

Maidenhead Neighbourhood Plan: Basic Conditions Statement

Date: 29-Jul-2025

Plan Period: 2024 to 2039

Status: Submission version

Qualifying body: Maidenhead Neighbourhood Forum

Introduction

The scope of the Basic Conditions is defined by Government guidance in the extracts below:

<https://www.gov.uk/guidance/neighbourhood-planning--2#basic-conditions-for-neighbourhood-plan-to-referendum>

The basic conditions that a draft neighbourhood plan or Order must meet if it is to proceed to referendum

What are the basic conditions that a draft neighbourhood plan or Order must meet if it is to proceed to referendum?

Only a draft neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in [paragraph 8\(2\) of Schedule 4B to the Town and Country Planning Act 1990](#) as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. The basic conditions are:

- a. having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the order (or neighbourhood plan). Read more about [National policy and advice](#).
- b. having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order. This applies only to Orders. Read more about [Listed buildings and conservation areas](#).

<https://www.gov.uk/guidance/neighbourhood-planning--2#basic-conditions-for-neighbourhood-plan-to-referendum>

- c. having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order. This applies only to Orders. Read more about [Listed buildings and conservation areas](#).
- d. the making of the order (or neighbourhood plan) contributes to the achievement of sustainable development. Read more about [Sustainable development](#).
- e. the making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area). Read more about [General conformity with the strategic policies contained in the development plan](#).
- f. the making of the order (or neighbourhood plan) does not breach, and is otherwise compatible with, EU obligations. Read more about [EU obligations](#).
- g. prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or neighbourhood plan). Read more about [Other basic conditions](#).

Paragraph: 065 Reference ID: 41-065-20140306

Revision date: 06 03 2014

The Maidenhead Neighbourhood Plan does not include a Neighbourhood Development Order, so some parts of the guidance are not applicable.

Key statements

- The Maidenhead Neighbourhood Plan has been prepared and submitted to the Royal Borough of Windsor & Maidenhead (RBWM) by Maidenhead Neighbourhood Forum. Maidenhead Neighbourhood Forum is the qualifying body and is entitled to submit a Neighbourhood Plan for the Plan area.

Maidenhead Neighbourhood Plan

- The Neighbourhood Plan sets out policies that relate to development and the use of land within the neighbourhood area, which is shown in the plan. The Neighbourhood Area and Neighbourhood Forum were designated in December 2022.
- The Neighbourhood Plan does not relate to more than one neighbourhood area. There are no other adopted Neighbourhood Development Plans which cover the neighbourhood area.
- The Neighbourhood Plan covers the period 2024 to 2039
- The Neighbourhood Plan does not contain any policies which relate to excluded development as defined by section 61K of the Town & Country Planning Act 1990

CONTENTS

Introduction2

 Key statements 3

SECTION 1 – National and Local Policy6

SECTION 2. Contributing to Sustainable Development.....25

 2.1 Economic, Social and Environmental 25

SECTION 3. Compatibility with EU obligations.....26

 3.1 Environmental Assessment and Habitat Regulations Assessment 26

 3.2 Human rights requirements..... 26

SECTION 4. Reference Documents.....27

APPENDIX 1. Environmental Assessment and Habitat Regulations Assessment Screening Report27

SECTION 1 – National and Local Policy

In this section, each policy in the Neighbourhood plan is checked both for alignment with National policy in the NPPF [4], and for general conformity with the local development plan, in this case the Borough Local Plan (BLP) [5].

