

Maidenhead Neighbourhood Plan: Part 1

Date of draft: 18-Aug-2019

Plan Period: (Add Day month) 2019 to 2031.

Status: **Pre- Submission Consultation DRAFT**

Qualifying body: Add formal name of qualifying body

WORKING DRAFT NOT FOR PUBLICATION

FOREWORD

The opportunity to produce Neighbourhood Plans arises from the devolution of powers to councils and communities under the Government's 2011 Localism Act. Unlike borough-wide Local Plans, Neighbourhood Plans are optional but where developed and adopted they will have equal weight in planning decisions alongside the Borough Local Plan and other council developed policies. Inspectors will also be required to take into account adopted Neighbourhood Plans when deciding on appeals against planning refusals.

To encourage development and housing growth, national planning policy requires a default assumption of consent, unless a planning application can be shown to conflict with established national or locally adopted policies. Adopting a Neighbourhood Plan will provide Maidenhead with an important additional layer of policy to shape and encourage high quality development that aids regeneration, increases housing supply and community amenities.

RBWM's Borough Local Plan is presently being renewed and updated. It sets out a number of high level policies and plans that include major growth for Maidenhead, with approximately 70% of overall borough growth targeted at our town. Over the period to 2033, Maidenhead's population is forecast to increase by more than 40%, requiring substantial improvements to the town's infrastructure, while increasing its scale and vitality. The existing Area Action Plan is already well underway and aims to deliver a town centre that we can be proud of. Further growth in the town centre and across Maidenhead under the new Local Plan will bring many pressures and new challenges, but also brings with it the opportunity to address and overcome existing shortcomings, so that the overall town is balanced, functions well and remains a great place for families to live and work in.

Neighbourhood Plans cannot overturn adopted Borough Local Plans and must broadly support them, but this is our chance to influence the detail of how Maidenhead develops over the next 10-15 years. The Maidenhead Neighbourhood Plan will help shape the long term character of our town, its community and provide the facilities and infrastructure needed to support it as we grow.

Best regards,

xx

Chair of the Maidenhead Neighbourhood Plan Group

For more information on Neighbourhood Plans, please visit the [Royal Borough of Windsor & Maidenhead website pages on Neighbourhood Planning.](#)

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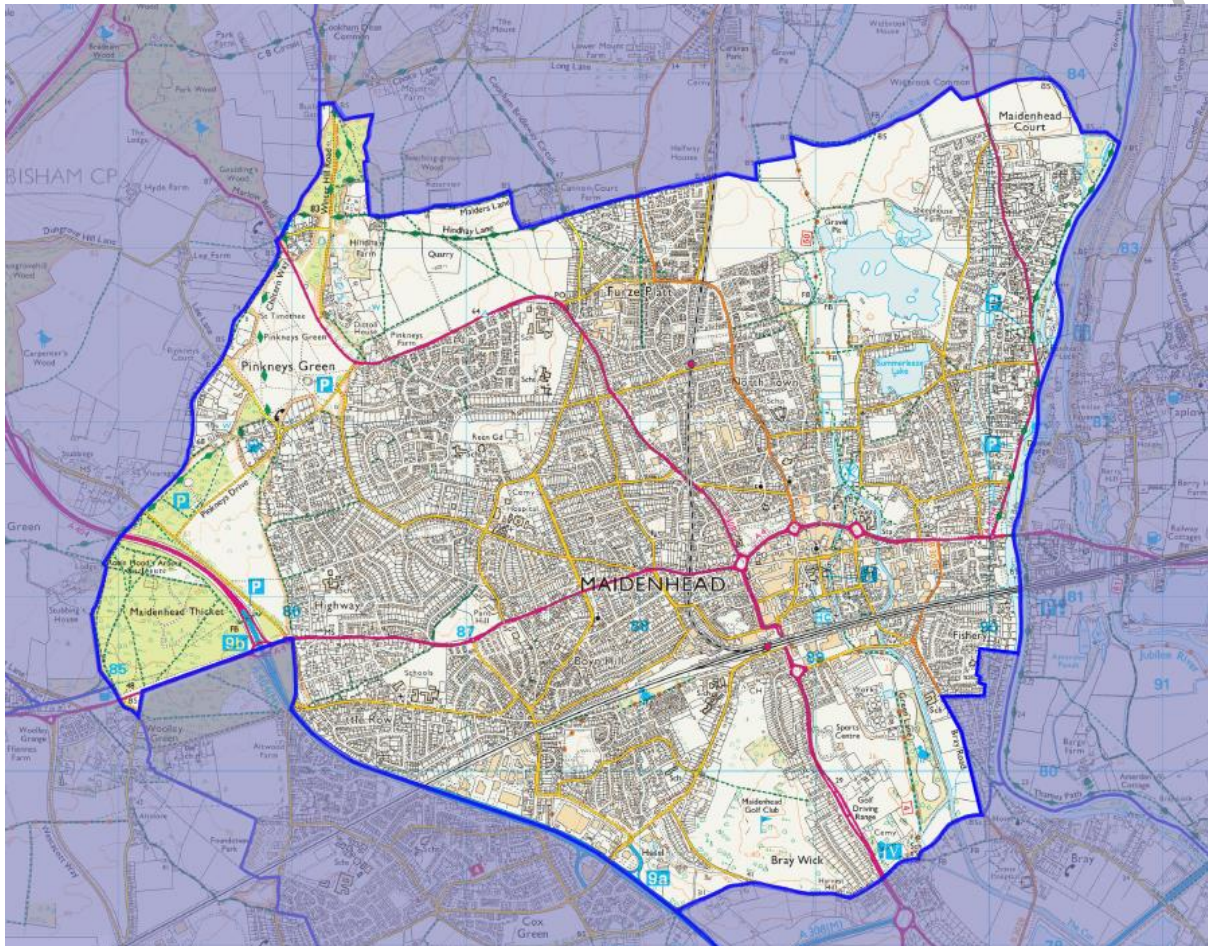
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SECTION 1 – INTRODUCTION TO MAIDENHEAD AND COX GREEN NEIGHBOURHOOD PLAN

