- Preserve and enhance biodiversity, including through preserving and enhancing the green corridor adjacent to the railway line
- Provide appropriate mitigation measures to address the impact of noise and air quality from the railway
- Provide family housing
- Provide 30% affordable housing
- Enhance vehicular access along Bridge Road (onto the High Street)
- Provide pedestrian and cycle access through site and onto Bridge Road and High Street.

[DELETED] HA35: Gas holder site, Bridge Road, Sunninghill



Map HA35 IMAGE DELETED

HA35: Gas holder site, Bridge Road, Sunninghill

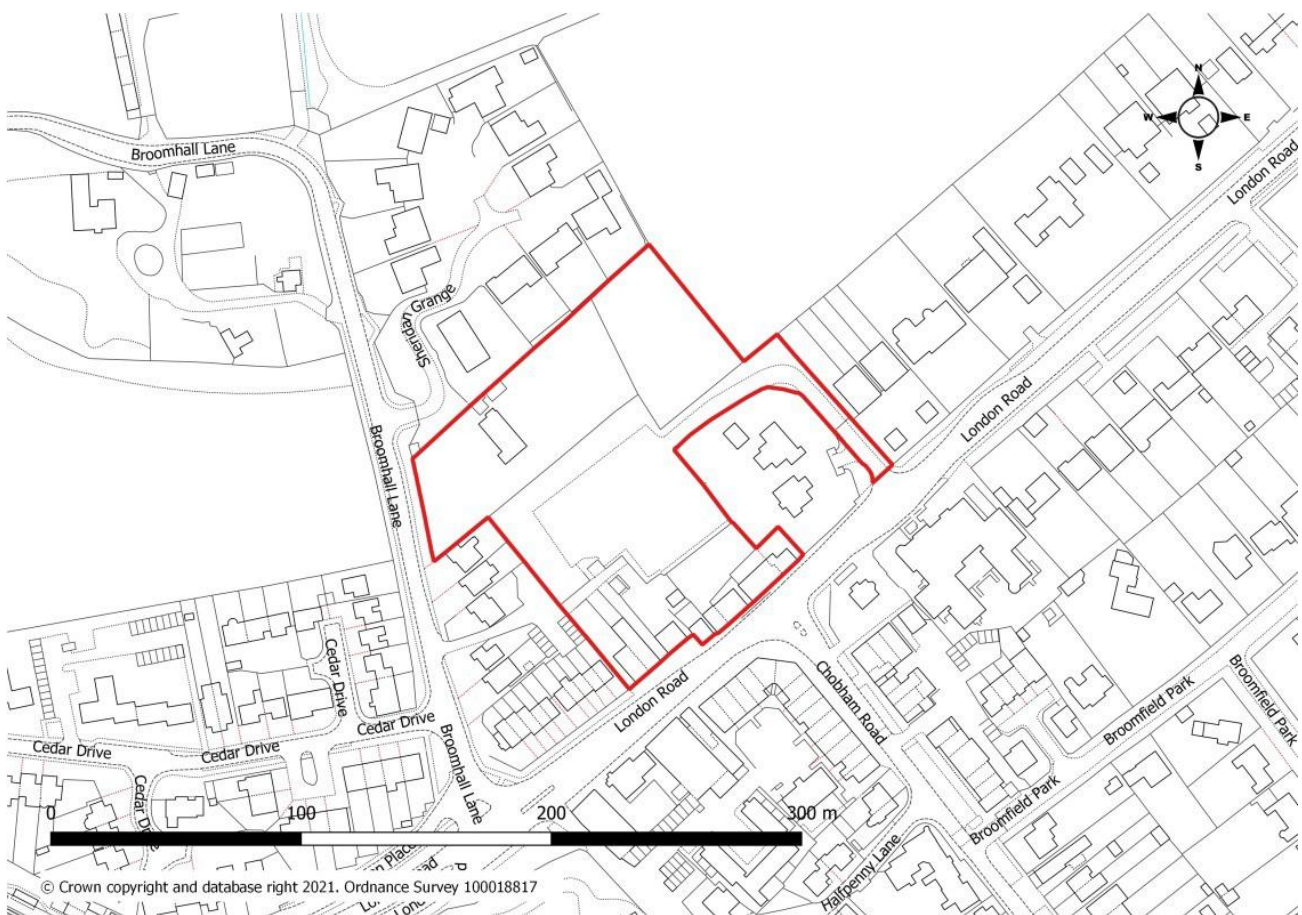
Allocation	• Approximately 53 residential units on previously developed land
Site area	• 2.41Ha
Requirements	• Retain existing mature trees

Site Allocation Proformas [Formerly Appendix D]

HA35: Gas holder site, Bridge Road, Sunninghill	
	<ul style="list-style-type: none"> • Provide appropriate mitigation measure to address the impact of noise and air quality from the railway • Preserve and enhance the green corridor adjacent to the railway line • Provide an appropriate solution for addressing the possible contamination of the site • Enhance vehicular access to Bridge Road and High Street • Provide pedestrian and cycle access to Bridge Road and High Street • Designed sensitively to conserve biodiversity of the area
Key considerations	<ul style="list-style-type: none"> • Access • Contamination • Trees • Topography • Noise

Table HA35 Gas holder site, Bridge Road, Sunninghill

AL33: Broomhall Car Park, Sunningdale



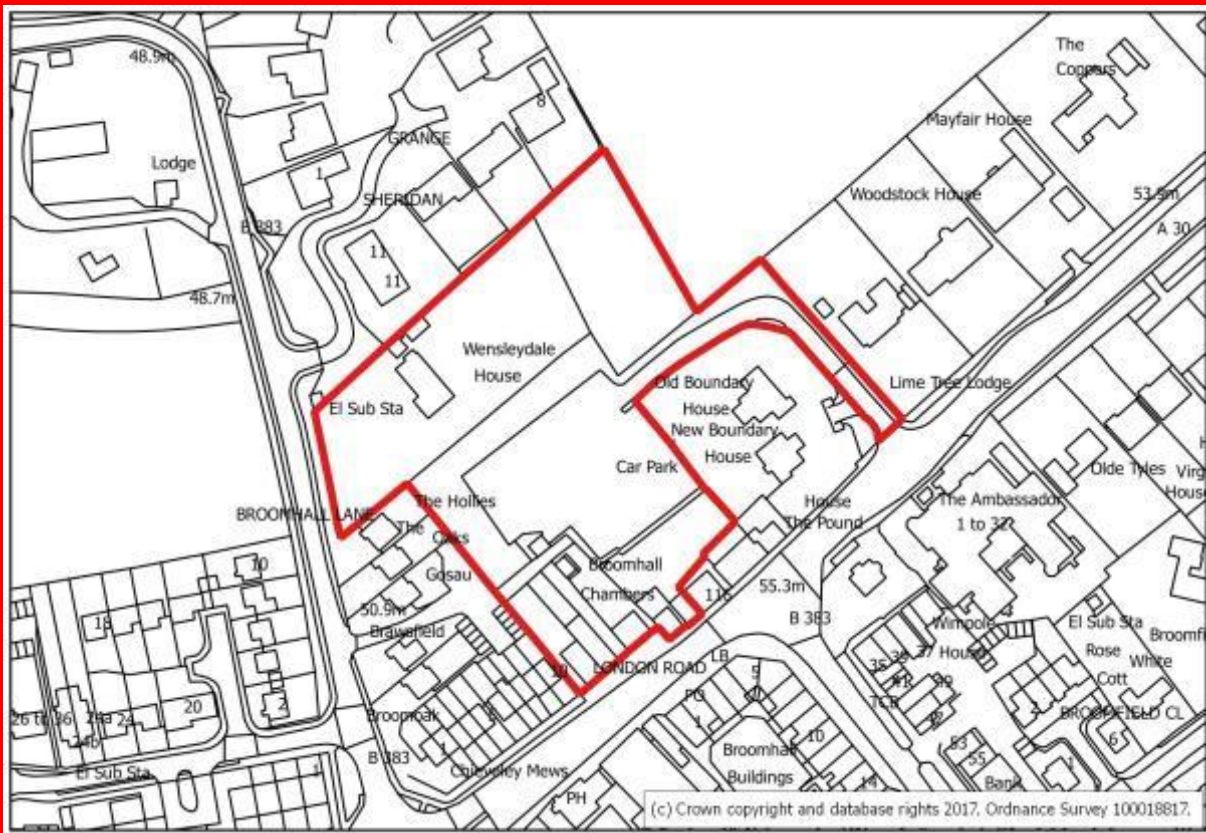
Allocation	<ul style="list-style-type: none"> • <u>Mixed use scheme including approximately 30 residential units, retail, employment and public car parking</u>
Site Area	<ul style="list-style-type: none"> • <u>1.45Ha</u>
Site Specific Requirements	
<u>Development of the site will be required to:</u>	

Site Allocation Proformas [Formerly Appendix D]

- Ensure predominantly small retail units fronting London Road with no net loss of retail floorspace
- Retain and enhance existing employment uses (and/or provide a new medical/health facility)
- Provide an increase in the amount of public car parking currently available, over and above that which may be required to serve any new residential or employment floorspace
- Provide high quality green and blue infrastructure throughout the site that links into the wider surrounding network
- Retain mature trees located on the north west boundary of the site
- Improve pedestrian and cycle access into and through the site, including linking Broomhall Lane and London Road, with additional cycle parking provision for new retail uses
- Enhance pedestrian crossing facilities on London Road
- Enhance vehicular access into the site from London Road
- Enhance the bus stop facilities on Broomhall Lane, particularly for northbound services
- Provide a high quality, sensitive design which supports the character and function of the area and takes account of views into the site from Chobham Road (B383)
- Provide 30% affordable housing
- Provide appropriate mitigation measures to address the impacts of noise and air quality so to protect residential amenity
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge should be limited to greenfield runoff rates where feasible
- Provide a financial contribution to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England
- Minimise the visual impact on service areas with appropriate screening.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA36: Broomhall Car Park, Sunningdale



Map HA36 IMAGE DELETED

HA36: Broomhall Car Park, Sunningdale	
Allocation	<ul style="list-style-type: none"> Approximately 28 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 4.36Ha
Requirements	<ul style="list-style-type: none"> Provide an increase in the amount of public car parking currently available, over and above that which may be required to serve any new residential or employment floorspace A financial contribution to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England Ensure predominantly small retail units fronting London Road with no net loss of retail floorspace Enhanced vehicular access Improved pedestrian and cycle access into and through the site, including enhanced crossing facilities on London Road Designed to be of a high quality which supports the character and function of the area Designed sensitively to take account of views of the site from Chobham Road (B383) Retain mature trees located on the north west boundary of the site
Key considerations	<ul style="list-style-type: none"> Car parking Highways access

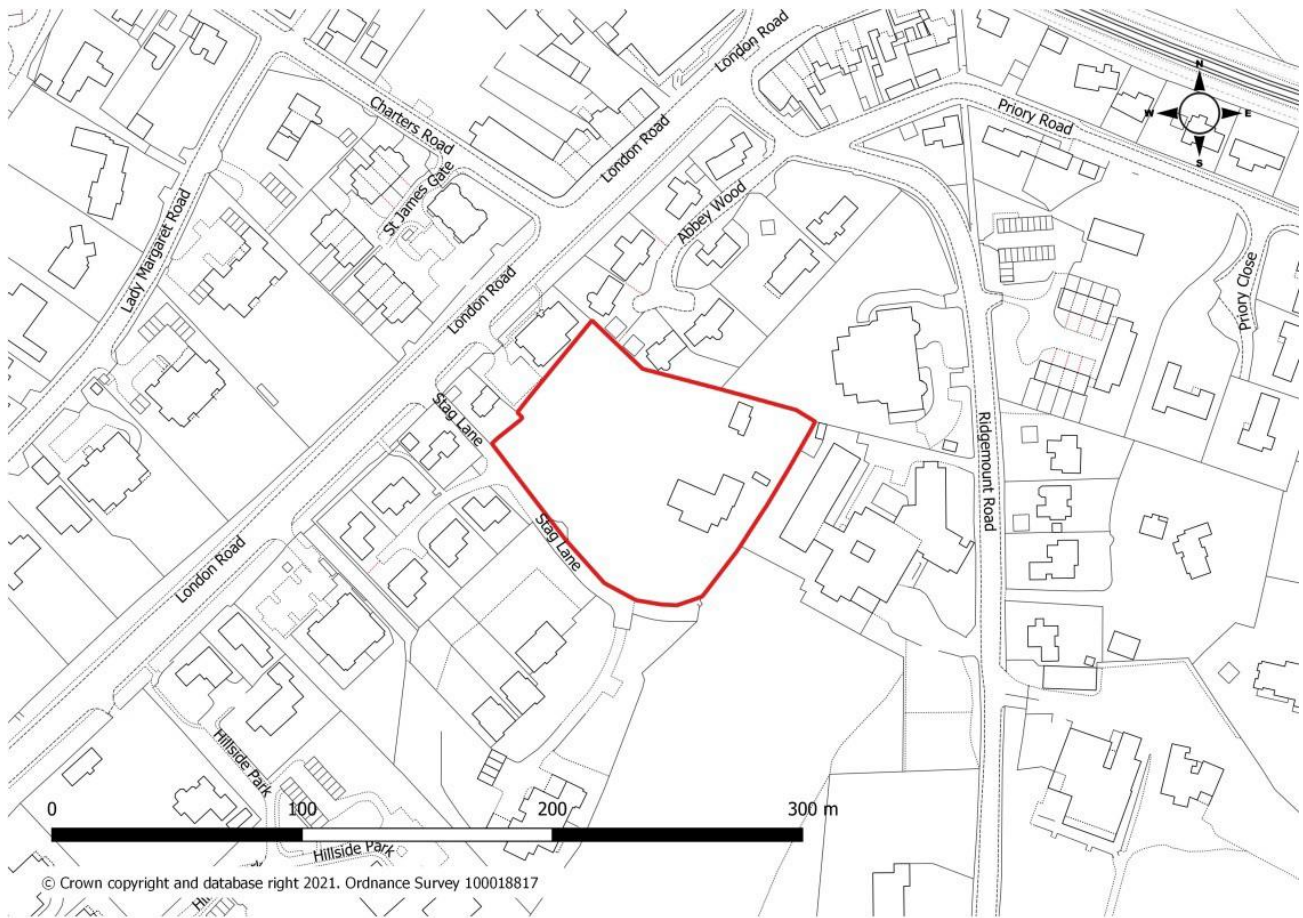
Site Allocation Proformas [Formerly Appendix D]

HA36: Broomhall Car Park, Sunningdale	
	<ul style="list-style-type: none">• Existing mature trees• Character and appearance of Sunningdale.

Table HA36 Broomhall Car Park

Site Allocation Proformas [Formerly Appendix D]

AL34: White House, London Road, Ascot



Allocation	<ul style="list-style-type: none"> Approximately 10 residential units
Site Area	<ul style="list-style-type: none"> 0.82Ha
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> Retain valuable, higher category (BS5837) trees where possible, particularly those that reinforce the character of the area, and at site boundaries Implement new tree planting in and around the site where appropriate Provide biodiversity net gain for site with biodiversity assessment. Habitats areas must be connected to avoid fragmentation Make improvements where possible to vehicular access from London Road, and provide safe access into the site for pedestrians and cyclists as well as motorists Have a high quality design which supports the character and function of the area and has regard to the topography of the site Provide appropriate mitigation measures to address the impacts of noise and air quality so to protect residential amenity Provide 30% affordable housing Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area. 	