Policy	Title	Overview	NPPF alignment	BLP alignment
DE-1	Design principles - Town centre	The policy aims to ensure that new buildings are appropriate to the location in Maidenhead Town Centre, and to provide guidance on where taller buildings are acceptable.	The policy aligns with Section 12 of the NPPF (Design), which begins: <i>“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.”</i> The subsequent paragraph (para 132) then refers specifically to the role of neighbourhood plans.	The policies have been developed with regard to the BLP paragraphs 5.1.7 and 5.1.8 which refer to Maidenhead’s rail links and location on the Elizabeth line, and with regard to Policies SP1, QP1a, QP3 and QP3a on Spatial Strategy, Maidenhead Town Centre, Character and Design and Building height respectively. Policy QP3a refers to a Building Height and Tall Buildings SPD which is now adopted. Section 6 of this document covers Maidenhead, and proposed MNP Policy DE-1 largely follows it. As such, there are no concerns regarding impacts to the BLP’s housing supply trajectory and, in turn, the ability of the Borough to deliver on the committed housing requirement (Policy HO1). No significant concerns were raised through consultation.

Policy	Title	Overview	NPPF alignment	BLP alignment
DE-2	Design principles – Character Areas	We have prepared a Design Code for the MNP area that defines character areas, specifies the key characteristics of each area and sets out design guidance and codes. The policy aims to ensure that development proposals demonstrate full regard to the key characteristics of the relevant character area(s) and follow the design guidance / codes. The policy also includes a criterion specifically on development proposals for the erection of new dwellings in residential gardens.	<i>“To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with [guidance] and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places... Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety... [They] can be prepared at an area-wide, neighbourhood or site... scale...”</i> The NPPF also refers to the importance of community engagement when preparing a Design Code, and this has been a focus.	BLP Policy QP3 covers character and design of new developments in general terms. Also, the context is that in 2010 a Townscape Assessment was carried out by RBWM, which we now seek to supplement by publishing and drawing upon a Design Code for the MNP area. The Design Code amends character areas to a modest extent. Aligning with the Design Code should not have any implications for development viability and so there are no concerns regarding impacts to the BLP’s housing supply trajectory and, in turn, the ability of the Borough to deliver on the committed housing requirement (Policy HO1). Equally, the policy criterion on ‘garden grabbing’ is not expected to have significant implications for windfall development in the plan area. No significant concerns were raised through consultation.

Policy	Title	Overview	NPPF alignment	BLP alignment
DE-3	Liveable buildings	The policy aims to ensure that development delivers sufficient internal space and private amenity space. Four of the five criteria cover residential development whilst the final criterion covers specialist residential accommodation.	The policy again aligns with Section 12 of the NPPF (Design). In particular, from paras 135 refers to development accommodating “public space” and also ensuring that development creates “places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.” A footnote to para 135 states: “Planning policies for housing should make use of the Government’s optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified.”	The BLP is silent on internal space standards and on private amenity space standards, hence there is ‘space’ for a MNP policy. Section 8 of the Borough Wide Design Guide SPD covers amenity, and the policies have been developed with regard to it. In practice it is very common practice for local policies to specify that development should come forward with the Governments ‘optional technical standards’ and so there are no concerns regarding implications for housing delivery (i.e. supply to deliver on the BLP requirement). No significant concerns were raised through consultation.

Policy	Title	Overview	NPPF alignment	BLP alignment
HO-1	Affordable Housing	The policy aims to provide sufficient affordable housing, i.e. housing to meet the needs of eligible households whose needs are not met by the market and also aims to ensure a suitable mix of affordable housing, including in terms of tenure.	Affordable housing tenures are defined in the NPPF glossary and then affordable housing is a focus of numerous paragraphs within Section 5 (Delivering a sufficient supply of homes). Amongst other things, paragraph 63 explains: <i>“... the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to... build their own homes.”</i>	The policies have been developed with regard to the BLP paragraphs 7.7.1 to 7.7.13 and Policy HO3 on Affordable Housing. Policy HO3 states that there will be a minimum requirement of 30% affordable on qualifying sites. MNP Policy HO-1 adds local specificity with reference to a new Maidenhead-specific Housing Needs Assessment (HNA, 2024). Affordable housing requirements can have significant implications for development viability and, in turn, housing delivery (i.e. supply to deliver on the BLP requirement). However, there is clear ‘space’ for neighbourhood plans to set locally specific affordable housing requirements drawing upon detailed and up-to-date evidence and, in practice, no significant concerns were raised through consultation.