1.1 Introduction

The Maidenhead Neighbourhood Plan Area

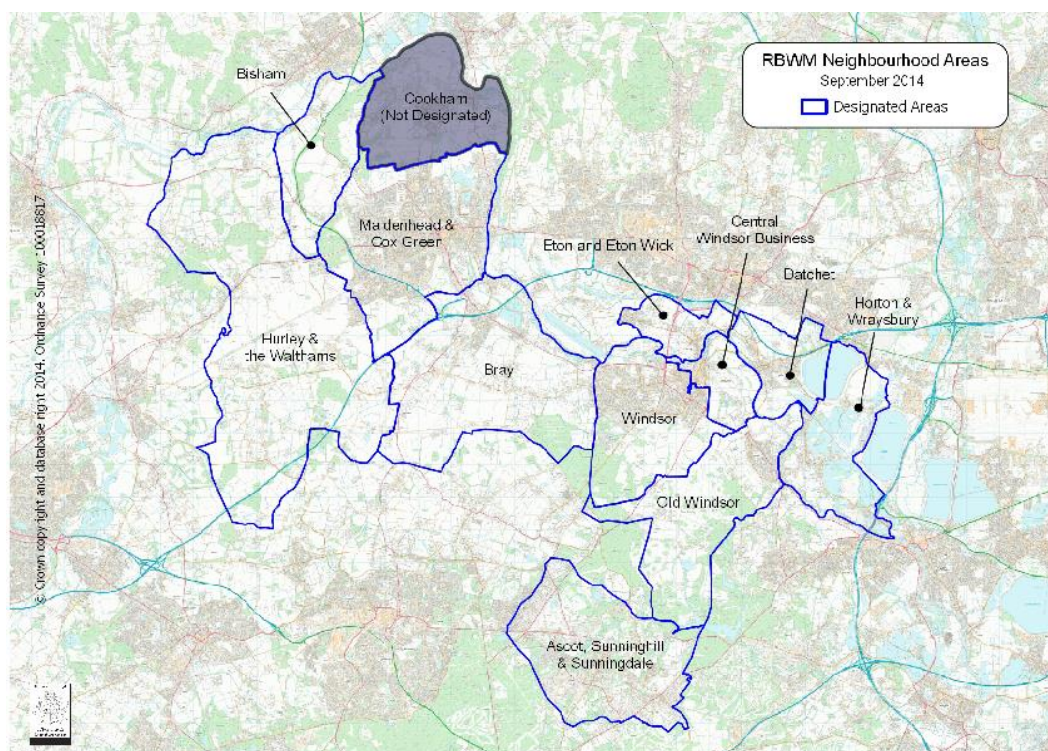


Map 1.1-1 Maidenhead Neighbourhood Plan area

The Maidenhead Neighbourhood Plan area consists of the 6 wards of Belmont, Boyn Hill, Furze Platt, Oldfield (which includes the town centre), Pinkneys Green and Riverside.