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA37: White House, London Road, Ascot



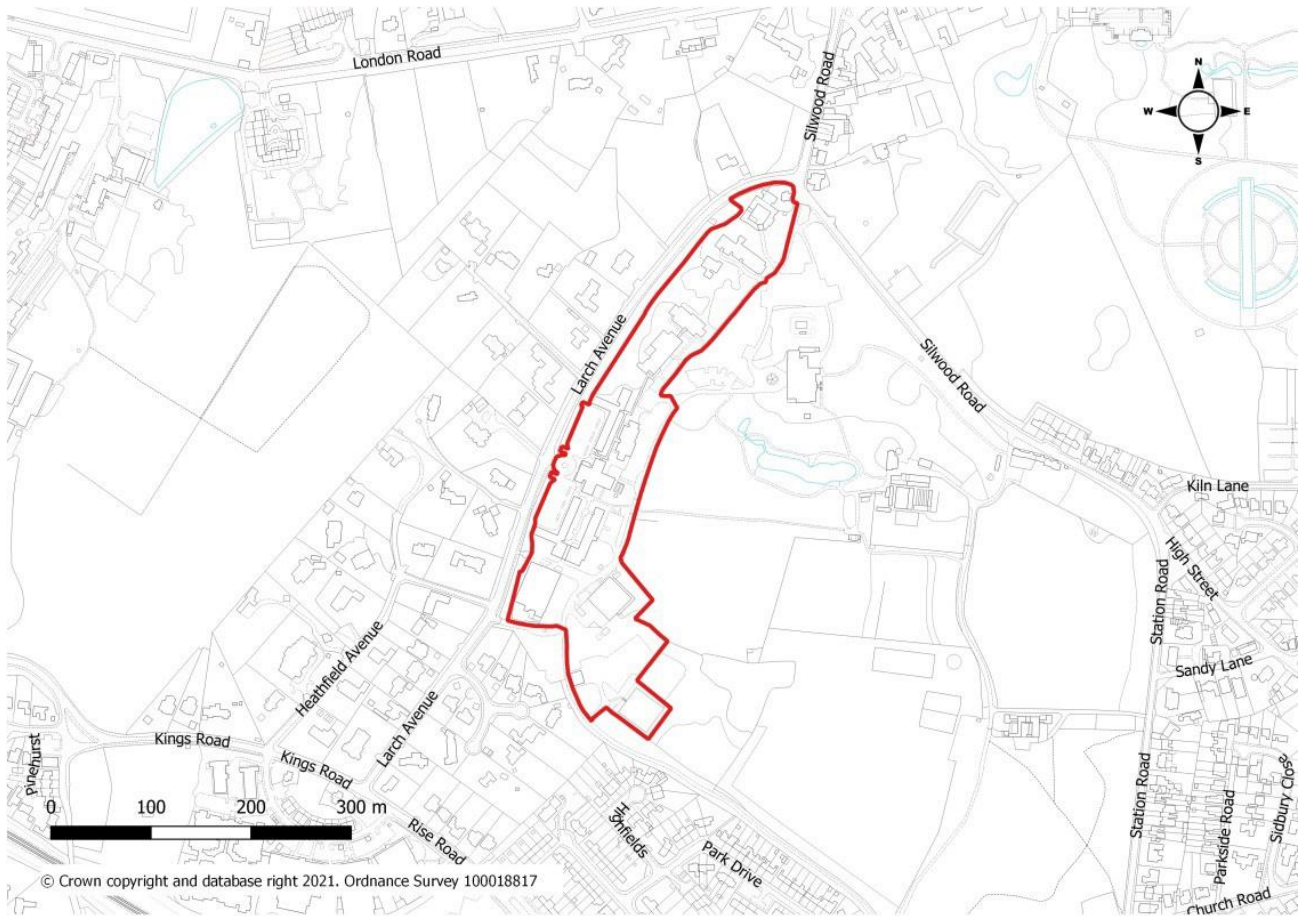
Map HA37 IMAGE DELETED

HA37: White House, London Road, Sunningdale	
Allocation	<ul style="list-style-type: none"> Approximately 10 residential units on residential garden land
Site area	<ul style="list-style-type: none"> 0.82Ha
Requirements	<ul style="list-style-type: none"> Retain valuable trees where possible, particularly at site boundaries Designed to be of a high quality which supports the character of the area Pedestrian and cycle links to village centre
Key considerations	<ul style="list-style-type: none"> Design Topography Trees Access

Table HA37 White House, London Road, Ascot

Site Allocation Proformas [Formerly Appendix D]

AL35: Sunningdale Park, Sunningdale



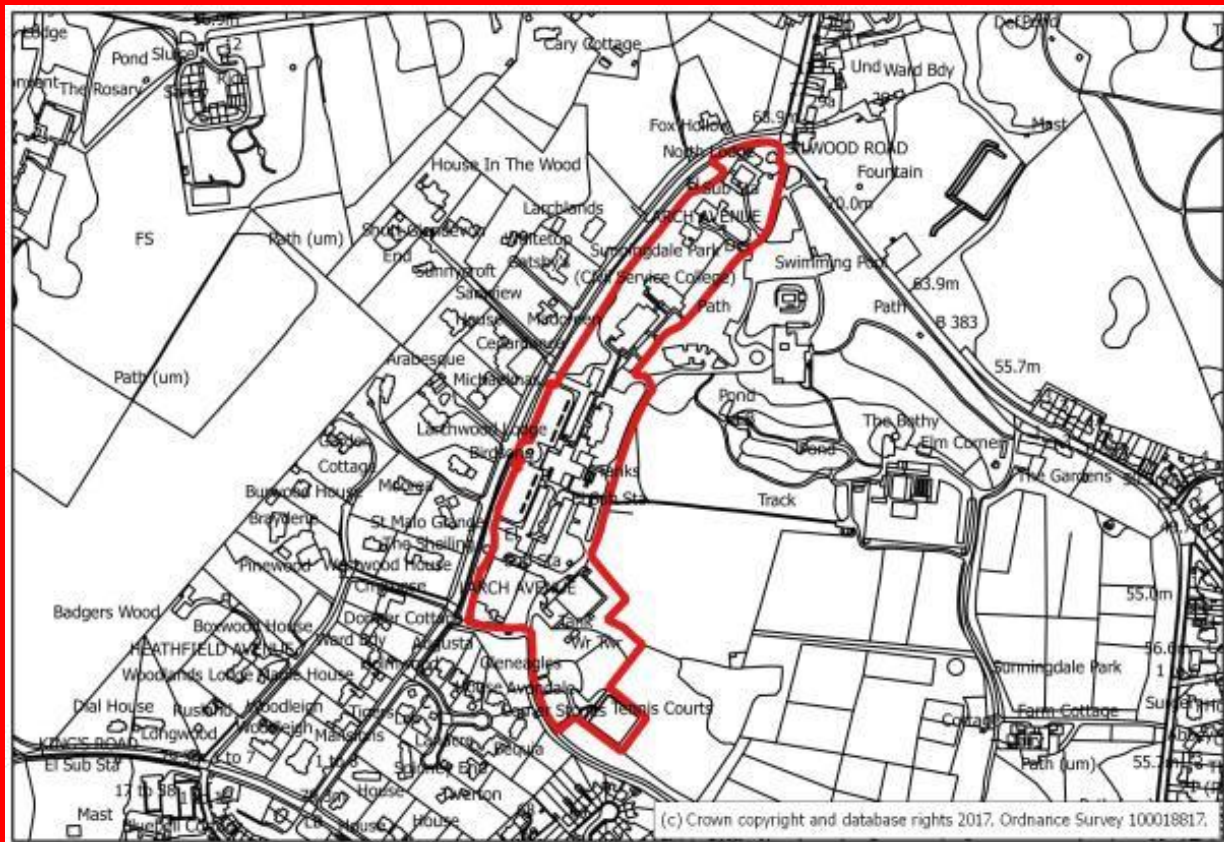
Allocation	<ul style="list-style-type: none"> • <u>Approximately 230 residential units which may include specialist accommodation for older people</u>
Site Area	<ul style="list-style-type: none"> • <u>4.83Ha</u>
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area through the provision of SANG on adjoining land</u> • <u>Provide biodiversity net gain for the site with a biodiversity assessment. Development should also be designed sensitively to conserve and enhance the biodiversity throughout the site</u> • <u>Provide soft green boundaries with tree plantings to screen development from the historic park</u> • <u>Retain mature trees and hedgerows throughout the site to retain the character of the area</u> • <u>Provide safe pedestrian and cycle access from Larch Avenue and new routes through the site to Sunningdale village and Sunningdale Railway Station</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to local leisure facilities</u> • <u>Be designed sensitively to preserve and enhance the setting of listed buildings and non-designated heritage assets</u> • <u>Be designed sensitively to consider the impact of long distance views into the site</u> • <u>Provide appropriate mitigation measures to address the impacts of noise and air quality so to protect residential amenity</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Provide 30% affordable housing
- Conserve and seek to enhance the setting of the historic park and garden, which should remain undeveloped
- Enhance the setting of the Grade II Listed Northcote House
- Provide a Heritage Management Plan
- Provide mitigation measures to address potential traffic and congestion increase
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Address potential risks to groundwater
- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA34: Sunningdale Park, Sunningdale



Map HA34 IMAGE DELETED

HA34: Sunningdale Park, Sunningdale	
Allocation	<ul style="list-style-type: none"> Approximately 230 residential units which may include specialist accommodation for older people on Green Belt land
Site area	<ul style="list-style-type: none"> 4.83Ha
Requirements	<ul style="list-style-type: none"> Heritage Management Plan Provision in perpetuity of on site bespoke SANG to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England. Requirements include a contribution towards Strategic Access Management and Monitoring and any other measures to satisfy the Habitat Regulations. Designed sensitively to conserve and where possible enhance the biodiversity of the area Designed sensitively to preserve and enhance the setting of listed buildings and non-designated heritage assets Retain mature trees and hedgerows Enhance the setting of the historic park and garden of Sunningdale Park Enhance the setting of the Grade II Listed Northcote House Provide pedestrian and cycle access from Larch Avenue and new routes through the site to Sunningdale village and Sunningdale Railway Station

Site Allocation Proformas [Formerly Appendix D]

HA34: Sunningdale Park, Sunningdale	
Key considerations	<ul style="list-style-type: none">• Biodiversity• Heritage• Ecology/protected species• Trees/ancient woodland• Topography• Access• Rights of Way Improvement Plan• Notifiable hazard zone

Table HA34 Sunningdale Park, Sunningdale

Site Allocation Proformas [Formerly Appendix D]

AL36: Cookham Gas holder, Whyteladyes Lane, Cookham



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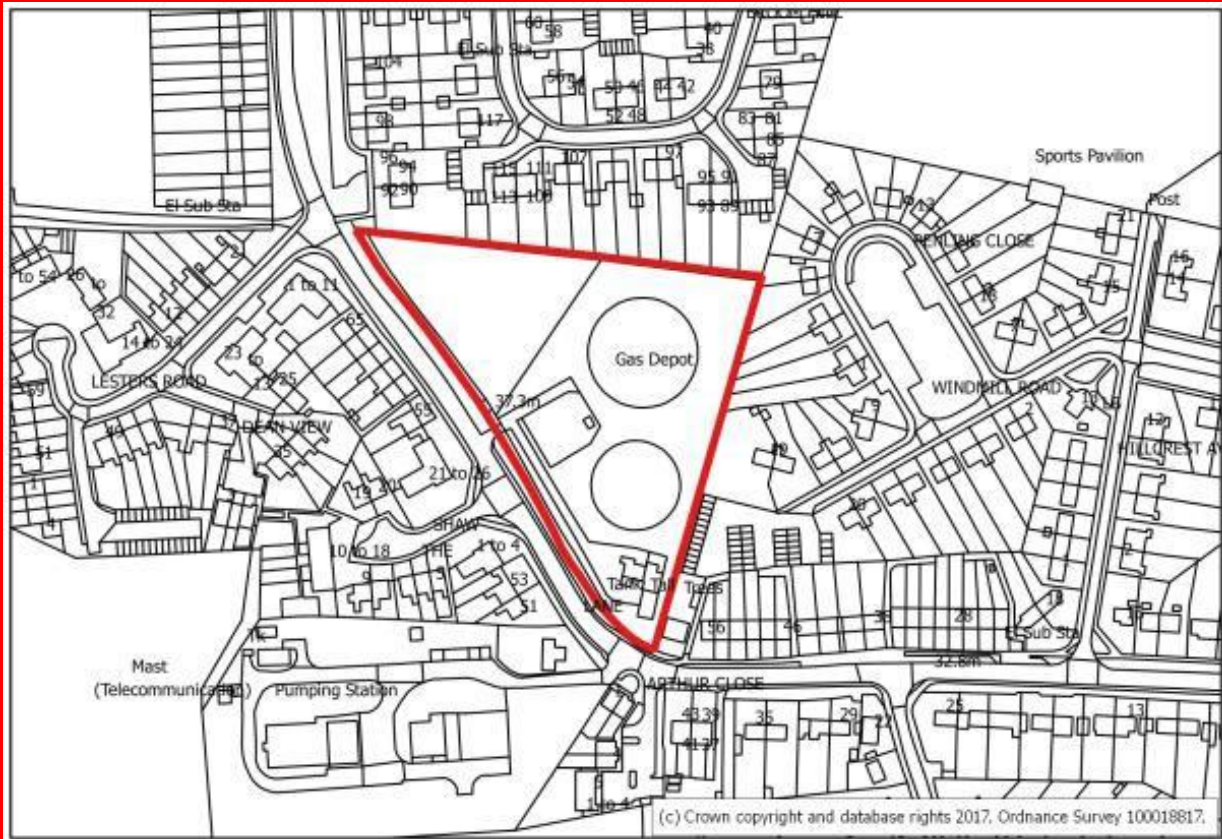
Allocation	<ul style="list-style-type: none"> Approximately 50 residential units on previously developed land
Site Area	<ul style="list-style-type: none"> 1.25Ha
Site Specific Requirements	
Development of the site will be required to:	
<ul style="list-style-type: none"> Provide high quality green and blue infrastructure across the site including the retention of mature trees and hedgerows where possible Provide vehicular, cycle and pedestrian access onto Whyteladyes Lane Ensure that the development is well served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to leisure and educational facilities Deliver a high quality design which supports the character of the area Provide 30% affordable housing Have an appropriate relationship to adjoining land uses and give due consideration to the topography of the site Improve connectivity to local facilities in Cookham Rise Ensure that the sewer systems including treatment works are reinforced prior to the occupation and use of the housing Provide an appropriate solution for addressing the possible contamination of the site Address surface water flooding issues and potential risks to groundwater Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare 	

Site Allocation Proformas [Formerly Appendix D]

- Investigate an appropriate SuDS for the proposals as part of the surface water drainage strategy. The use of infiltration as a potential option for surface water disposal would require a thorough site investigation and risk assessment to demonstrate that the use of infiltration SuDS would not mobilise contaminants which could then pollute groundwater
- Provide appropriate mitigation measures to address the impacts of noise and air quality from Whyteladies Lane in order to protect residential amenity.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA38: Cookham Gas holder, Whyteladyes Lane, Cookham



Map 38 IMAGE DELETED

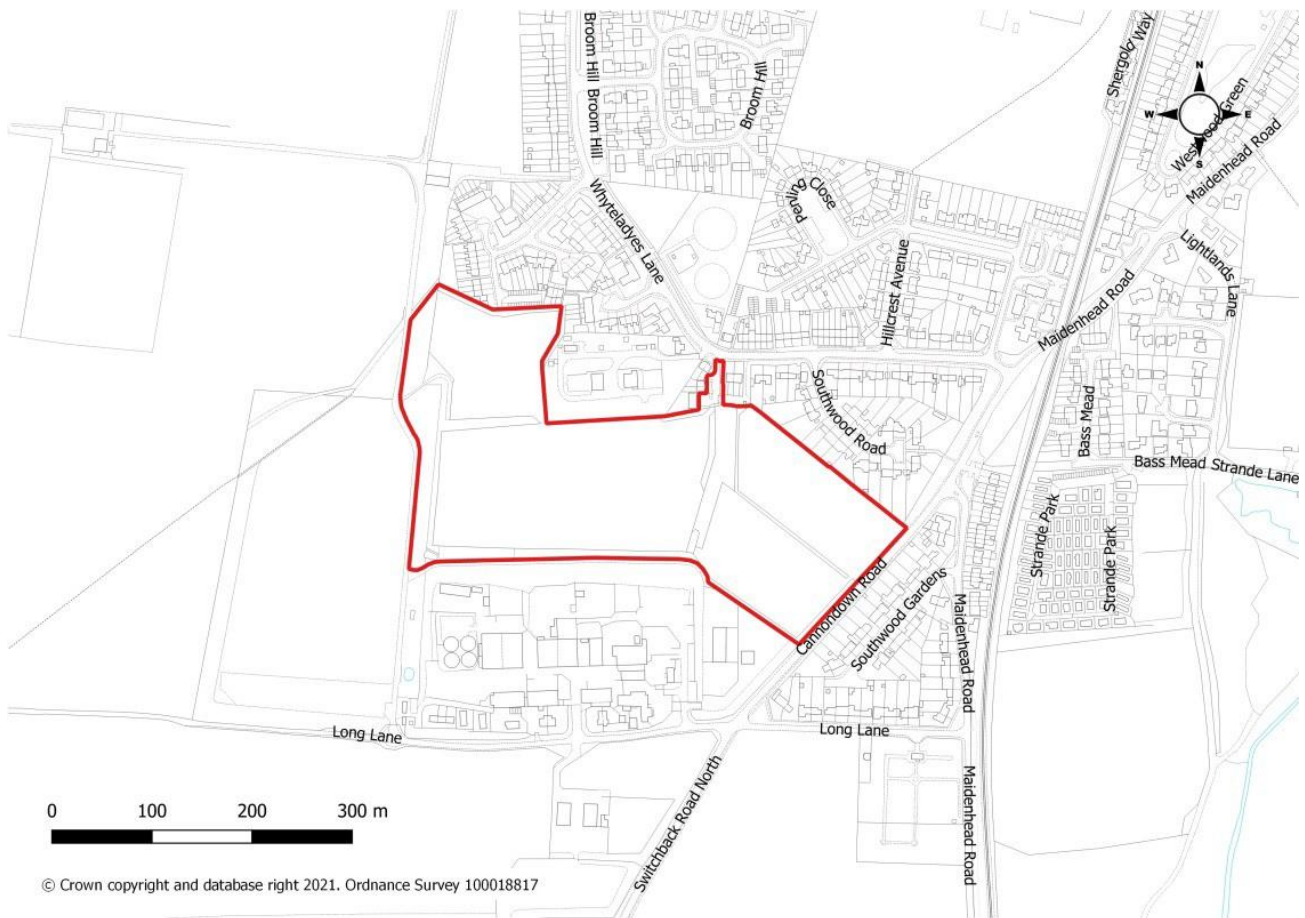
HA38: Cookham Gas holder, Whyteladyes Lane, Cookham