Policy	Title	Overview	NPPF alignment	BLP alignment
HO-2	Market Housing mix	The policy aims to ensure that planning policies and decisions deliver a balanced housing stock that reflects the diversity of households. A key focus is on 3 and 4 bedroom properties as there is a greater requirement for family dwellings. The policy is informed by a Maidenhead-specific Housing Need Assessment (HNA, 2024).	Within Section 5 (Delivering a sufficient supply of homes) the first paragraph explains: <i>“The overall aim should be to meet an area’s identified housing need, including with an appropriate mix of housing types for the local community.”</i>	The policies have been developed with regard to the BLP paras 7.5.1 to 7.5.4 and Policy HO2 on Housing Mix and Type. BLP Policy HO2 states that the provision of new homes should have regard to providing an appropriate mix of dwelling types and sizes, reflecting the evidence set out in the Berkshire Strategic Housing Market Assessment (SHMA) 2016 or its successors. It is however largely silent on how housing mix is achieved, including on allocated sites. As the Berkshire SHMA dates from 2016 and covers a wider area, a new local HNA was prepared. Housing mix requirements can have significant implications for development viability and, in turn, housing delivery (i.e. supply to deliver on the BLP requirement). However, there is clear ‘space’ for neighbourhood plans to set locally specific requirements drawing upon detailed and up-to-date evidence. A concern was raised through the consultation and the policy adjusted to address this concern.

Policy	Title	Overview	NPPF alignment	BLP alignment
GA-1	Sustainable transport routes	The policy aims to deliver a safe, direct, convenient, coherent and connected cycling, walking and bus route network allowing sustainable local journeys. Although the provision and operation of affordable, practical and convenient public transport services does not itself form part of the borough's Development Plan, development can be planned to allow best use of the available network. By identifying priority transport routes, hubs etc these can then be a focus of investment. In turn, this understanding can inform negotiations with planning applicants and potentially selection of sites for allocation / spatial strategy moving forward.	Section 9 of the NPPF (Promoting sustainable transport) begins by encouraging "using a vision-led approach to identify transport solutions." Amongst other things, Section 9 of the NPPF supports: "realising opportunities from existing or proposed transport infrastructure... for example in relation to the scale, location or density of development that can be accommodated." "identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development." "provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)."	The policies and map have been developed with regard to: the RBWM Public Rights of Way Management and Improvement Plan; the RBWM Local Cycling and Walking Infrastructure Plan; and BLP Policies IF2 and IF3. Provision for cycling and walking in and around Maidenhead has to date been rather patchy and disconnected, resulting in over-reliance on powered transport and discouraging the use of alternatives. The policy aims to ensure that cycling and walking provision is an integral part of the design of new development, resulting in a significant and coherent improvement over time. There are not thought to be any significant implications for housing delivery; indeed, the policy may assist with bringing forward applications and agreeing S106 contributions.

Policy	Title	Overview	NPPF alignment	BLP alignment
GA-2	Parking and cycle storage	The policy aims to ensure that each new development fully self provides for its own parking and cycle storage needs. The policy specifies “expected” parking per dwelling for residential sites in the town centre and outside of the town centre (as opposed to “maximum” or “minimum” parking). Amongst other things, the expectation is that 1 bedroom dwellings in the town centre will 0.5 parking spaces (i.e. one space for every two homes) and 2 bedroom dwellings in the town centre will deliver 1 parking space.	Paras 112 and 113 of the NPPF deal with parking, explaining: <i>“If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</i> <i>Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres... In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”</i>	BLP paragraph 14.6.3 on Car parking and Policy IF2 both anticipate that locally specific parking standards may be included in Neighbourhood plans. Paragraph 14.6.3 also refers to a Supplementary Planning Document, but this is not yet available. BLP Policy SP2 on Sustainability and Placemaking also specifies that larger developments in particular will be expected to contribute to the provision of transport infrastructure. It is recognised that car parking requirements are an important factor with a bearing on deliverability of challenging sites in the town centre; however, the policy is considered to be strongly evidenced. There was discussion with the Local Planning Authority following the consultation and updates were made to avoid affecting deliverability.