Adjoining Neighbourhood Plan Areas

Most parts of the Royal Borough are progressing Neighbourhood Plans, each at different stages. The currently designated NP areas are shown on Map 1.1-2.



Map 1.1-2 Other surrounding RBWM designated Neighbourhood Plan areas

Editor's note: Update Map 1.1-2 to show Cox Green as separate and to change Bray boundary.

1.2 Infrastructure and Developer Contributions

Editor's note: Useful and relevant text, but not yet clear where it fits

A high level Borough Infrastructure Delivery Plan [Part 2, 2.10] is currently being developed by RBWM to support the Borough Local Plan. With the majority of growth targeted at Maidenhead, major infrastructure spend in and around Maidenhead will also be required.

Until recently most infrastructure improvements in the Royal Borough have been funded by a combination of Government grants and developer contributions, the latter enforced via S106 agreements negotiated under the Town and Country Planning Acts. Larger infrastructure developments (e.g. a whole school) were funded by pooling S106 obligations across a number of developments (e.g. housing) that collectively drive the need. RBWM adopted a new system in September 2016 called the Community Infrastructure Levy (CIL), whereby developers must now contribute towards infrastructure funding on a £ per square metre basis, according to the type and location of developments. S106 agreements will continue in some cases, to address site specific needs, but pooling of S106 funding for larger infrastructure projects is now restricted.

Decisions on infrastructure spending are currently decided wholly at RBWM level, with the priorities, locations and targeted improvement projects decided by councillors and officers. Once a Neighbourhood Plan is in place for a designated area, then the community itself will have the deciding

view on how 25% of all CIL collected from developments in their area will be spent. If a Neighbourhood Plan is not agreed and adopted for Maidenhead then the current process for deciding on infrastructure spending will continue.

1.3 The Pre-Submission Plan and the Neighbourhood Plan process

1.3.1 xxx

1.3.2 xxx

1.4 Neighbourhood Plan Context.

1.4.1 xxx

1.4.2 xxx

What the Neighbourhood Plan can and can't do

The Neighbourhood Plan should be compatible with higher level planning policy such as the NPPF [Part 2, 1.1] and the BLP [Part 2, 2.1]. Each policy therefore contains a paragraph on planning policy context. As the BLP aims to meet the housing target and employment land need, the Neighbourhood Plan does not allocate any additional sites for development.

The Neighbourhood Plan can include policies that influence the type of development on the allocated sites, and policies about redevelopment of existing sites. It should not for example aim to prevent development on sites identified in the BLP, but it can designate local green spaces and identify corridors which connect them.

Larger infrastructure projects such as roads, public transport, the provision of public services, Education and major land use decisions defined as “strategic” are outside the scope of a Neighbourhood Plan and should be addressed by the Infrastructure Delivery Plan [Part 2, 2.10] which forms part of the BLP. More local transport needs such as cycle routes and footpaths are within scope.

The plan does not itself initiate ideas for infrastructure or development, rather it contains a set of policies which guide proposals, and against which proposals can be assessed.

1.5 How we developed the plan

Evidence base

The evidence base material is covered by the Reference documents in Part 2 and in Part 3, the Evidence base itself. The extent and nature of the evidence base depends on the topic and its associated policies. Where raw data is collated or interpreted to inform the policies, the method and reasoning is shown in Part 3 under an appropriate heading, and the policy’s “Reasoned Justification” paragraph will refer to it. **Editor’s note: Check that this is done**

Topic research

Initial work on the Neighbourhood Plan identified 5 topics, separately researched by working groups. The working groups were on Design, Town Centre, Development, Green and Blue Infrastructure, and Community Infrastructure.

Maidenhead Neighbourhood Plan.

As the policies emerged it became evident that many policies were relevant to more than one topic group. The groups were therefore merged to work jointly on the policies, which were then re-grouped to make a coherent Neighbourhood Plan.