Allocation	<ul style="list-style-type: none"> Approximately 40 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 1.25Ha
Requirements	<ul style="list-style-type: none"> Provide an appropriate solution for addressing the possible contamination of the site Retain mature trees and hedgerows where possible Provide vehicular, cycle and pedestrian access onto Whyteladyes Lane Appropriate relationship to adjoining land uses Improve connectivity to local facilities in Cookham Rise
Key considerations	<ul style="list-style-type: none"> Contamination Gas infrastructure Topography Surface water flooding

Table HA38 Cookham gas holder, Whyteladyes Lane, Cookham

Site Allocation Proformas [Formerly Appendix D]

AL37: Land north of Lower Mount Farm, Long Lane, Cookham



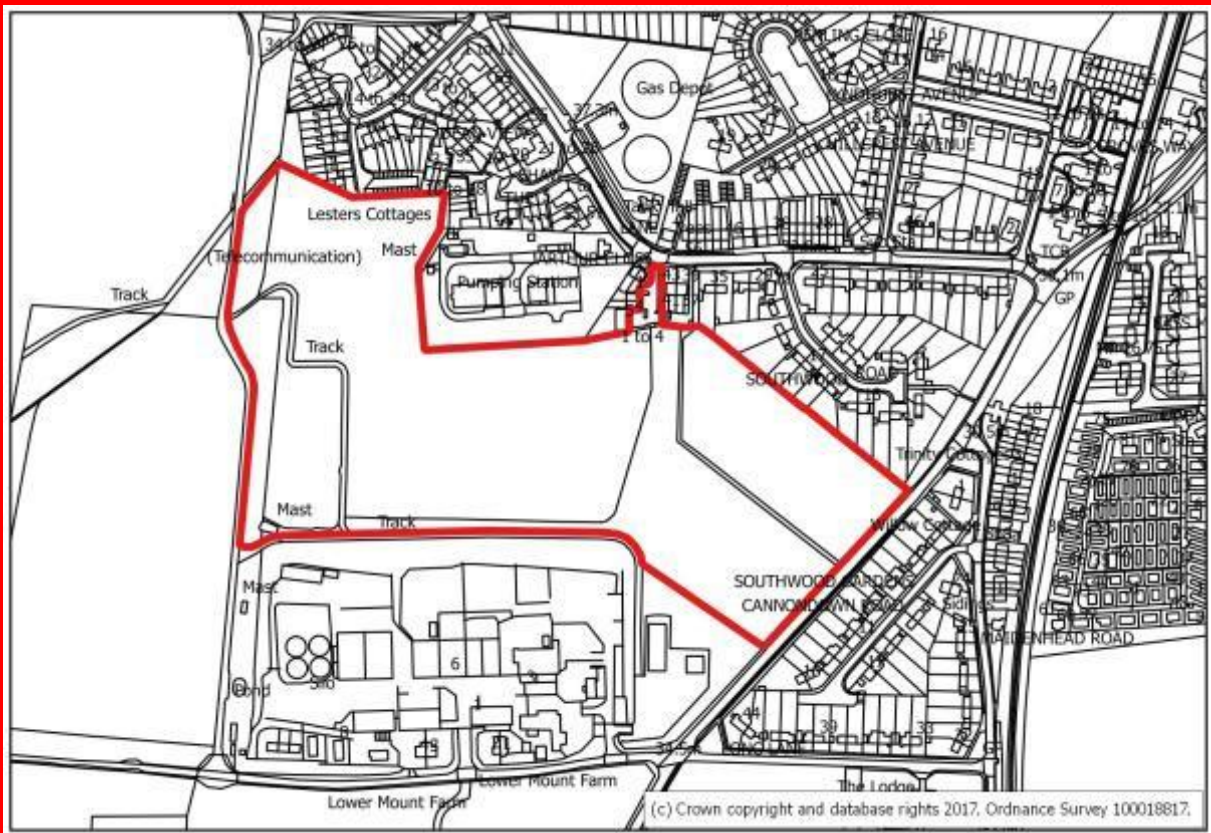
Allocation	<ul style="list-style-type: none"> Approximately 200 residential units
Site Area	<ul style="list-style-type: none"> 8.78Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Provide family housing with gardens Provide a strong high quality green and blue infrastructure network across the site that is highly connected to the surrounding area and capable of supporting enhanced biodiversity, recreation, food production and leisure functions Have appropriate edge treatment and transition to the countryside with a need to minimise the impact on long distance views from the SW,S and SE Connect to the Public Rights of Way network Provide pedestrian and cycle links through the site to improve connectivity Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to nearby GP surgeries and leisure facilities Provide appropriate mitigation measures to address the impacts of noise and air pollution to protect residential amenity Ensure that the sewer systems including treatment works will be reinforced prior to the occupation and use of the housing Be of high quality design which responds positively and sensitively to the character (including height) of the surrounding areas Provide 40% affordable housing 	

Site Allocation Proformas [Formerly Appendix D]

- Provide 5% of market housing units for custom and self build opportunities
- Address potential risks to groundwater
- Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA40: Land north of Lower Mount Farm, Long Lane, Cookham



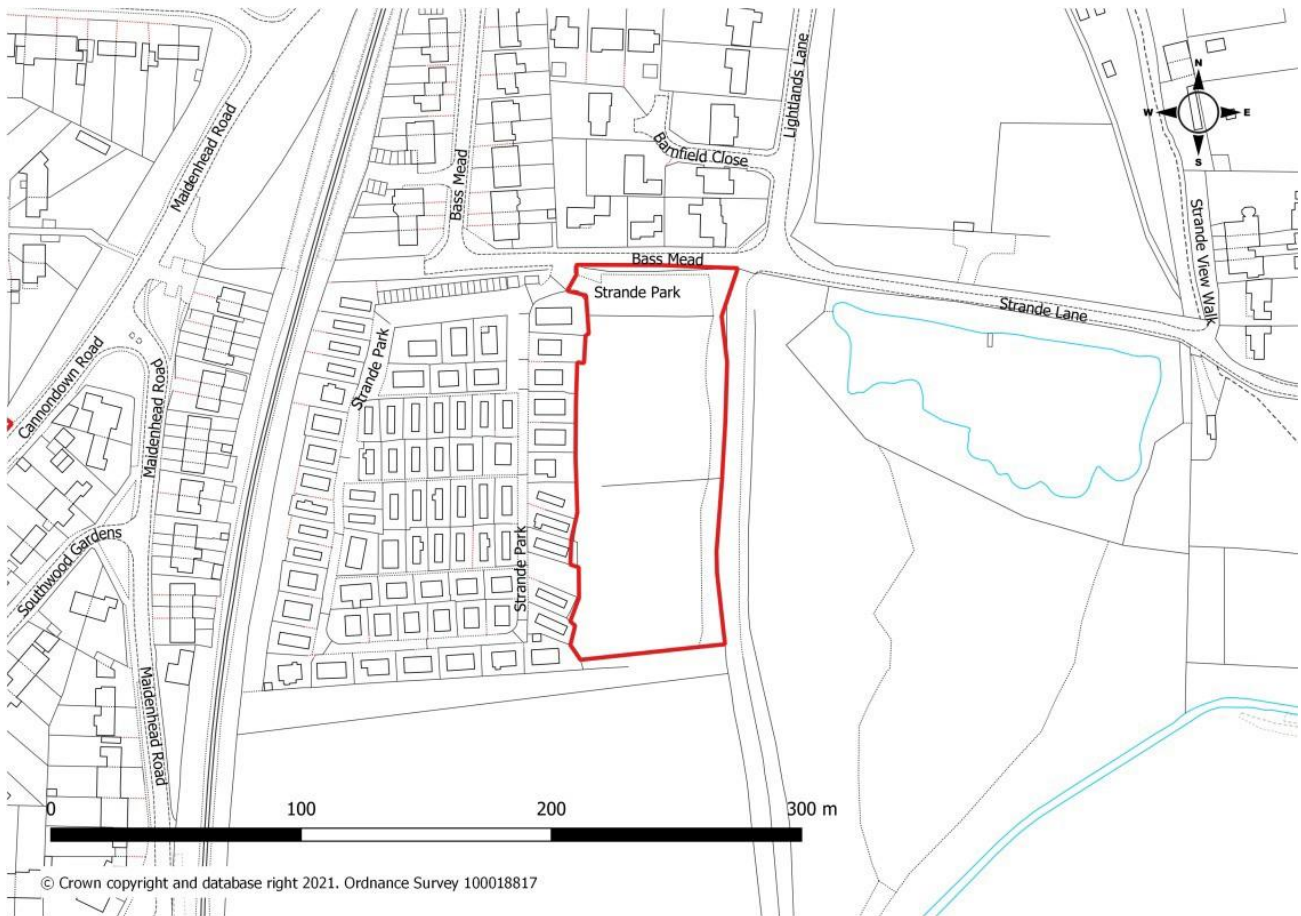
Map 40 IMAGE DELETED

HA40: Land north of Lower Mount Farm, Long Lane, Cookham	
Allocation	<ul style="list-style-type: none"> Approximately 200 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 8.78Ha
Requirements	<ul style="list-style-type: none"> Appropriate edge treatment and transition to the countryside Provide pedestrian and cycle links through the site to improve connectivity Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity Designed to be of a high quality which supports and enhances local character Play provision and informal open space Connect to Public Rights of Way network Opportunities for structural planting
Key considerations	<ul style="list-style-type: none"> Topography Landscape Access Provision of health/community facilities Relationship to adjoining land uses Surface water flooding Biodiversity

Table HA40 Land north of Lower Mount Farm, Long Lane, Cookham

Site Allocation Proformas [Formerly Appendix D]

AL38: Land east of Strande Park, Cookham



Allocation	<ul style="list-style-type: none"> • <u>Approximately 20 residential units</u>
Site Area	<ul style="list-style-type: none"> • <u>0.90Ha</u>
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Provide family housing with gardens and 40% affordable housing</u> • <u>Provide high quality pedestrian and cycle routes across the site which link into Bass Mead</u> • <u>Provide a high quality green and blue infrastructure across the site that delivers food production opportunities and connects to surrounding GI networks and pedestrian and cycle access points</u> • <u>Include a highly visible area of high quality public open space that is accessible to the wider surrounding community</u> • <u>Conserve and enhance local biodiversity</u> • <u>Be of a high quality design that reflects the scale and height of surrounding development</u> • <u>Provide appropriate mitigation measures to address the impacts of noise and air quality so to protect residential amenity</u> • <u>Integrate well with the adjoining mobile home park and countryside areas</u> • <u>Have appropriate edge treatment and transition to the countryside</u> • <u>Retain valuable trees where possible, particularly at site boundaries</u> • <u>Ensure that the sewer systems including treatment works are reinforced prior to the occupation and use of the housing</u> • <u>Provide safe access and egress during major flood events as well as ensuring the site is resilient to all forms of potential flooding</u> • <u>Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and 3. This will need to demonstrate that the Exception test can be passed</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Address potential risks to groundwater
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA39: Land East of Strande Park, Cookham



Map 39 IMAGE DELETED

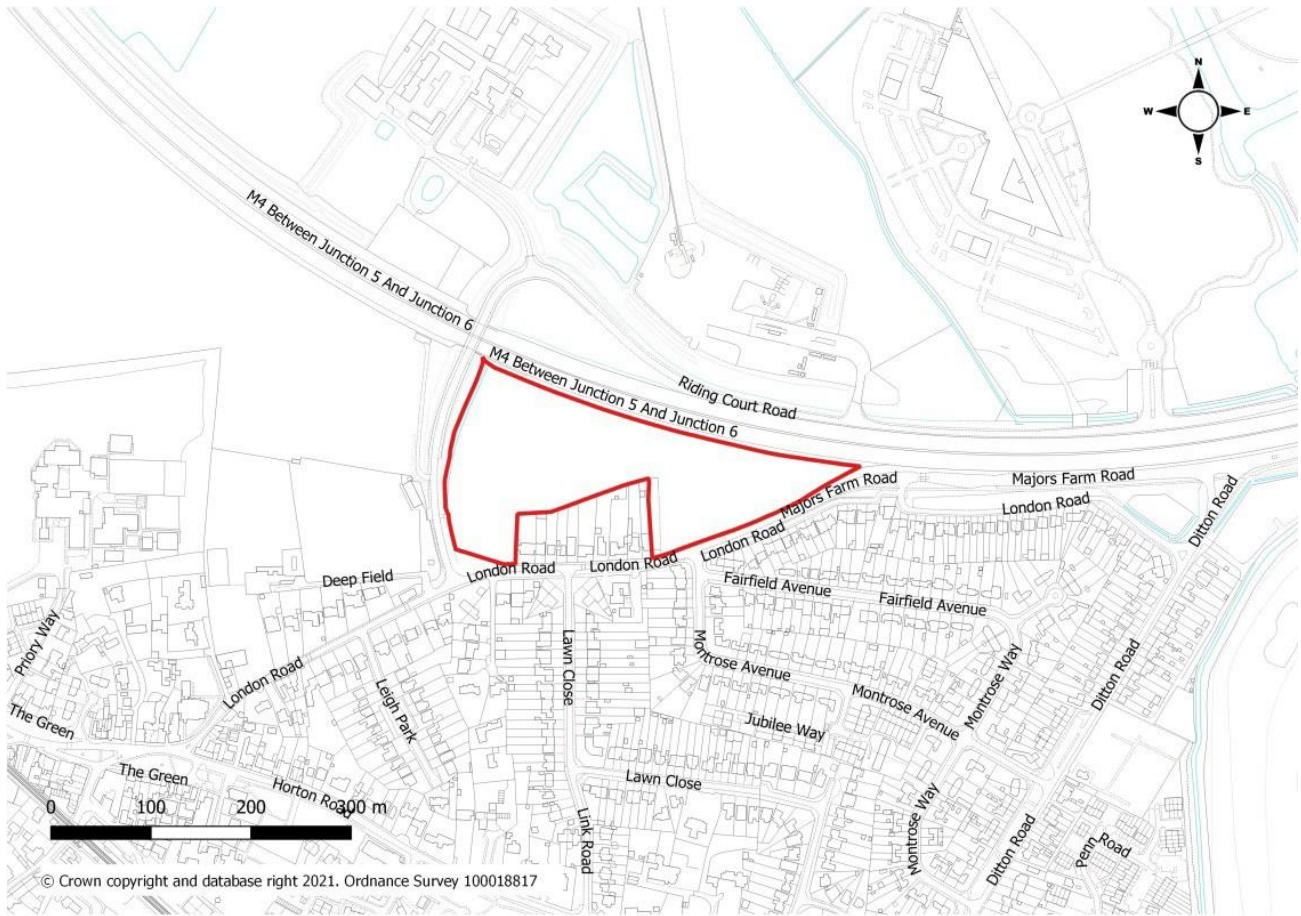
HA39: Land east Strande Park, Cookham

Allocation	<ul style="list-style-type: none"> Approximately 20 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 0.90Ha
Requirements	<ul style="list-style-type: none"> Appropriate edge treatment and transition to the countryside Retain valuable trees where possible, particularly at site boundaries
Key considerations	<ul style="list-style-type: none"> Scale of development

Table HA39 Land east of Strande Park, Cookham

Site Allocation Proformas [Formerly Appendix D]