Policy	Title	Overview	NPPF alignment	BLP alignment
GA-3	Public Transport Interchange	The policy aims to achieve safe, convenient and well-informed interchange between each mode of public transport.	Supporting public transport interchanges is a clear national priority, as part of the overall vision-led approach, as discussed above.	The Neighbourhood Plan focuses on expanding on the principles in BLP policy IF2 and site AL7 by ensuring that providing access to and convenient interchanges between different public transport services/modes are considered. There are implications for delivery of Site AL7, but the policy is considered to be evidenced and justified.

Policy	Title	Overview	NPPF alignment	BLP alignment
CL-1	Carbon emissions	The policy aims to ensure that development proposals do not add to operational carbon emissions, which would make the national target of net zero greenhouse gas emissions by 2050 harder to meet.	NPPF Section 14 sets out clear ambition in respect of climate change mitigation. For example, the opening paragraph explains a need to: <i>“should... shape places in ways that contribute to radical reductions in greenhouse gas emissions.”</i>	BLP Policy SP2 sets out very high level policy in respect of climate change mitigation, hence there is clear space for added detail through the MNP, subject to development viability considerations. This is in the context of many local plans nationally seeking to set local policy requiring net zero development or otherwise require achievement of emissions standards beyond those required as default under the Building Regulations. There is also the context of the March 2021 RBWM Position Statement on Sustainability and Energy Efficient Design, with the MNP proposed approach in line with what was proposed by the Position Statement in 2021.

Policy	Title	Overview	NPPF alignment	BLP alignment
BH-1	Buildings in Conservation Areas	The policy aims to ensure that existing and new buildings in a Conservation Area contribute positively to its character and appearance. A key aim is to draw attention to bringing forward development proposals in accordance with key characteristics described Conservation Area Appraisals.	The policy fully aligns with NPPF Section 16 (Conserving and enhancing the historic environment).	The policies have been developed with regard to the BLP paragraph 11.2.5 and Policy HE1. These references are silent on some common features that help define the character of Conservation areas, but such features are often a relevant concern when determining a planning application. They are therefore appropriate to be addressed in a Neighbourhood Plan.

Policy	Title	Overview	NPPF alignment	BLP alignment
BH-2	Gardens, open spaces, street pattern and parking in Conservation Areas	The policy aims to ensure that developments in a Conservation Area retain the contributions to its character and appearance from trees, soft landscaping, street pattern, views and open spaces.	The policy fully aligns with NPPF Section 16 (Conserving and enhancing the historic environment).	The policies have been developed with regard to the BLP paragraph 11.2.5 and Policy HE1. These references are silent on some common features that help define the character of Conservation areas, but such features are often a relevant concern when determining a planning application. They are therefore appropriate to be addressed in a Neighbourhood Plan.

Policy	Title	Overview	NPPF alignment	BLP alignment
BH-3	Setting of Heritage Assets	The policy aims to ensure that Heritage assets such as Conservation Areas and Listed buildings maintain their significance and character, and are not degraded or adversely affected by development within their setting. Heritage assets include Conservation Areas, Listed Buildings and non-designated heritage assets identified on the local list in appendix 4.	The policy fully aligns with NPPF Section 16 (Conserving and enhancing the historic environment).	The policies have been developed with regard to the BLP Policy HE1. There is clear space to add detail drawing upon established good practice, including as set out in Historic England's Good Practice Advice.

Policy	Title	Overview	NPPF alignment	BLP alignment
BH-4	Local List of Non-designated Heritage Assets	Locally listed heritage assets are classified as non-designated, but which have met criteria for being included on a Local Heritage List. The policy aims to ensure that locally listed non-designated heritage assets and views maintain their significance, character and value for the enjoyment and enrichment of residents and visitors.	The policy fully aligns with NPPF Section 16 (Conserving and enhancing the historic environment).	The BLP states that non-designated heritage assets may be discovered through a number of different processes, including the making of neighbourhood plans. The Local Heritage List of assets was compiled following extensive public consultation.