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SECTION 2. ABOUT THE MAIDENHEAD AREA

2.1 Overview of the town and the issues

Editor's note: Check and update the statistics now that Cox Green is excluded Lying in the western part of the affluent Royal Borough of Windsor and Maidenhead (RBWM), the town of Maidenhead is home to 55,000 in 22,000 households according to the 2011 Census [Part 3, 1.7]. It enjoys an attractive Thames Valley setting - close to, but separate from both London and nearby large towns such as Slough and Reading - with a lovely Thames riverside area on its eastern edge and many nearby areas of publicly accessible National Trust land. In common with the rest of the Royal Borough, Maidenhead is surrounded by Green Belt. Demand for housing is high, but development is constrained by the Green Belt, flood plain and Crown land, adding to pressure to reuse brown-field sites and allow taller buildings.

The town has a large skilled workforce including London commuters, many professions and trades, with 38% of residents qualified to Degree level or above - much higher than the regional or national average. Many large corporations count Maidenhead as their home - including Adobe, Johnson and Johnson, Maersk, Sanofi Pasteur, SITA, Three ('3') and Blackberry. With a focus on IT and pharmaceuticals, their offices are often based in Maidenhead's business parks, but increasingly also in the town centre where they help to boost trade.

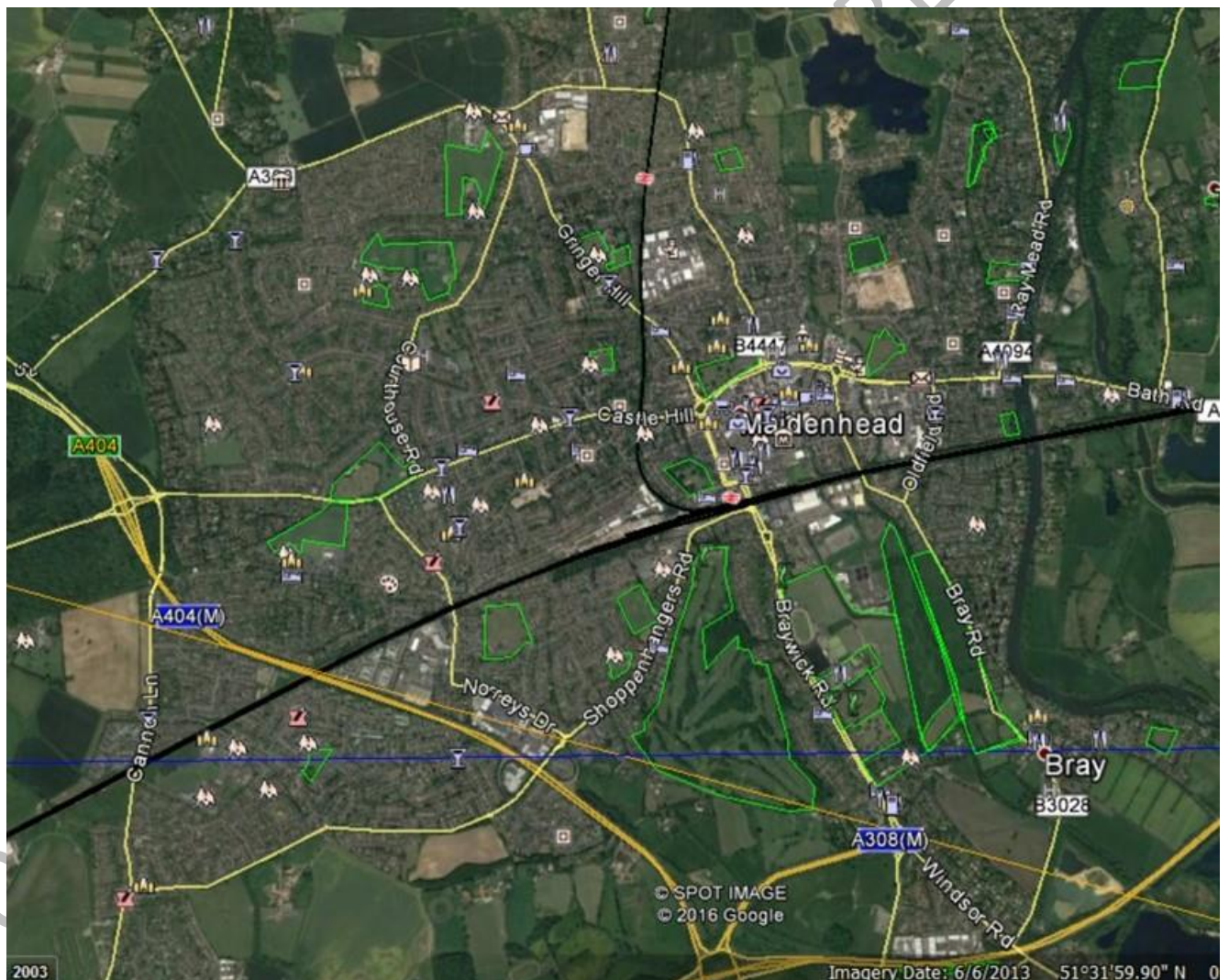
Average incomes, home and car ownership are all higher than the national average, with housing 70% Owned/Part Owned on average and 1.4 vehicles per household according to the 2011 Census [Part 3, 1.7]. The housing mix spans the entire range: bed sits and apartments of all sizes varying from modest to luxury penthouse suites in the riverside areas (24%); terraced houses (17%); semi-detached family homes with gardens (27%); and medium and larger detached houses including some large riverside dwellings (32%). Many residential roads are tree lined and most houses have gardens, adding to the verdant appearance of the town.