AL39: Land at Riding Court Road and London Road Datchet



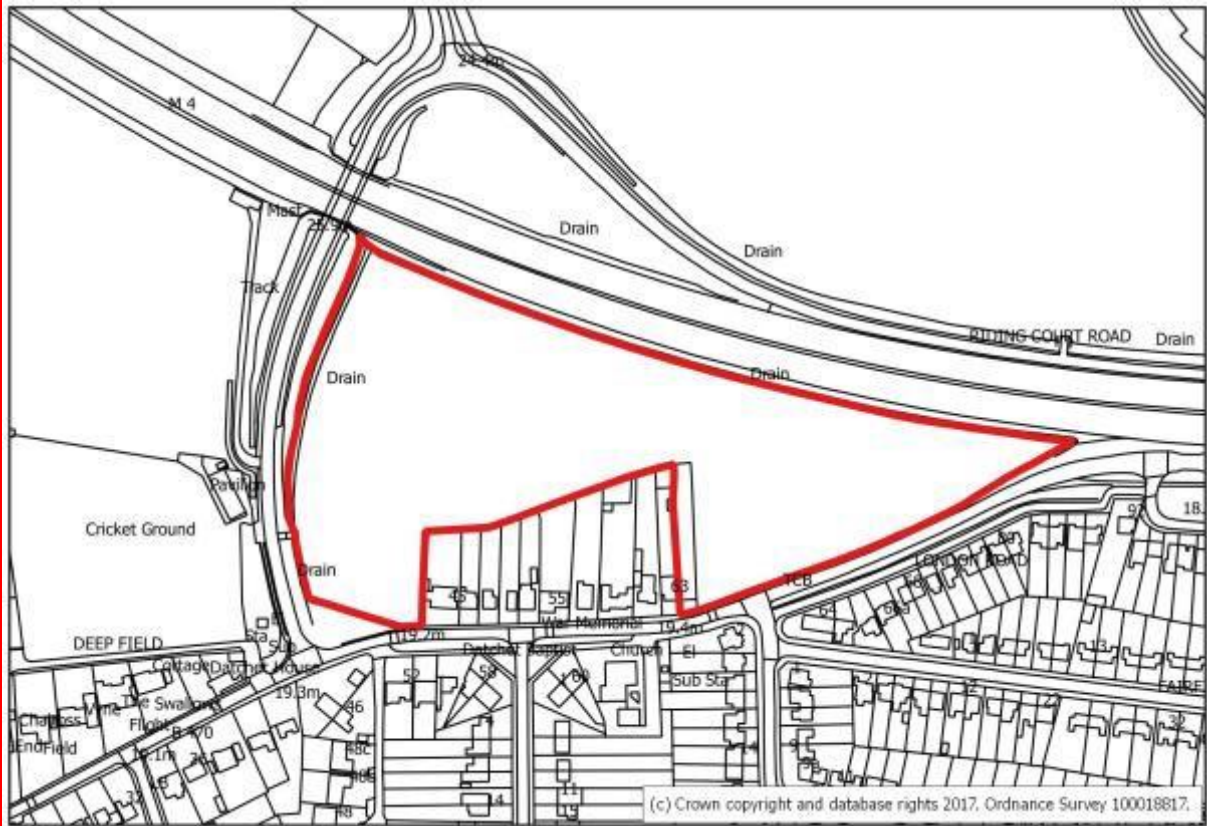
<u>Allocation</u>	<ul style="list-style-type: none"> • <u>Approximately 80 residential units on greenfield land</u>
<u>Site Area</u>	<ul style="list-style-type: none"> • <u>3.92Ha</u>
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Provide a mix of housing including family homes with gardens that will respect the character of the area and with regard to the natural landscape</u> • <u>Provide 40% affordable housing</u> • <u>Provide high quality green and blue infrastructure across the site that delivers recreation, food production and leisure opportunities</u> • <u>Provide connectivity to village centre and take opportunity to connect Riding Court Lane and London Road</u> • <u>Provide safe pedestrian and cycle links through the site including open spaces, and to create easy pedestrian and cycle mobility to the village centre</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys</u> • <u>Have a design which responds positively to the size, shape and rhythm of the existing development on London Road, where the amenity of the existing dwellings is not adversely affected</u> • <u>Be designed sensitively to consider the impact on long distance views into the site, especially from the conservation area in the south west</u> • <u>Create a distinctive public realm with a high quality design which can be accessed easily for all people</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Provide biodiversity net gain for site with biodiversity assessment. Habitats areas must be connected to avoid fragmentation
- Consider flood risk as part of a Flood Risk Assessment as the site is located partly within Flood Zone 2 and larger than one hectare
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Provide appropriate treatment to boundaries with adjoining land uses. Valuable trees should be retained and new planting of trees or hedgerows should be implemented, especially on the site boundaries to provide screening
- Provide appropriate mitigation measures to address the impacts of noise and air pollution from the M4 to protect residential amenity
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA42: Land at Slough Road/Riding Court Road, Datchet



Map HA42 IMAGE DELETED

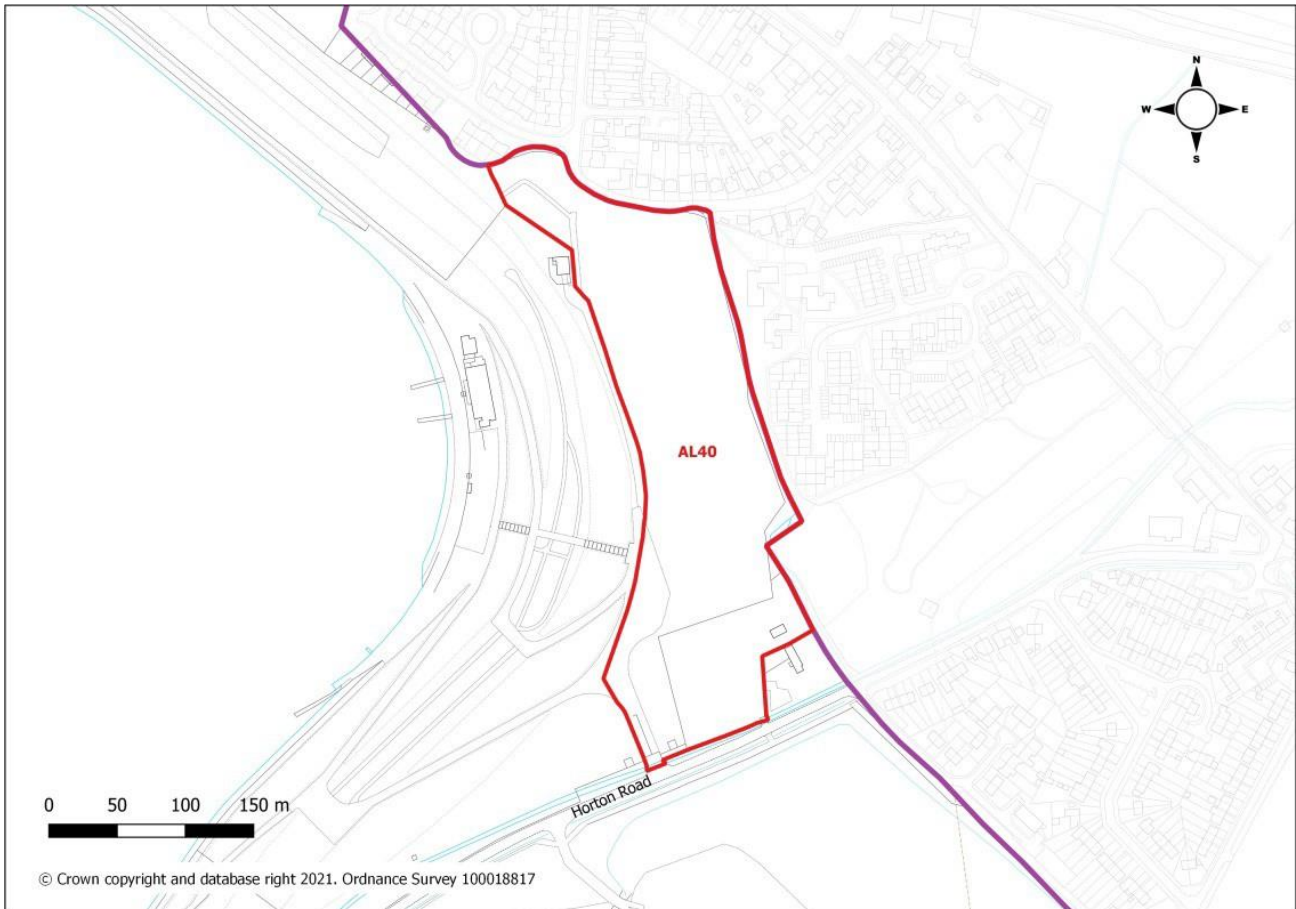
HA42: Land at Slough Road and Riding Court Road, Datchet

Allocation	Approximately 150 residential units on Green Belt land
Site area	3.92Ha
Requirements	<p>Designed sensitively to consider the impact on long distance views</p> <p>Provide pedestrian and cycle links through the site to improve connectivity</p> <p>Designed to be of a high quality which supports the character and function of the area</p> <p>Retain valuable trees where possible, particularly at site boundaries</p> <p>Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity</p> <p>Appropriate treatment to boundaries with adjoining land uses</p> <p>Provision of on-site open space and play facilities</p> <ul style="list-style-type: none"> • Provide improve linkages to village centre
Key considerations	<ul style="list-style-type: none"> • Flooding • Opportunity to link Slough Road and Riding Court Road • Heritage • Air quality • Noise

Table HA42 Land at Slough Road/Riding Court Road, Datchet

Site Allocation Proformas [Formerly Appendix D]

AL40: Land east of Queen Mother Reservoir, Horton



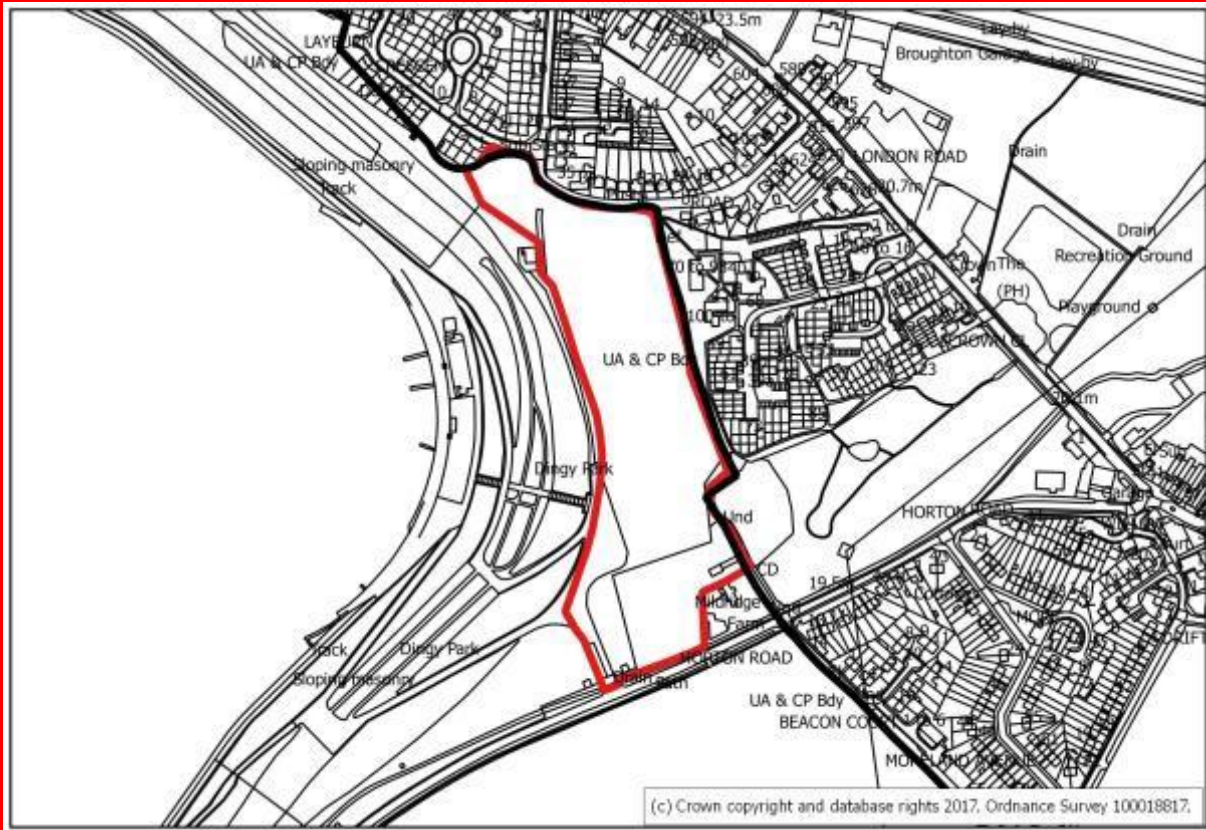
<u>Allocation</u>	<ul style="list-style-type: none"> • <u>Approximately 100 residential units</u>
<u>Site Area</u>	<ul style="list-style-type: none"> • <u>4.44Ha</u>
<u>Site Specific Requirements</u>	
Development of the site will be required to:	
<ul style="list-style-type: none"> • <u>Provide strong pedestrian and cycle connectivity throughout the housing area and into access points north and south of the development</u> • <u>Provide linkages into the adjoining open space to the east of the site</u> • <u>Create a strong high quality green and blue infrastructure framework across the whole site (at both ground and upper levels) to enhance the biodiversity and ecology of the area. A large area of planting, including trees will be provided as part of this framework in the southern half of the site</u> • <u>Retain existing trees, wherever possible and reinforce tree and landscaping on the western and eastern boundaries</u> • <u>Ensure that the development is well-served by public bus routes / demand responsive transport / other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including to railways stations and educational facilities</u> • <u>Integrate well with development on Springfield Road, including provision of vehicular access and ensuring development provides active frontages onto the road</u> • <u>Improve the vehicular access at Horton Road</u> • <u>Provide family housing with gardens</u> • <u>Provide 40% affordable housing</u> 	

Site Allocation Proformas [Formerly Appendix D]

- Provide 5% of market housing units for custom and self build opportunities (on the basis that the scheme delivers 100 net new dwellings or more)
- Conserve and seek to enhance the significance and provide appropriate setting for the nearby Grade II listed building Mildridge Farmhouse
- Retain the band of woodland around the farmhouse as part of any development proposal in order to protect the setting of the listed building
- Provide high quality on-site open space and play facilities
- Provide appropriate mitigation measures to address the impacts of noise and air quality issues associated with Heathrow Airport
- Adopt a sequential approach to the location of built form on the site. Development will need to be directed away from areas at highest risk of flooding on south eastern part of site and residential units located in Flood Zone 1 areas only
- Provide a safe means of vehicular egress and access that does not traverse functional floodplain
- Incorporate appropriate flood risk measures and surface water mitigation
- Consider flood risk as part of a Flood Risk Assessment as the site is partially located within Flood Zone 2 and 3 and larger than one hectare. This will need to demonstrate that the Exception test can be passed and that a safe evacuation route can be provided
- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Undertake a minerals assessment to assess the viability and practicality of prior extraction of the minerals resource, as the site falls within a Minerals Safeguarding Area.

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA44: Land east of Queen Mother Reservoir, Horton



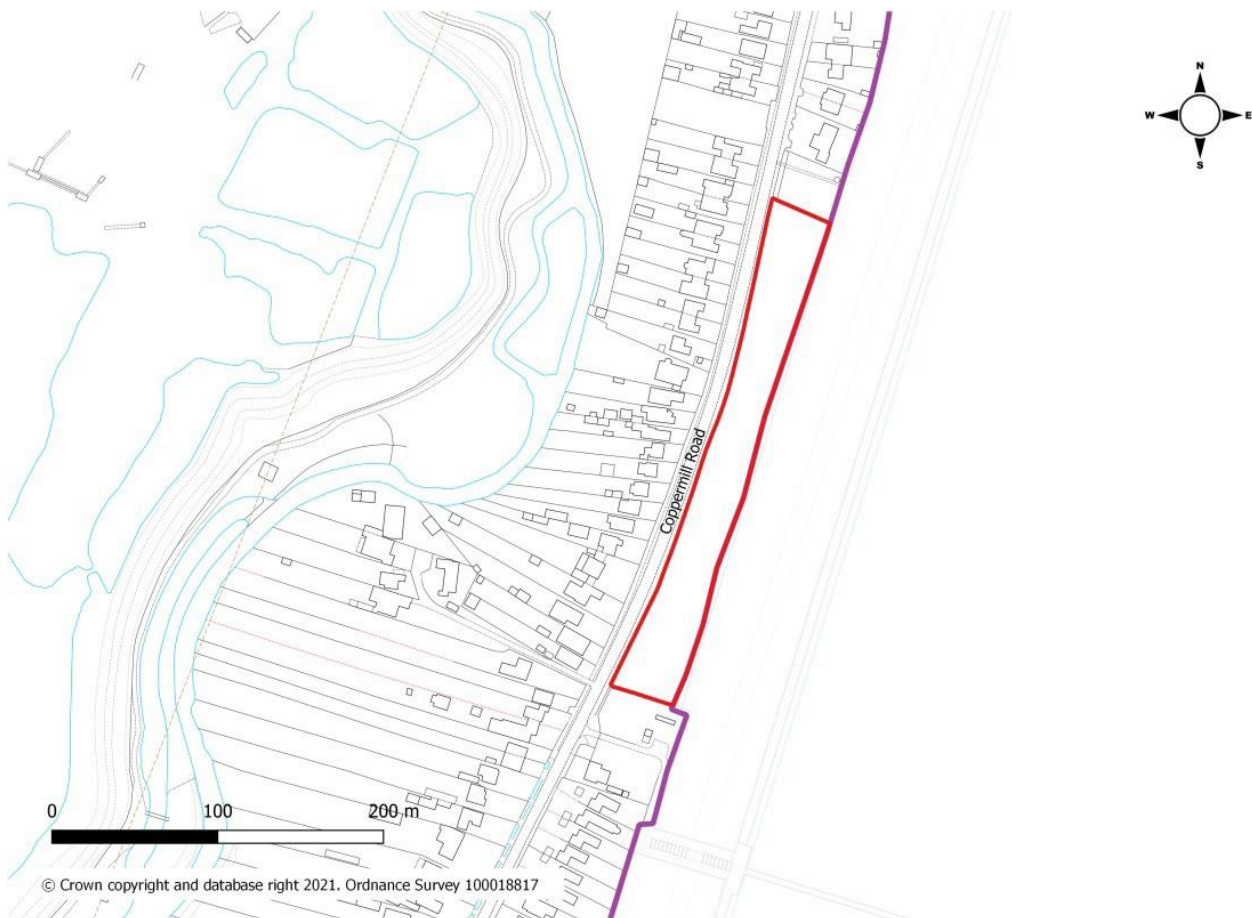
Map HA44 IMAGE DELETED

HA44: Land east of Queen Mother Reservoir, Horton	
Allocation	<ul style="list-style-type: none"> Approximately 100 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 4.44Ha
Requirements	<ul style="list-style-type: none"> Designed sensitively to conserve and enhance the setting of the near by listed building Retain valuable trees where possible, particularly at site boundaries
Key considerations	<ul style="list-style-type: none"> Design Access Noise Topography Biodiversity