Policy	Title	Overview	NPPF alignment	BLP alignment
BI-1	Green and Blue Infrastructure	The policy aims to ensure that existing green and blue corridors are maintained and enhanced, and able to connect wildlife habitats together allowing movement of species. Where such corridors are also public footpaths or cycle paths, to allow their continued use as a pleasant alternative to roadside pathways.	The NPPF is clear that: <i>“Plans should... take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure.”</i>	The policies have been developed with regard to the BLP paragraphs 6.4.6, 6.10.1, 6.10.2, 6.10.3, 12.4.2, 12.4.3 and 12.6.1 to 12.6.3, and with regard to policies NR2, NR3, QP2 and IF5 on Nature Conservation and Biodiversity, on Trees, Woodlands and Hedgerows, on Green and Blue Infrastructure and on Rights of Way and Access to the Countryside respectively. Paragraphs 12.6.2 and 12.6.3 of the BLP refer to trees, woodlands and hedgerows, but are silent on how such corridors are to be identified or taken into account when determining a planning application. Paragraph 12.4.3 of the BLP states that development proposals should contribute to the creation and enhancement of green corridors and networks and suggests that this could encompass features such as grass verges, hedgerows, woodland and parks. The policies also have regard to the ‘recommended next steps’ in the 2019 RBWM Green and Blue Infrastructure Study.

Policy	Title	Overview	NPPF alignment	BLP alignment
BI-2	Sustainable Drainage Systems (SuDS)	The policy aims to ensure that new developments and improvements to existing ones include Sustainable Urban Drainage Systems (SuDS) that benefit wildlife and help to alleviate flood risks.	NPPF para 164 states that: <i>“New development should be planned for in ways that... avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems.”</i>	Policy NR1 of the BLP refers to sustainable urban drainage systems but does not detail the design standards required when determining a planning application. Policy QP2 also suggests that Sustainable Drainage Systems (SuDS) could be included in development proposals as a way of providing blue infrastructure. The RBWM Sustainability SPD (2024) does give detailed guidance on how proposals can demonstrate they have implemented SuDS, and also suggests a range of SuDS measures that can be incorporated such as green roofs, permeable paving, rain gardens, swales, retention ponds and attenuation tanks.

Policy	Title	Overview	NPPF alignment	BLP alignment
BI-3	Biodiversity Net Gain	The policy aims to ensure that opportunities for biodiversity and habitat creation, retention and improvement are sought and realised as part of development schemes. The policy aims to clarify national requirements in respect of achieving biodiversity net gain, and to identify specific protection/enhancement priorities tailored to the local context.	Section 15 of the NPPF deals with “conserving and enhancing the natural environment” and within this the opening paragraph refers to <i>“minimising impacts on and providing net gains for biodiversity”</i>	The policies have been developed with regard to the BLP paragraph 12.4.1 and Policy NR2, which relate to nature conservation and the role planning can play in protecting and enhancing biodiversity. They have also been developed in regard to Monitoring Indicator 9, which requires that all developments are to result in a biodiversity net gain of at least 10% in line with national legislation. The policy has also been developed with regard to the RBWM Sustainability Supplementary Planning Document, particularly section 6.2.1 on Biodiversity Net Gain.

Policy	Title	Overview	NPPF alignment	BLP alignment
BI-4	Urban Greening	The policy aims to realise particular opportunities specific to the town centre. Given limited space there is a clear need to ensure that biodiversity focused measures are well-targeted.	Section 15 of the NPPF deals with “conserving and enhancing the natural environment” and within this the opening paragraph refers to <i>“incorporating features which support priority or threatened species such as swifts, bats and hedgehogs.”</i>	The policies have been developed with regard to the BLP paragraphs 6.10.2 and 6.10.3, which relate to the importance of green and blue infrastructure networks. Section 3 of the Borough’s Green and Blue Infrastructure Study (2019), defines green roofs and walls as urban greening approaches to providing green infrastructure. The policy follows the principles in NPPF paragraph 20 d), which references conservation and enhancement of the natural environment, including green infrastructure. Section 4.3.2 of the RBWM Sustainability SPD [6] which relates to the provision of green roofs to mitigate heat gain, has also been referenced in the policies.