Notwithstanding its overall wealth, Maidenhead is by no means uniformly affluent, with 2011 census data [Part 3, 1.7] showing up to 33% of the town centre population having 2 or more Dimensions of Deprivation, compared with a town wide average of 16% and South East England at 20%. Social rented housing is unevenly spread, with a notable concentration in the town centre – up to 43% of households in Sub Area 005H (Town Centre NE), compared with 14% for Maidenhead as a whole and 13% for the Royal Borough.

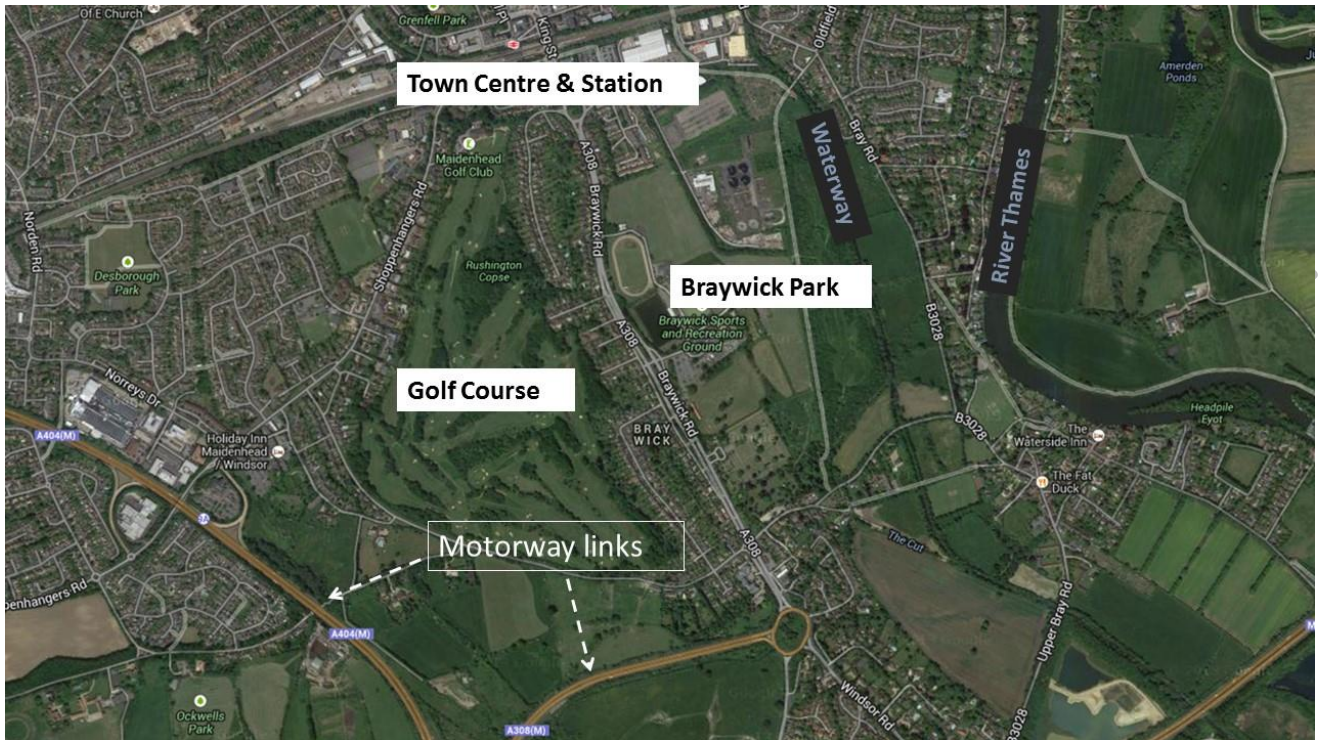
Outstanding connectivity (road, rail, etc.) make Maidenhead an attractive location for major businesses, while its Thames Valley setting, the variety of housing and a good range of public and private schools all add to its attraction as a place to live. Property prices are high by national standards and among the highest outside Greater London. Maidenhead grew by 10.4% between the 2001 and the 2011 Census and is expected to be the main area of growth within the Royal Borough in the updated Borough Local Plan. The arrival of Crossrail/Elizabeth Line in 2019 will further increase Maidenhead's appeal for business and as a place to live.