Table HA44 Land east of Queen Mother Reservoir, Horton

Site Allocation Proformas [Formerly Appendix D]

AL40A: Land adjacent to Coppermill Road, Horton

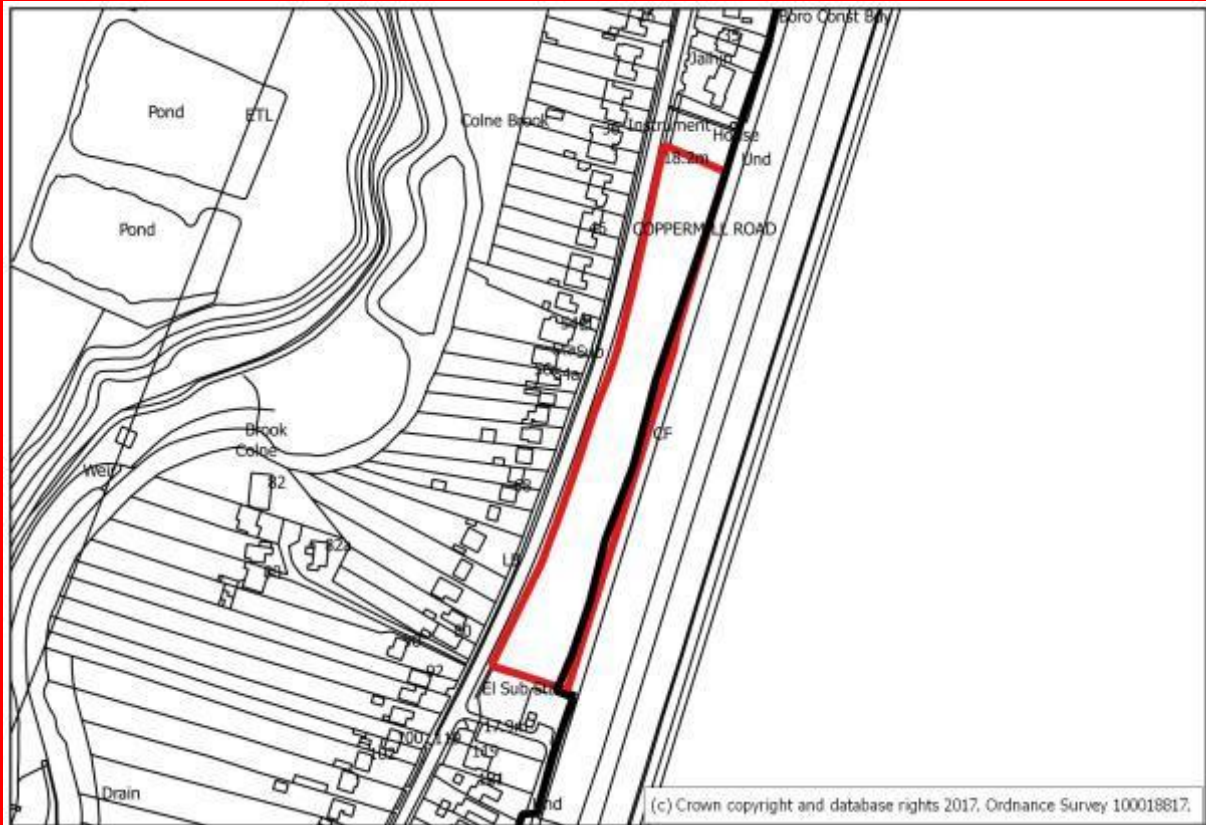


Allocation	<ul style="list-style-type: none"> Approximately 24 residential units on Green Belt land
Site Area	<ul style="list-style-type: none"> 1.06Ha
<p>Site Specific Requirements</p> <p>Development of the site will be required to:</p> <ul style="list-style-type: none"> Deliver a high-quality scheme, that fronts onto Coppermill Road and respects the character of the neighbouring residential units and the openness of the Green Belt Prevent public access to the reservoir east of the site to protect its status as an important wildlife site Provide appropriate mitigation measures to address the impacts of noise and air quality issues associated with Heathrow airport Protect the trees worthy of retention and provide a soft landscaping strategy that reflects the character of the local street scene Consider flood risk as part of a Flood Risk Assessment as the site is larger than one hectare Provide mitigation measures for surface water flood risk 	

Site Allocation Proformas [Formerly Appendix D]

- Demonstrate the sustainable management of surface water runoff through the use of SuDS in line with policy and best practice; any proposed surface water discharge must be limited to greenfield runoff rates
- Provide 40% affordable housing.

[DELETED] HA45: Land adjacent to Coppermill Road, Horton



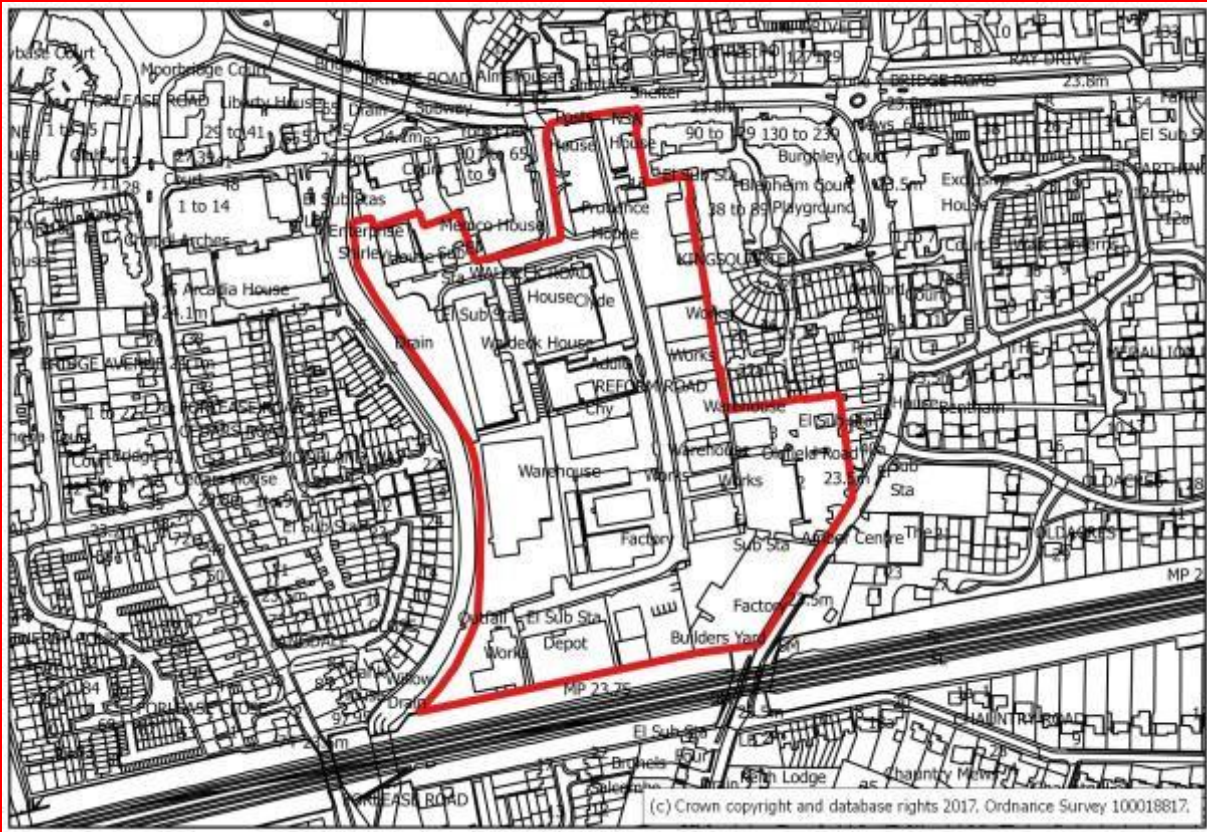
Map HA45 IMAGE DELETED

HA45: Land adjacent to Coppermill Road, Horton	
Allocation	<ul style="list-style-type: none"> • Approximately 27 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> • 1.06Ha
Requirements	<ul style="list-style-type: none"> • Prevent public access to the reservoir east of the site to protect its status as an important wildlife site • Development to front Coppermill Road • Designed to be of a high quality which supports the character of the neighbouring residential units • Provide appropriate mitigation measures to address the impacts of noise from Heathrow airport
Key considerations	<ul style="list-style-type: none"> • Design • Noise • Impact on wildlife

Table HA45 Land adjacent to Coppermill Road, Horton

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA2: Reform Road, Maidenhead



Map HA2 IMAGE DELETED

HA2: Reform Road	
Allocation	<ul style="list-style-type: none"> Approximately 150 residential units as part of a mixed use development on previously developed land
Site size	<ul style="list-style-type: none"> 6.99Ha
Requirements	<ul style="list-style-type: none"> - Provide a landscape buffer between the residential development and non-residential uses, including the railway line Enhanced vehicular access, including improved connectivity through the site Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Designed sensitively to conserve biodiversity of the area Designed sensitively to conserve and enhance the setting of listed buildings and non-designated heritage assets Provide pedestrian and cycle links through the site and to the Maidenhead Waterways and the town centre Enhance pedestrian and cycle links along the waterway Provide areas of public realm and have an appropriate setting to the waterway

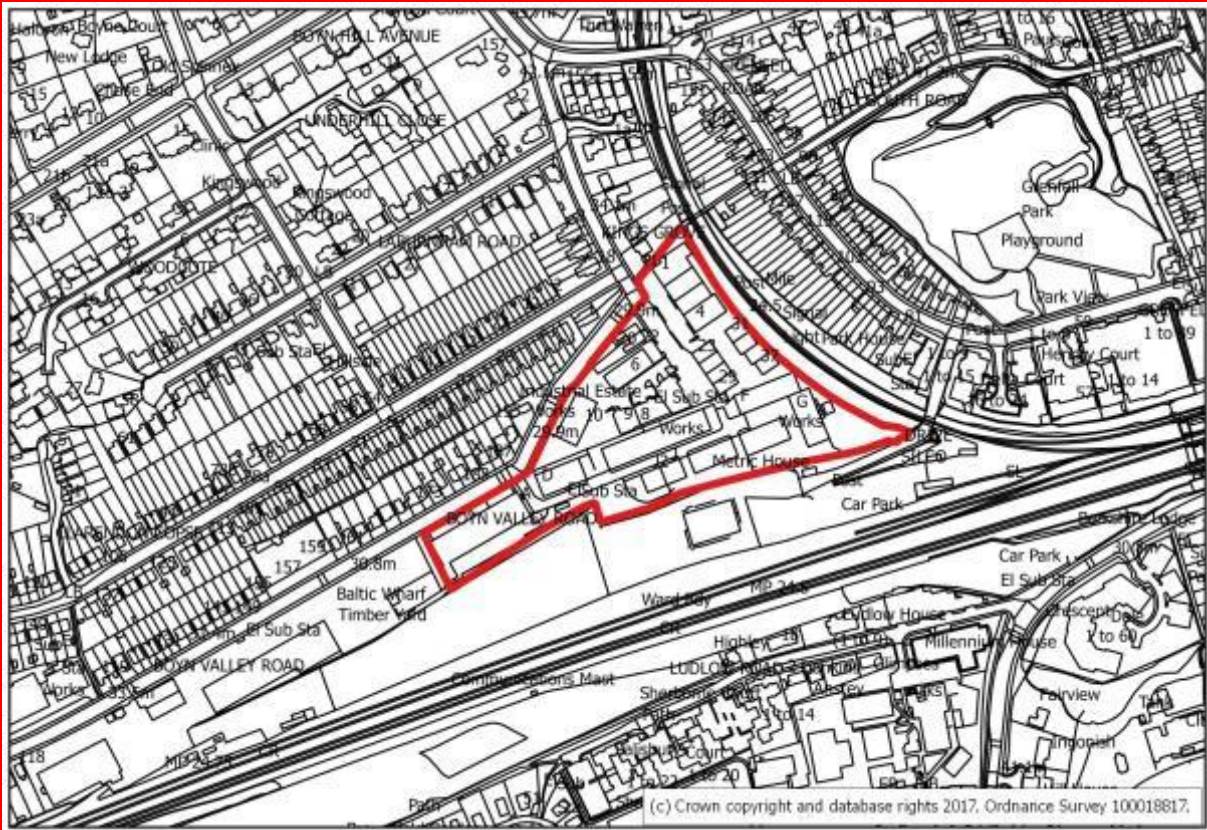
Site Allocation Proformas [Formerly Appendix D]

HA2: Reform Road	
	<ul style="list-style-type: none"> • Designed to be sensitive to the scale and heights of existing properties around the site, and its location on the edge of Maidenhead town centre • Provide appropriate mitigation measure to address the impacts of noise and air quality from the railway
Key considerations	<ul style="list-style-type: none"> • Design and integration of uses • Access arrangements onto the A4 • Flood risk • Noise and air quality

Table HA2 Reform Road

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA12: Boyn Valley Industrial Estate, Maidenhead



Map HA12 IMAGE DELETED

HA12: Boyn Valley Industrial Estate, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 240 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 2.47Ha
Requirements	<ul style="list-style-type: none"> Provide appropriate green landscaping on to the Boyn Valley Road frontage; retain existing valuable trees Maintain access to the safeguarded area for Crossrail works from Silco Drive Provide appropriate mitigation measures to address the impacts of noise from the railway so as to protect residential amenity Provide pedestrian and cycle links through the site to improve the connectivity between Silco Drive and Boyn Valley Road Provision of appropriate on site public open space
Key considerations	<ul style="list-style-type: none"> Noise Access, including pedestrian and cycle access to the town centre and railway station

Site Allocation Proformas [Formerly Appendix D]

HA12: Boyn Valley Industrial Estate, Maidenhead

	<ul style="list-style-type: none">• Topography• Development intensity
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Table HA12 Boyn Valley Industrial Estate

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA13: Exclusive House, Oldfield Road, Maidenhead



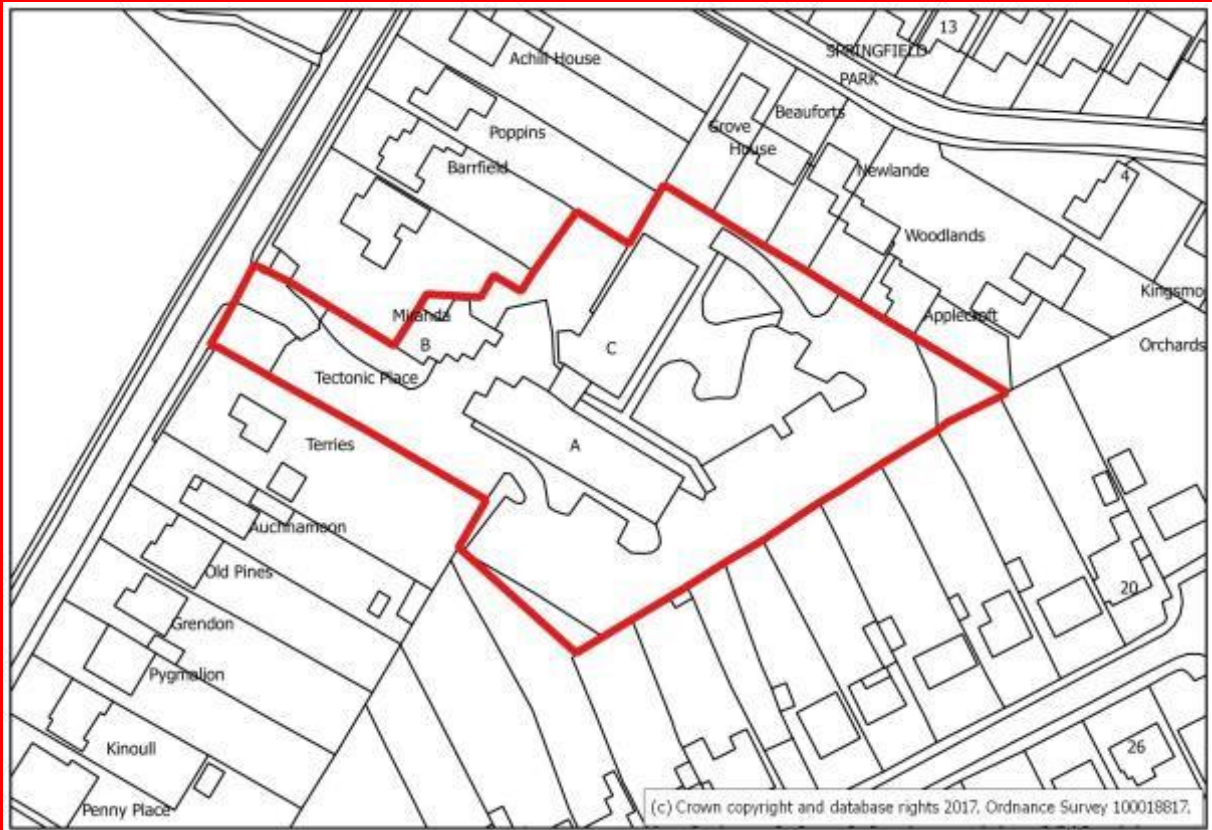
Map HA13 IMAGE DELETED

HA13: Exclusive House, Oldfield Road, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 40 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 0.27Ha
Requirements	<ul style="list-style-type: none"> Provide appropriate green landscaping on to the Oldfield Road frontage Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Designed to be of high quality Designed sensitively to consider the privacy and amenity of neighbouring residential properties Provide appropriate mitigation measures to address the impact of air quality so as to protect residential amenity
Key considerations	<ul style="list-style-type: none"> Access Air quality Impact on neighbouring properties