Policy	Title	Overview	NPPF alignment	BLP alignment
SS-1	Maidenhead Waterway Corridor	The policy aims to ensure that the Maidenhead Waterway Corridor fulfils its potential in all its key roles, as an accessible public amenity asset, a wildlife habitat and a sustainable transport route. The Maidenhead Waterway corridor that runs through the town centre and Neighbourhood Plan area deserves special consideration in planning terms, because it serves a number of purposes simultaneously.	The Policy follows the principles in NPPF paragraphs 96, 97, 104, 108, 110, 180 and 185.	The Policy has been developed with regard to the 2009 Maidenhead Waterways Framework, the RBWM Public Rights of Way Management and Improvement Plan, the RBWM Local Cycling and Walking Infrastructure Plan and to BLP Policies NR1 and IF5. The BLP proposes many more new households in the town centre, almost all flats, and with no existing alternative areas of public open space inside the town centre ring road, the importance of the waterway as an accessible public amenity and green Public Open Space for the future has increased accordingly.

Policy	Title	Overview	NPPF alignment	BLP alignment
SS-2	Local Green Spaces	The policy designates Local Greenspaces, which is a local level designation encouraged by the NPPF, under which there is a level of protection equivalent to Green Belt.	The NPPF explains: <i>“The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services...</i> <i>The Local Green Space designation should only be used where the green space is: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land.”</i>	The Policy has been developed with regard to the BLP paragraphs 14.8.2 and 14.10.2 to 14.10.5 and Policy IF4 on Open Space. The policy has also been developed with regard to BLP Policy QP5 on Rural Aras and Green Belt, BLP paragraphs 6.10.1 to 6.10.3 and Policy IF3 on Local Green Space, and to BLP paragraphs 12.4.1 to 12.4.6, 12.6.1 to 12.6.7 and Policies NR2 and NR3 on Nature Conservation and Biodiversity and on Trees, Woodlands and Hedgerows respectively. The BLP does not designate any Local Green Space in the plan area, hence there is a clear role for the MNP. No concerns have been raised regarding any of the proposed Local Green Spaces, e.g. in terms of sterilising land that might alternatively be considered for development.

SECTION 2. Contributing to Sustainable Development

2.1 Economic, Social and Environmental

- Economic: The policies in the Neighbourhood Plan support delivery of homes, do not change the available employment land, and consider carefully the range of methods of travel to work.
- Social: The policies in the Neighbourhood Plan consider the social benefits and potential trade-offs, and aim to provide a good standard of amenity and recreation for the town's residents, while supporting delivery of homes. Healthy and safe travel, and retention of Heritage are also considered.
- Environmental: Design requirements for delivery of sustainable homes, sustainable travel, and increase of Biodiversity have been carefully considered and evidenced.

SECTION 3. Compatibility with EU obligations

3.1 Environmental Assessment and Habitat Regulations Assessment

An Environmental Assessment and Habitat Regulations Assessment Screening was carried out the Local Planning Authority, based on the policies and content of the Neighbourhood plan.

The assessment is included here as Appendix 1, and concludes that the Maidenhead Neighbourhood Plan is unlikely to have significant environmental effects. It also concludes that the Maidenhead Neighbourhood Plan does not itself need to be subject to SEA.

3.2 Human rights requirements

The Plan has regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights.

SECTION 4. Reference Documents

[1] Maidenhead Neighbourhood Plan Part 1, July 2025.

[2] Maidenhead Neighbourhood Plan Part 2 Evidence Base, July 2025

[3] Maidenhead Neighbourhood Plan Consultation Statement, July 2025

[4] National Planning Policy Framework (NPPF), December 2024

[5] RBWM Borough Local Plan (BLP), February 2022

[6] RBWM Sustainability SPD, 2024

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