The town is surrounded by Green Belt and bounded to the east by the River Thames, to the south and west by the M4 and A404M motorway network and to the northwest by National Trust land at Pinkneys Green. The Great Western Railway main line to/from Paddington runs east-west through the centre of town and has recently been electrified in conjunction with the new Crossrail/Elizabeth Line service to central London and beyond.

Outside of the town centre, the MNP area comprises largely Inter War and Post War suburbs of 2 or 3 storey houses, with a considerable number of Leafy Residential Suburbs on the fringe of town and in the river areas. Various Industrial and Commercial Estates either adjoin the town centre (e.g. Reform Road) or tend to be in the north (e.g. Switchback Rd) and western edges of town (e.g. Norreys Drive). Maidenhead does not have any heavy industry or large Industrial and Commercial Estates.



Map 2.1-1 Satellite Overview of the town



Map 2.1-2 Maidenhead's transport links



Map 2.1-3 Housing mix – Maidenhead West



Map 2.1-4 Housing mix – Maidenhead Central



Map 2.1-5 Housing mix – Maidenhead East

Maps 2.1-1 to 2.1-5 are courtesy of Google Earth.

2.2 Constraints and Opportunities.

2.2.1

xxxx

2.2.2

xxxx

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SECTION 3. VISION, OBJECTIVES AND POLICY APPROACHES

3.1 Vision Statement

The overall vision for the MNP is to develop Maidenhead into a vibrant and successful 21st century town - embracing growth through sustainable development, maintaining Maidenhead's best attributes, preserving its character buildings and streets, its greenery and open spaces - while at the same time addressing existing shortcomings. The current broad range and mix of properties will be maintained, as the overall size of the town increases, avoiding 'skewing' the mix significantly one way or another – whether towards more and more flats, or the alternative of focussing growth solely on larger properties.

A deliberate focus on adding more high quality housing in the town centre will help sustain and grow Maidenhead's retail businesses. The inclusion of suitable public amenities and open spaces will encourage a sense of community and pride of ownership. The evening businesses, their customers and residents living in the town centre will add a sense of security after the offices and shops close at night and at weekends. Outside the town centre, the emphasis is to provide family homes.

The vision requires realistic (not idealistic) parking provision - for all new developments in the MNP area, to avoid aggravating existing on-road parking problems. The success of the new retail offerings in the town centre depend on this and there will also be a need to accommodate the increased commuter parking demand likely once Crossrail/Elizabeth Line launches services from Maidenhead.

Public transport - in, out and around the town - is often impractical, being limited in direction, frequency and journey times compared with the use of a private car. Car ownership is a fact of life in Maidenhead and unlikely to change in the foreseeable future, this needs to be accommodated in the plan.

Building heights are a sensitive issue for Maidenhead residents, both in the town centre and particularly in the suburban areas, where most housing is currently 2 or 3 storeys high. Maidenhead is still a relatively small town, of walking dimensions and surrounded by countryside and will remain so even after the major expansion envisaged in the Borough Local Plan. To encourage sustainable movement around the town, new developments should be permeable on foot and/or by cycling. Some intensification is unavoidable, particularly in the town centre, but very high density developments of the type seen in large cities will be resisted.

Whilst taller buildings in the town centre are generally acceptable, this is only the case if they are of high quality, incorporate good design (e.g. set-backs at higher floors) and are not overbearing in relation to the scale of neighbouring buildings and the landscape.

As Maidenhead grows, the transport infrastructure will be uprated with improved road junctions, pedestrian crossings and new alternative routes to get into, around and out of the town centre. These are addressed in the RBWM Infrastructure Delivery Plan [Part 2, 2.10]. **Editor's note: Check IDP content**

3.2 What makes this area special?

xx

3.3 Set of principles

xx

3.4 The Key Objectives

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SECTION 4. DEVELOPMENT AND DESIGN

4.1 Streetscape and setting

OBJECTIVE:

To retain the appearance of the existing Avenues, Streets and Roads in the plan area while encouraging good design where opportunities are available

Context

BLP [Part 2, 2.1] policy SP3 covers character and design in general terms.