Table HA13 Exclusive House, Oldfield Road, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA17: Tectonic Place, Holyport Road, Maidenhead



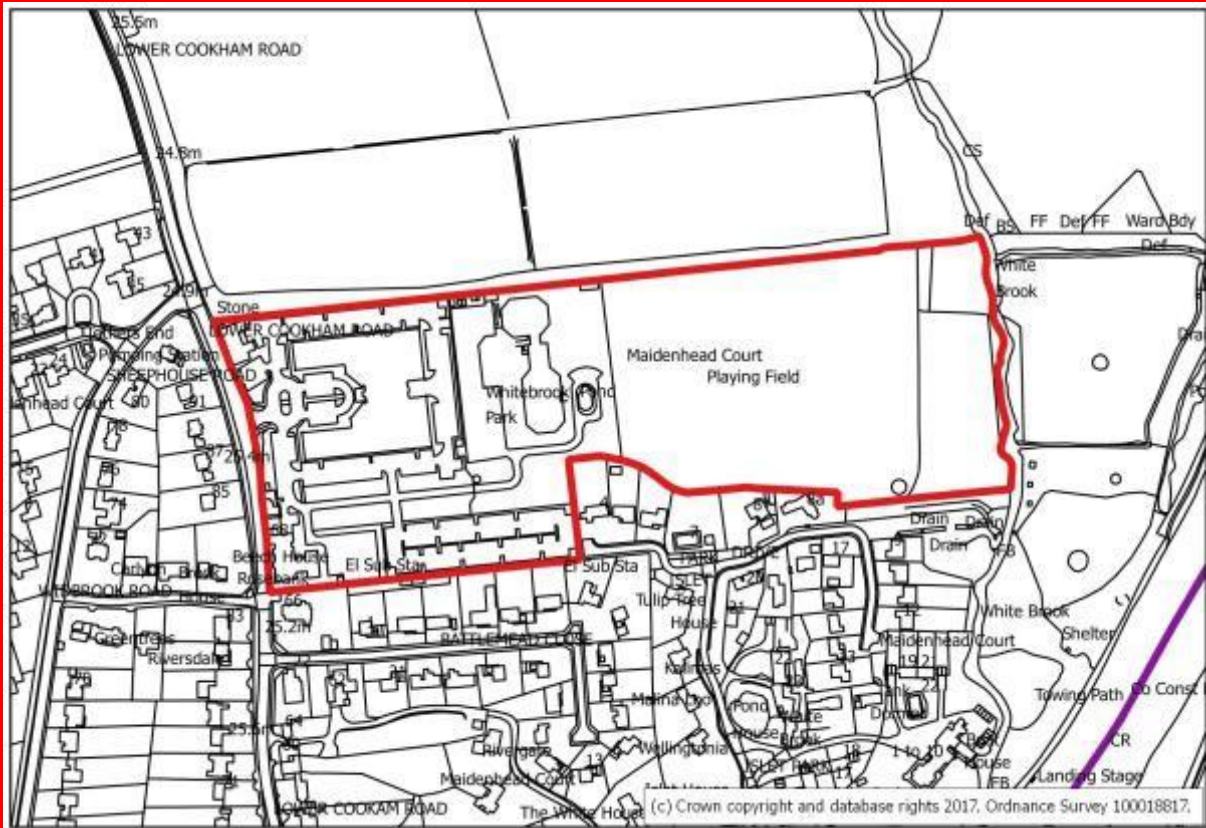
Map HA17 IMAGE DELETED

HA17: Tectonic Place, Holyport Road, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 25 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 0.65Ha
Requirements	<ul style="list-style-type: none"> Designed to be of a high quality which supports the character of a residential area Designed sensitively to consider the privacy and amenity of neighbouring residential properties Retain valuable trees where possible, particularly at site boundaries
Key considerations	<ul style="list-style-type: none"> Design Character and streetscene Access Air quality

Table HA17 Tectonic Place, Holyport Road, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

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



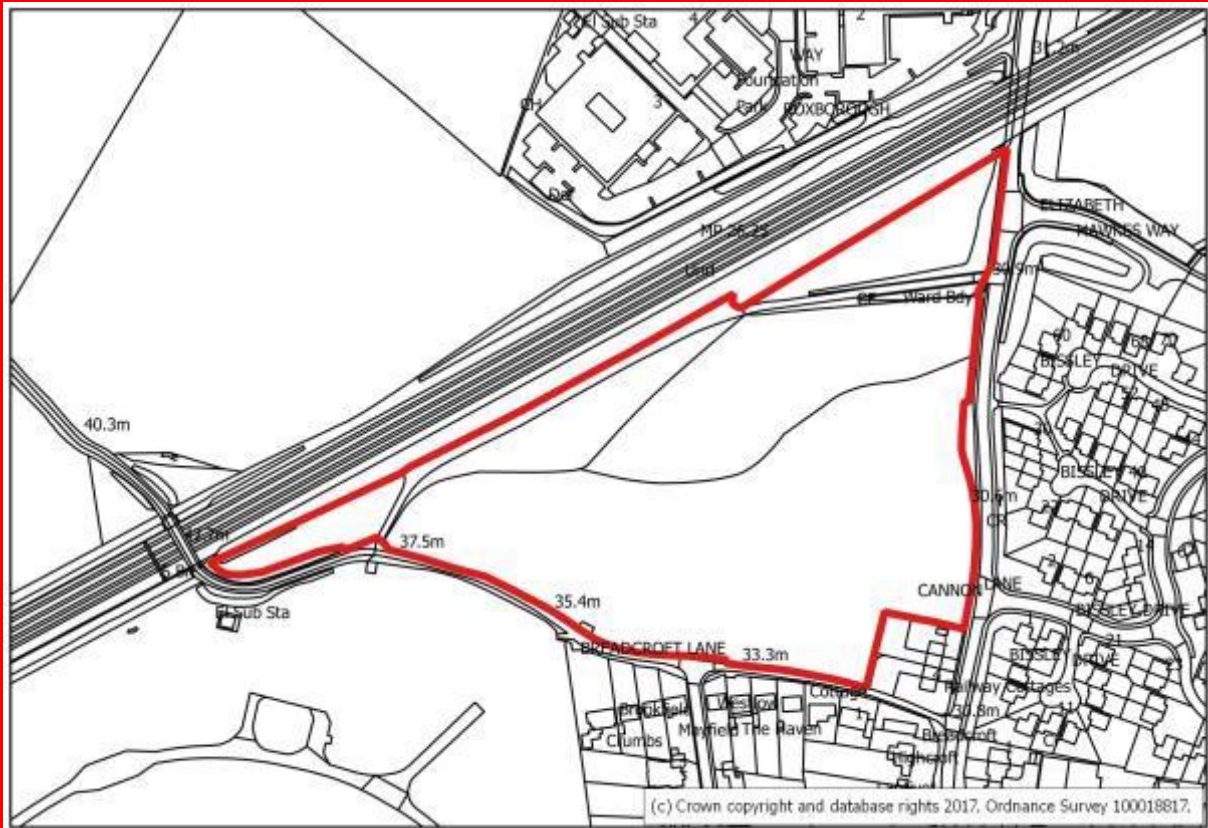
Map HA19 IMAGE DELETED

HA19: Whitebrook Park, including land east of Whitebrook Park, Lower Cookham Road, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 175 residential units, on some areas of Green Belt land Plots for self build/custom housing
Site area	<ul style="list-style-type: none"> 8.12Ha
Requirements	<ul style="list-style-type: none"> Retain valuable trees where possible, particularly at site boundaries Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Appropriate edge treatment and transition to the countryside Designed to be of high quality Provision of on-site public open space Facilitate recreational access to Thames Path
Key considerations	<ul style="list-style-type: none"> Flooding Access Design and character Biodiversity

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

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA22: Land north of Breadcroft Lane and south of the railway line, Maidenhead



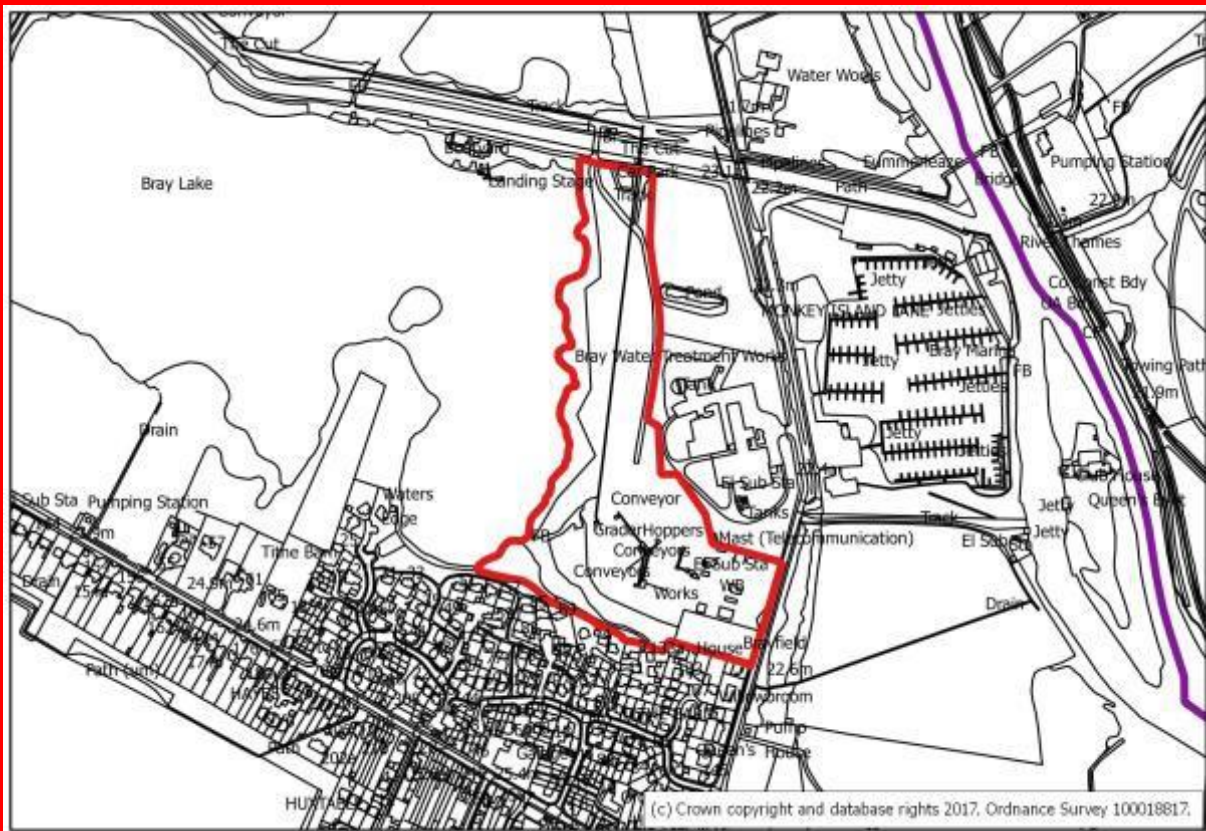
Map HA22 IMAGE DELETED

HA22: Land north of Breadcroft Lane and south of the railway line, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 100 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 3.88Ha
Requirements	<ul style="list-style-type: none"> Retain access point to the railway tracks for Network Rail Provide appropriate mitigation measures to address the impacts of noise from the railway line so to protect residential amenity Retain valuable trees where possible, particularly at site boundaries Designed to be of a high quality which supports the character of the area Connectivity to the Public Rights of Way network
Key considerations	<ul style="list-style-type: none"> Noise Access Ecology Biodiversity

Table HA22 Land north of Breadcroft Lane and south of the railway line

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA23: Land west of Monkey Island Lane, Maidenhead



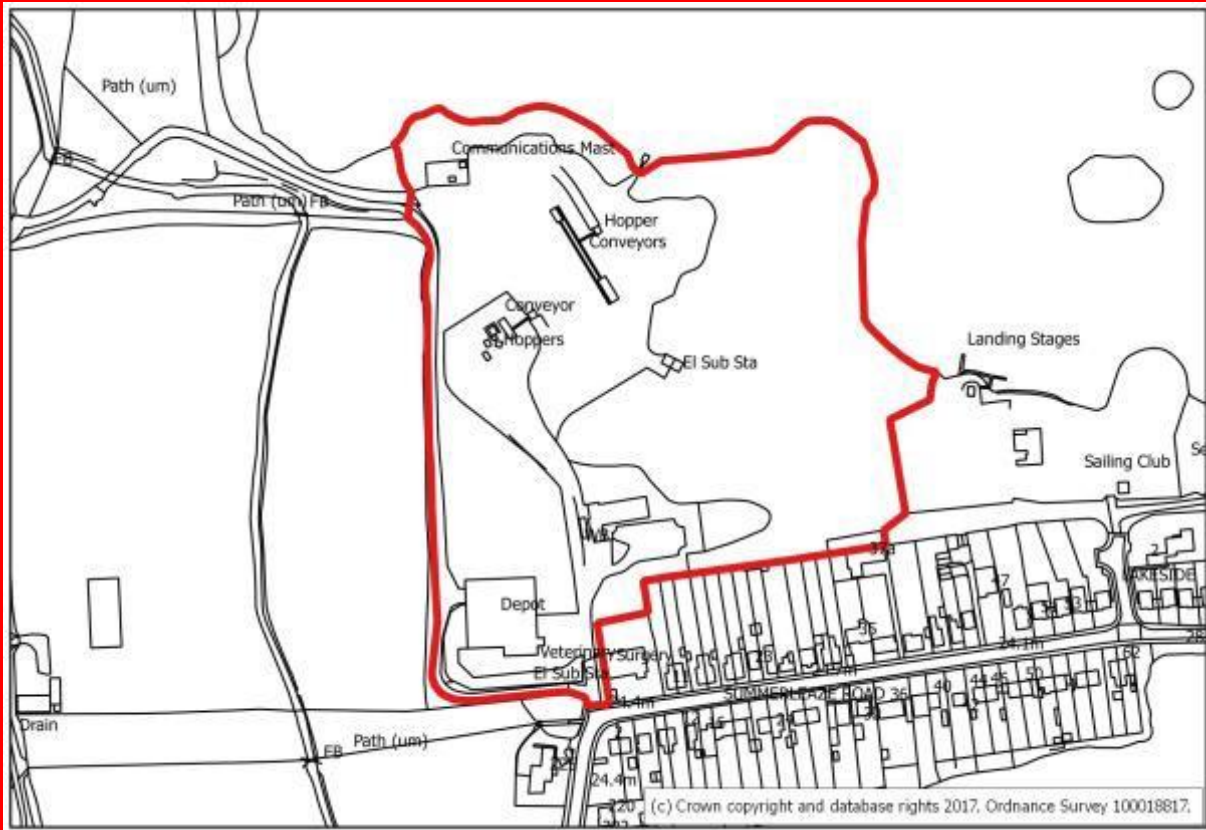
Map HA23 IMAGE DELETED

HA23: Land west of Monkey Island Lane, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 100 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 6.69Ha
Requirements	<ul style="list-style-type: none"> Provide an appropriate solution for addressing the possible contamination of the site Connect to Public Rights of Way network Retain valuable trees where possible, particularly at site boundaries Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Designed sensitively to conserve biodiversity of the area Appropriate edge treatment and transition to the countryside and lake Designed sensitively to consider the impact on long distance views Link to permitted path around lake
Key considerations	<ul style="list-style-type: none"> Access Flooding Ecology/protected species Air quality

Table HA23 Land west of Monkey Island Lane, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA24: Summerleaze, Summerleaze Road, Maidenhead



Map HA24 Summerleaze, Summerleaze Road, Maidenhead IMAGE DELETED

HA24: Summerleaze, Summerleaze Road, Maidenhead	
Allocation	<ul style="list-style-type: none"> Approximately 130 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 6.20Ha
Requirements	<ul style="list-style-type: none"> Provide suitable mitigation for development located in Flood Zone 3a Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Maintain and enhance the existing tree belt around the perimeter of the site Designed sensitively to consider long distance views across Summerleaze Lake Maintain and enhance the existing Public Right of Way Designed sensitively to conserve biodiversity of the area Provide an appropriate solution for addressing the possible contamination of the site Appropriate edge treatment and transition to the countryside Improve connectivity to leisure/recreational provision at Summerleaze Park
Key considerations	<ul style="list-style-type: none"> Biodiversity Access

Site Allocation Proformas [Formerly Appendix D]

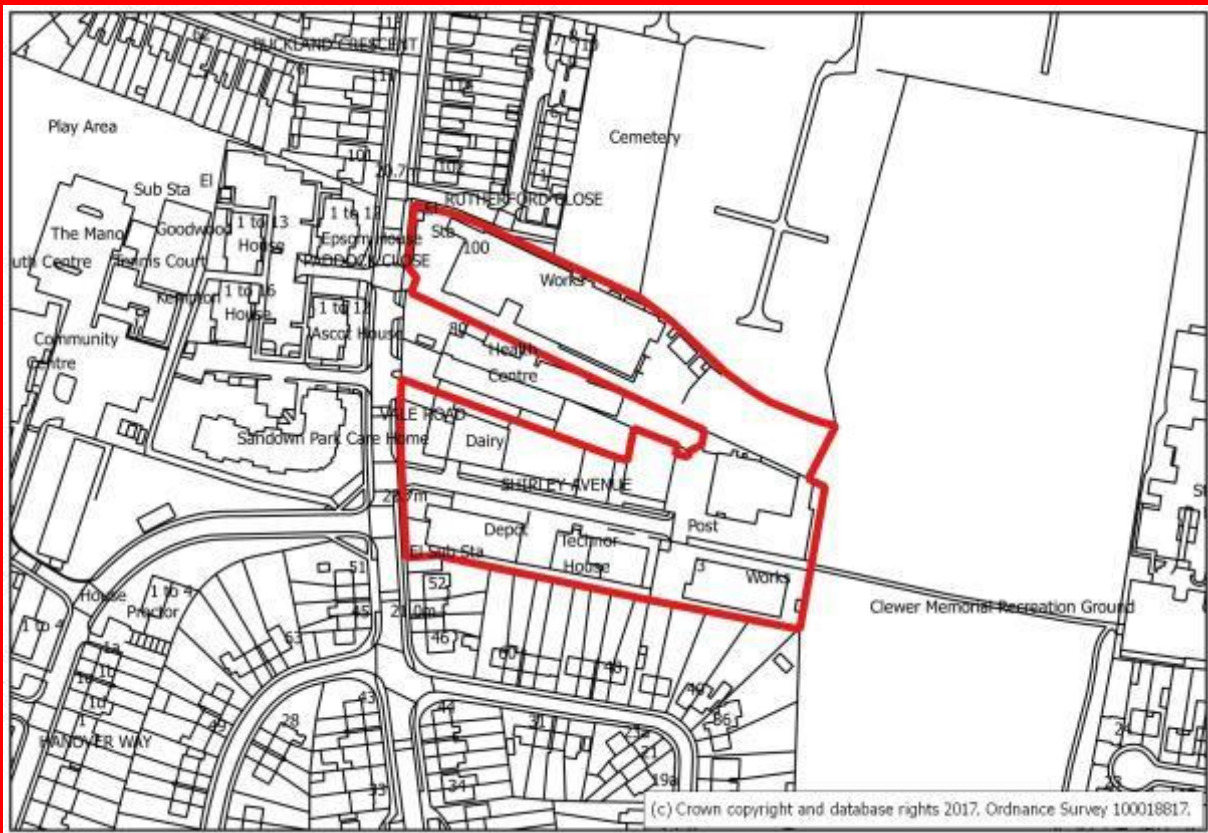
HA24: Summerleaze, Summerleaze Road, Maidenhead

	<ul style="list-style-type: none">• Flooding• Contamination/remediation
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Table HA24 Summerleaze, Summerleaze Road, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA26: Shirley Avenue (Vale Road Industrial Estate), Windsor



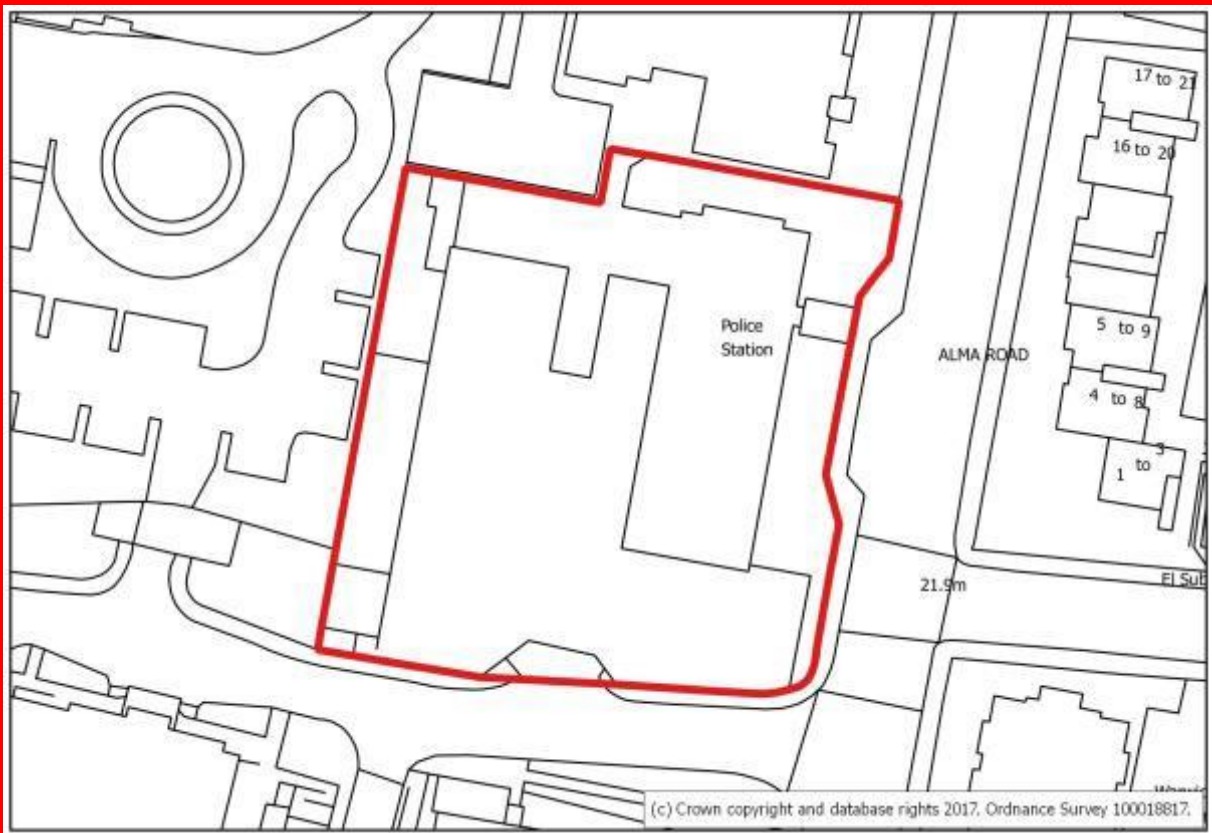
Map HA26 IMAGE DELETED

HA26: Shirley Avenue (Vale Road Industrial Estate), Windsor	
Allocation	<ul style="list-style-type: none"> Approximately 80 residential units as part of a mixed use site on previously developed land
Site area	<ul style="list-style-type: none"> 4.58Ha
Requirements	<ul style="list-style-type: none"> Provide public open space on-site Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Retain and enhance pedestrian and cycle access to Clewley Memorial Recreation Ground Designed to be of a high quality Provide pedestrian, cycle and vehicular access onto Vale Road Provide appropriate soft landscaping
Key considerations	<ul style="list-style-type: none"> Potential contamination and remediation Flood risk Access Design Community facility Noise

Table HA26 Shirley Avenue (Vale Road Industrial Estate), Windsor

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA29: Windsor Police Station, Alma Road, Windsor



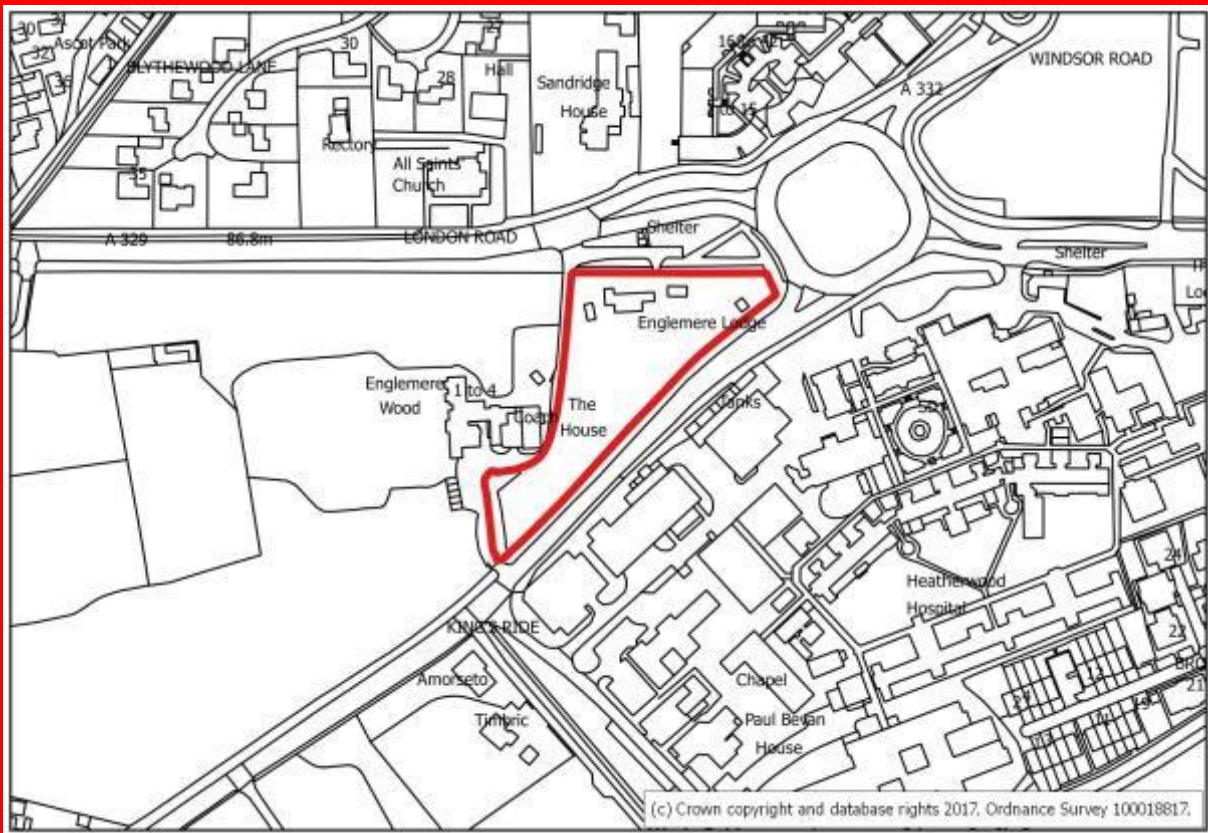
Map HA29 IMAGE DELETED

HA29: Windsor Police Station	
Allocation	<ul style="list-style-type: none"> Approximately 35 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 0.32Ha
Requirements	<ul style="list-style-type: none"> Provide appropriate green landscaping to the Alma Road frontage Designed sensitively to conserve and enhance the setting of the nearby Inner Windsor Conservation Area, the Trinity Place and Clarence Crescent Conservation Area, and associated listed and important non-listed buildings Designed to be of high quality Retain the valuable trees in proximity to the south west boundary Pedestrian and cycle links to Recreation Ground
Key considerations	<ul style="list-style-type: none"> Access Trees and hedgerows Heritage Noise

Table HA29 Windsor Police Station

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA31: Englemere Lodge, London Road, Ascot



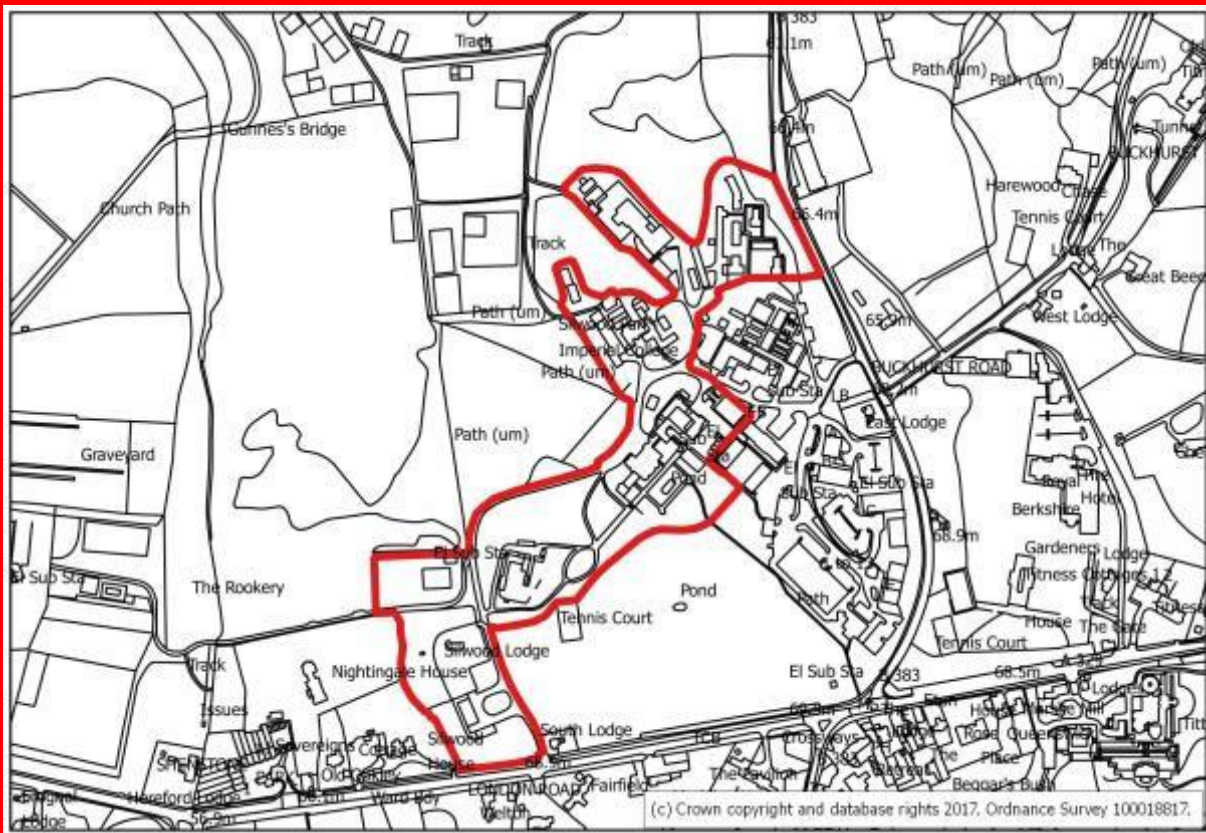
Map HA31 IMAGE DELETED

HA31: Englemere Lodge, London Road, Ascot	
Allocation	<ul style="list-style-type: none"> Approximately 10 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 0.65Ha
Requirements	<ul style="list-style-type: none"> Retain valuable trees where possible, particularly at site boundaries Designed sensitively to enhance the gateway into Ascot Designed to be of a high quality which supports the character of Ascot Designed sensitively to consider the impact on long distance views, including from surrounding highways
Key considerations	<ul style="list-style-type: none"> Trees Design Access Noise

Table HA31 Englemere Lodge, London Road, Ascot

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA33: Silwood Park, Sunningdale



Map HA33 IMAGE DELETED

HA33: Silwood Park, Sunningdale	
Allocation	<ul style="list-style-type: none"> Approximately 75 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 7.12Ha
Requirements	<ul style="list-style-type: none"> Conservation Management Plan Retain valuable trees where possible, particularly at site boundaries Provision in perpetuity of strategic on-site bespoke SANG to mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area in agreement with the Council and Natural England. Requirements include a contribution towards Strategic Access Management and Monitoring and any other measures to satisfy the Habitat Regulations Designed sensitively to conserve biodiversity of the area Designed sensitively to conserve and enhance the setting of listed buildings and non-designated heritage assets Appropriate edge treatment and transition to the countryside Provide pedestrian and cycle links through the site to improve connectivity and new bridleway