The policy follows the principles in NPPF [Part 2, 1.1] paragraph 58 which refers to neighbourhood plans setting out the quality of development, and bullet 4 refers to responding to local character and reflecting identity of the local surroundings. Paragraphs 59 and 60 refer to guiding aspects such as scale, density, height and layout and reinforcing local distinctiveness. Paragraph 48 states that land availability assessments should not include residential gardens, and paragraph 53 refers to policies resisting inappropriate development of residential gardens.

Intent

Maidenhead's Thames Valley setting, location and accessibility make it very popular as a place to live. The streetscape policies are intended to preserve and enhance the characteristic features of Maidenhead and its surrounding area. Maintaining a mix of environments, housing types and styles adds to the town's appeal as a place where homes are available for families at all points in their journey through life. This requires good quality accommodation in all cases and availability of minimum internal and external space standards at all levels of income. To accomplish this, the streetscape should provide areas of defined character, combining quality design and functionality with the provision of facilities, such as amenity space, parking for cars and access to parks and green spaces.

Retaining the setting and aspect enjoyed by neighbouring properties is a material consideration.

POLICIES: Streetscape and setting

DD.01

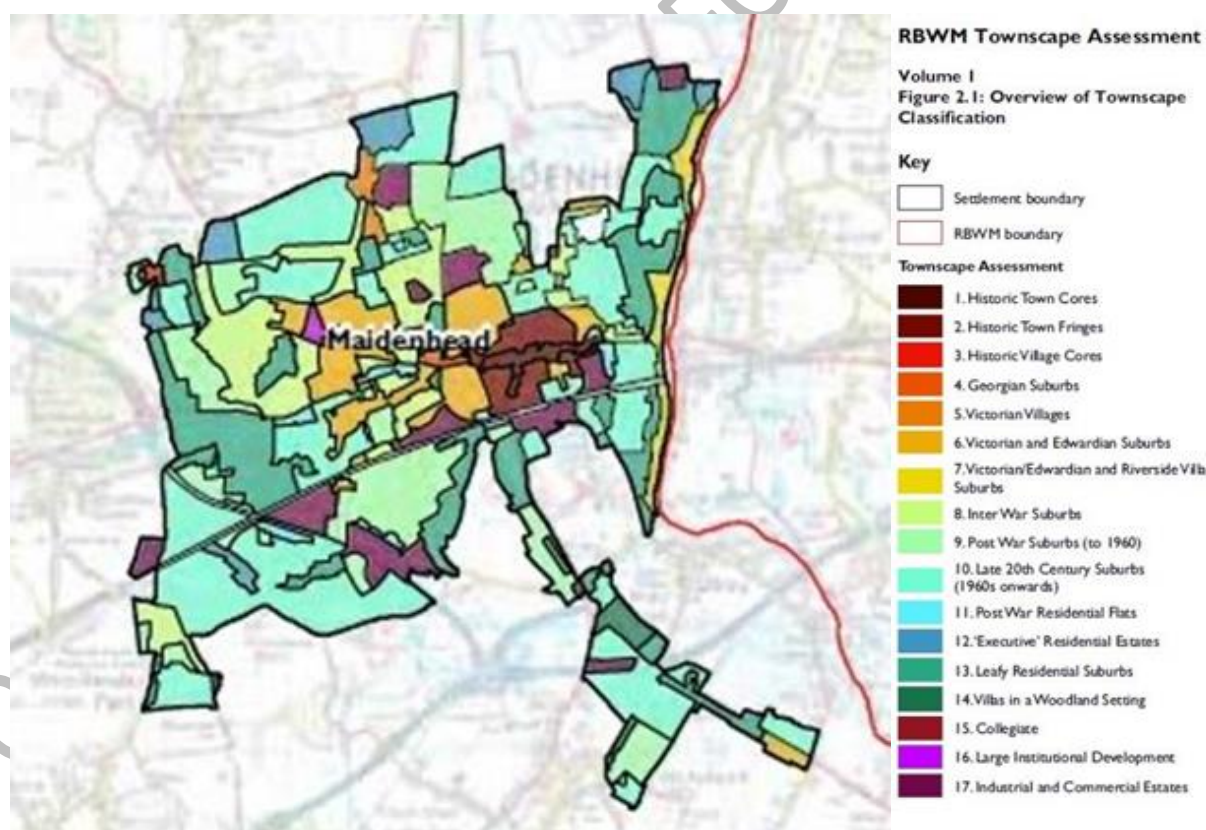
- For proposals outside the Maidenhead Town Centre Area as defined by Map 4.1-1, the following will apply:
- Development proposals in existing residential areas should retain the key characteristics identified for the Townscape type in the RBWM Townscape Assessment [Part 2, 2.8], and should follow the guidance applicable for the Townscape type.
- Proposals for the erection of new dwellings in residential gardens will be required to demonstrate they meet all of the following criteria:
- a) The proposal is compatible with the character and appearance of the area, particularly in terms of the built form and spaces around buildings and respects the RBWM Townscape Assessment [Part 2, 2.8]