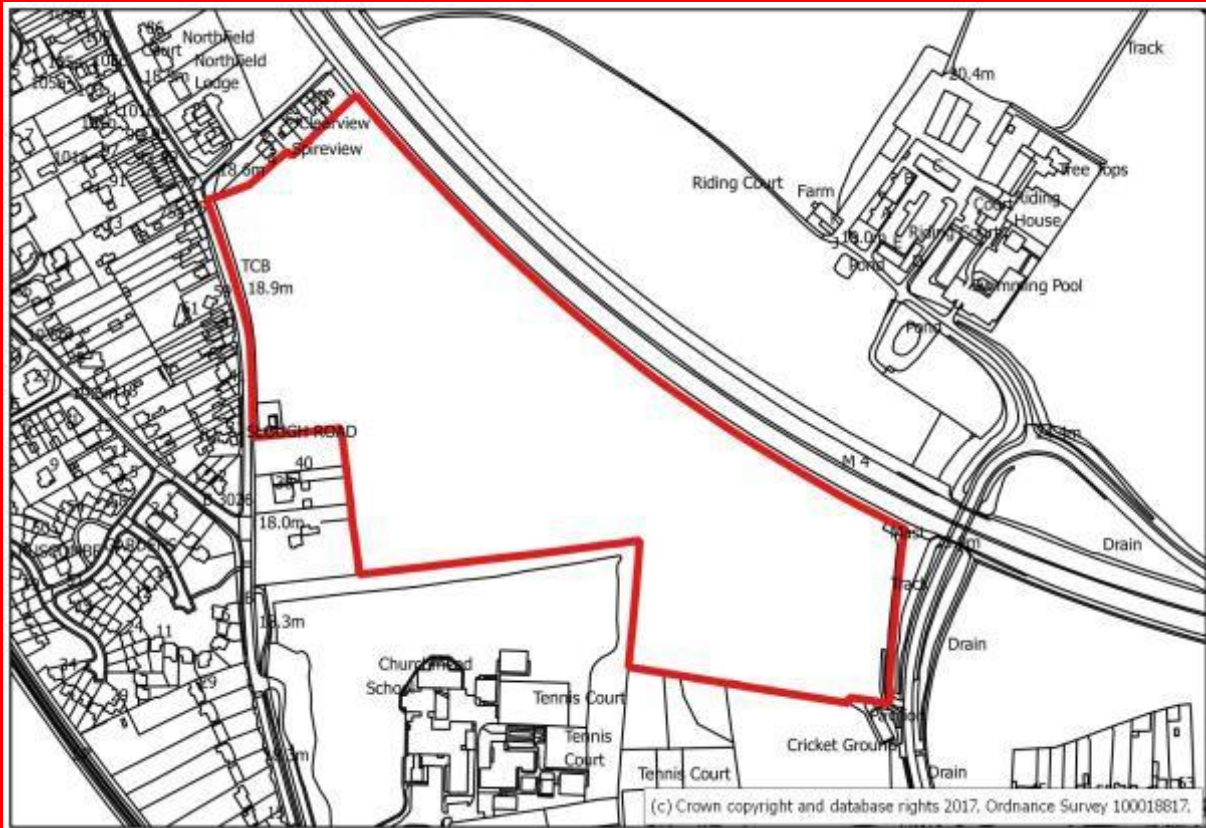
Site Allocation Proformas [Formerly Appendix D]

HA33: Silwood Park, Sunningdale	
Key considerations	<ul style="list-style-type: none">• Ecology/protected species• SANG• Design• Ancient woodland• Heritage• Rights of Way Improvement Plan• Contamination• Notifiable hazard zone

Table HA33 Silwood Park, Sunningdale

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA41: Land north and east of Churchmead Secondary School, Priory Road, Datchet



Map 41 IMAGE DELETED

HA41: Land north and east of Churchmead Secondary School, Priory Road, Datchet	
Allocation	<ul style="list-style-type: none"> Approximately 175 residential units as part of a mixed use scheme on Green Belt land Educational facilities that may include an extension to Churchmead Secondary School or relocation of other educational facilities
Site area	<ul style="list-style-type: none"> 11.71Ha
Requirements	<ul style="list-style-type: none"> Designed sensitively to consider the impact on long distance views Provide pedestrian and cycle links through the site to improve connectivity Designed to be of a high quality which supports the character and function of the area Retain valuable trees where possible, particularly at site boundaries Provide appropriate mitigation measures to address the impacts of noise to protect residential amenity Appropriate treatment to boundaries with adjoining land uses Provide on-site open space and play facilities Provide improve linkages to village centre
Key considerations	<ul style="list-style-type: none"> Heritage Noise

Table HA41 Land north and east of Churchmead Secondary School, Datchet

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA43: Land north of Eton Road adjacent to St Augustine's Church, Datchet



Map HA43 IMAGE DELETED

HA43: Land north of Eton Road adjacent to St Augustine's Church, Datchet	
Allocation	<ul style="list-style-type: none"> Approximately 35 residential units on Green Belt land
Site area	<ul style="list-style-type: none"> 4.63Ha
Requirements	<ul style="list-style-type: none"> Appropriate edge treatment and transition to the countryside Designed to be of a high quality which supports the character of the area Retain valuable trees where possible, particularly at site boundaries
Key considerations	<ul style="list-style-type: none"> Design Access Noise Flooding

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

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA46: Straight Works, Old Windsor



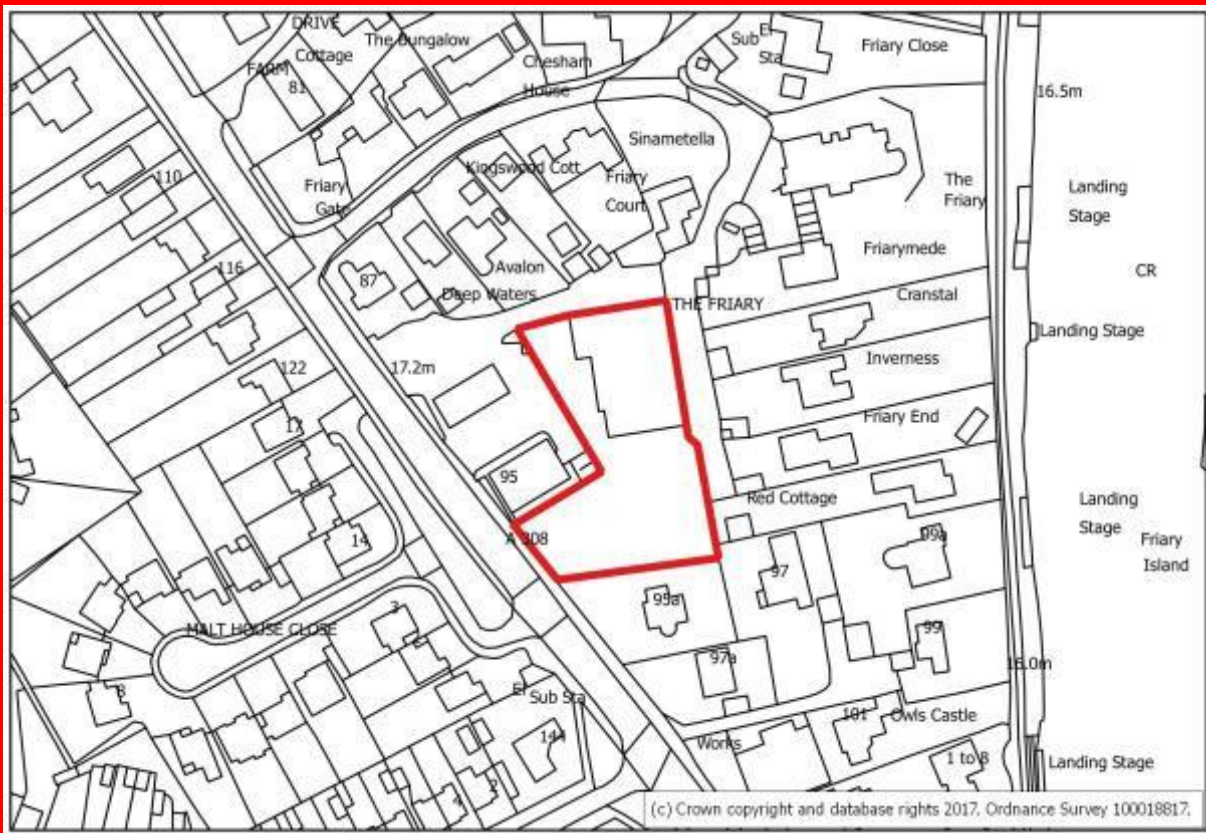
Map HA46 IMAGE DELETED

HA46: Straight Works, Old Windsor	
Allocation	<ul style="list-style-type: none"> Approximately 20 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 0.55Ha
Requirements	<ul style="list-style-type: none"> Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Retain valuable trees, where possible, at the site boundaries Designed to be of high quality which supports the character of the residential area Provide an appropriate solution for addressing the possible contamination of the site
Key considerations	<ul style="list-style-type: none"> Flood risk Access Impact on neighbouring properties Noise

Table HA46 Straight Works, Old Windsor

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA47: 95 Straight Road, Old Windsor



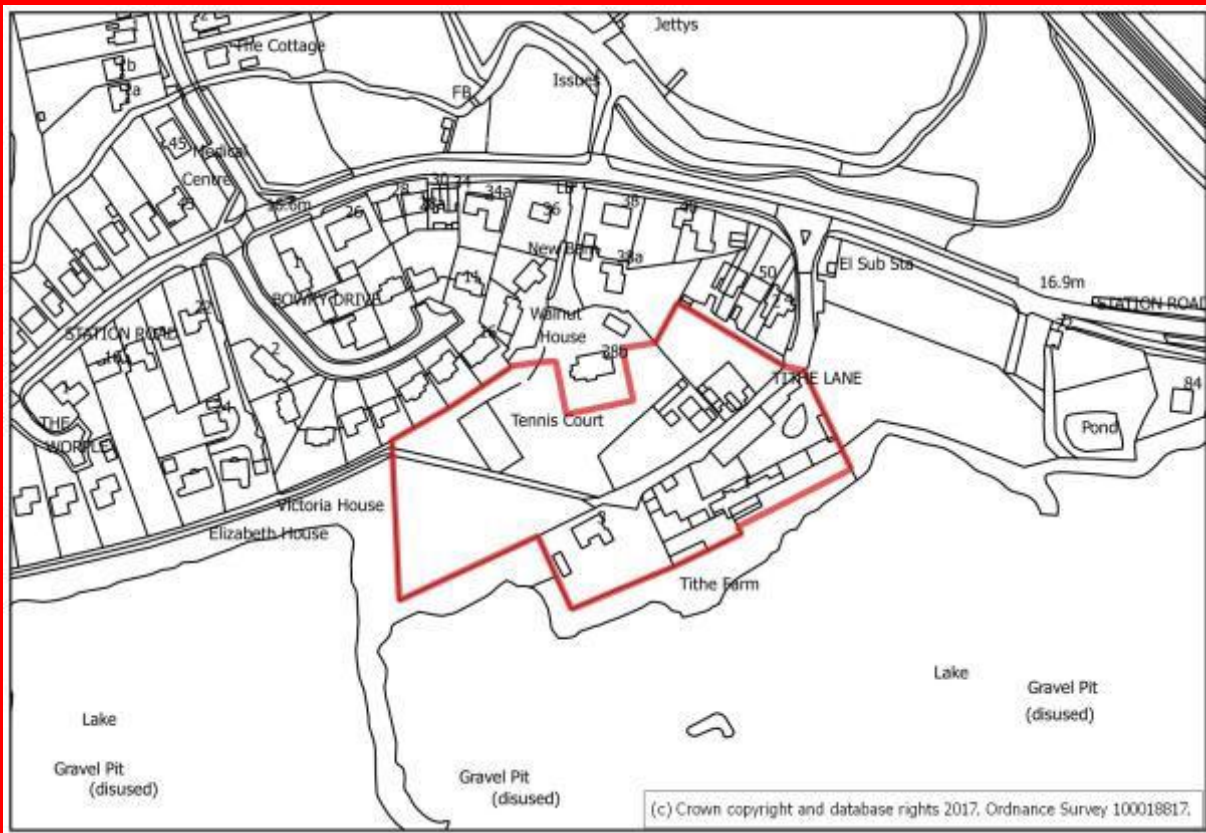
Map HA47 IMAGE DELETED

HA47: 95 Straight Road, Old Windsor	
Allocation	<ul style="list-style-type: none"> Approximately 11 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 0.25Ha
Requirements	<ul style="list-style-type: none"> Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Retain valuable trees, where possible, at the site boundaries Designed to be of high quality which supports the character of the residential area Provide an appropriate solution for addressing the possible contamination of the site
Key considerations	<ul style="list-style-type: none"> Flood risk Access Impact on neighbouring properties Noise

Table HA47 95 Straight Road, Old Windsor

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA48: Tithe Farm, Tithe Lane, Wraysbury



Map HA48 IMAGE DELETED

HA48: Tithe Farm, Tithe Lane, Wraysbury	
Allocation	<ul style="list-style-type: none"> Approximately 30 residential units on previously developed land
Site area	<ul style="list-style-type: none"> 1.73Ha
Requirements	<ul style="list-style-type: none"> Designed to be of a high quality which supports the character of the area Designed sensitively to conserve and enhance the setting of near by listed buildings Achieve flood risk betterment on site by moving/reducing the footprint of building, incorporating appropriate flood risk reduction measures and ensuring the Exceptions Test is met Appropriate edge treatment and transition to the countryside
Key considerations	<ul style="list-style-type: none"> Flooding Access Noise

Table HA48 Tithe Farm, Tithe Lane, Wraysbury

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA49: DTC Research, Belmont Road, Maidenhead



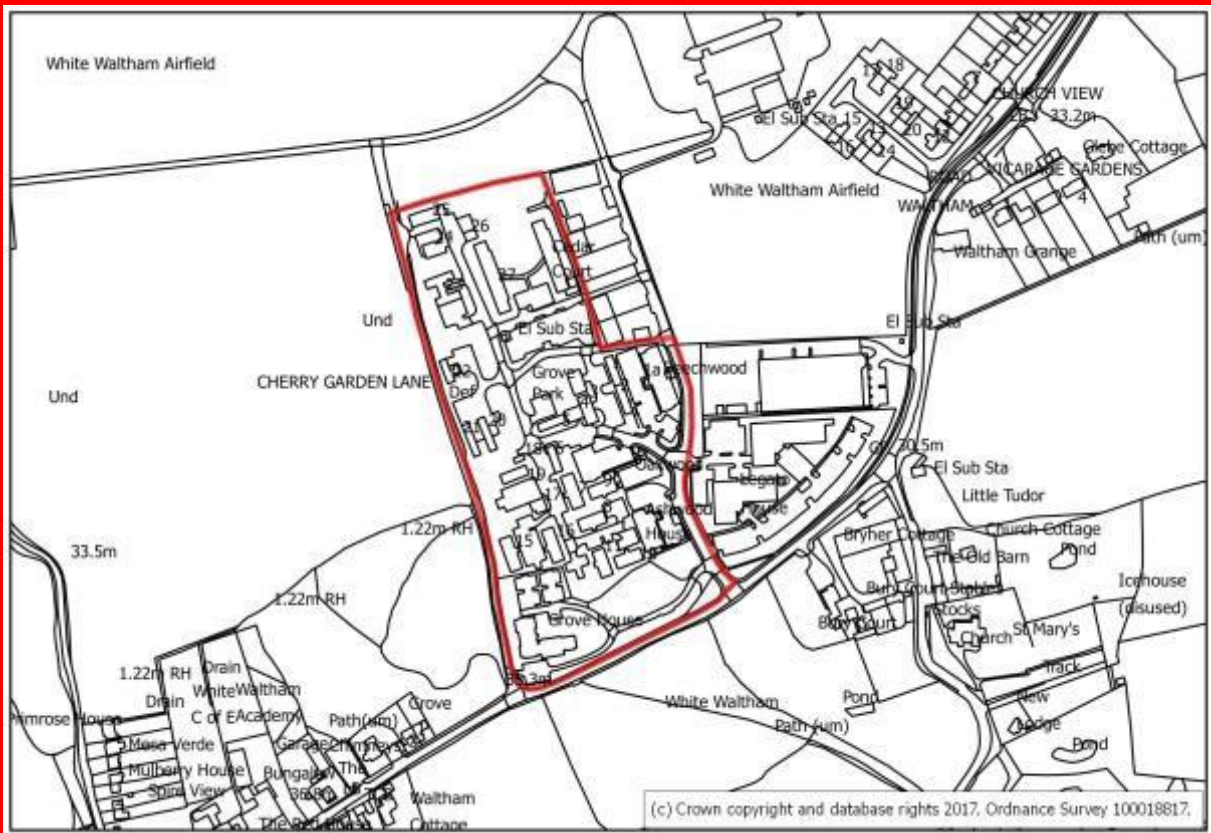
Map HA49 IMAGE DELETED

HA49: DTC Research, Belmont Road, Maidenhead	
Allocation	Approximately 31 residential units as part of a mixed use site on previously developed land
Site area	2.09Ha
Requirements	<p>Retain mature trees Appropriate landscaping between employment and residential uses Designed to be of a high quality which supports the character of the area</p> <ul style="list-style-type: none"> Designed sensitively to consider the privacy and amenity of neighbouring residential properties
Key considerations	<ul style="list-style-type: none"> Access Topography Mix of uses

Table HA49 DTC Research, Belmont Road, Maidenhead

Site Allocation Proformas [Formerly Appendix D]

[DELETED] HA50: Grove Business Park, White Waltham



Map HA50 IMAGE DELETED

HA50: Grove Business Park, White Waltham	
Allocation	<ul style="list-style-type: none"> Approximately 66 residential units as part of a mixed use site on previously developed land in the Green Belt
Site area	<ul style="list-style-type: none"> 7.89Ha
Requirements	<ul style="list-style-type: none"> Designed to be of a high quality which supports the character of the area Designed sensitively to consider the impact of long distance views Retain valuable trees and hedgerows where possible, particularly at site boundaries Appropriate treatment to boundaries with adjoining land uses
Key considerations	<ul style="list-style-type: none"> Biodiversity Design Landscaping

Table HA50 Grove Business Park, White Waltham