- b) The layout integrates with the surrounding area with regard to site coverage of each plot, building lines and heights, urban grain, rhythm of plot frontages, parking areas and existing pattern of openings onto the highway
- c) The proposal provides appropriate hard and soft landscaping, particularly at site boundaries and retains the setting and aspect enjoyed by neighbouring properties
- d) The proposal would not have an adverse effect on biodiversity by fragmenting blocks of gardens, or by reducing the amount of adjacent green space (green connectivity) between them, or by impeding the migration of wildlife to and from adjoining green space

Editor's note: Placeholder for map defining Town centre. RD definition in 31-Mar-18 draft was "all of the area within the inner ring road, on the north and west of town, and the new southern relief road (Stafferton Link)". The Lambert Smith Hampton study used the same definition. The AAP definition included some areas outside the Ring Road

Map 4.1-1 Maidenhead Town Centre

A character assessment of each area of the borough has been produced for RBWM. Map 4.1-2 shows the Maidenhead MNP area from the last assessment in 2010. Full details are available in [Part 2, 2.8].



Map 4.1-2 Maidenhead Townscape

Reasoned Justification

Throughout its history, each new transport era brought investment and growth to Maidenhead. Horse-drawn coaches, railways, the motor car and even air travel left their mark. The layout and streetscape in the Neighbourhood Plan area reflect this. The strongest influence is the east-west line of the Bath Road (A4), the coaching route between London and Bath. With the development of the railways and the location of the main station in Maidenhead with its spur to Furze Platt, Cookham, Bourne End and Marlow, development expanded in the immediate vicinities to provide housing for commuters and appropriate services. This resulted in Maidenhead developing as a commercial centre and transport hub.

Despite the ravages of piecemeal planning in the 20th century, Maidenhead remains a town with considerable assets, many of them associated with its enviable Thames-side setting, its exceptional accessibility and its pleasant residential suburbs. A key element of its appeal, as illustrated in the 2010 RBWM Townscape Assessment [Part 2, 2.8], which provides a useful and independent reference to the urban form and character of the area, is the preponderance of low to medium density housing on well-sized, well-treed plots.

Although many streets are still characterised by large houses sitting on substantial plots, some sites have been used to create a cluster of smaller dwellings. Such developments should not adversely impact the character of the neighbourhood, but seek to enhance it with developments of compatible type and tenure, so it is reasonable to establish a set of criteria to retain the key characteristics.

The existing streetscapes provide easy access for residents to walk their children to their local schools in most cases, reducing the use of cars for this purpose. Older children can walk safely to the more senior schools. Low rise buildings with good pavement access from the front door to the road provide greater levels of security and enhance neighbour contact.

Gardens form an important habitat for wildlife, with blocks of gardens providing significant areas of connected green space and allowing movement of wildlife between adjoining green spaces.

4.2 Building Height

OBJECTIVE:

To ensure that building height is appropriate to the location within the Neighbourhood Plan area, and to provide guidance on where taller buildings are acceptable

Context

The policies have been developed with regard to the BLP [Part 2, 2.1] 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, SP2 and SP3 on Spatial Strategy, Sustainability/Placemaking, and Character/Design respectively. BLP policies H05 on Housing Density and TR3 on Maidenhead Town Centre are also relevant and have been considered.

BLP [Part 2, 2.1] Appendix A contains a list of AAP [Part 2, 2.5] superseded policies, which include AAP policy MTC6 on Tall Buildings. This AAP policy identified two specific areas suitable for tall buildings (the railway station and West Street/Bad Godesberg Way), but is stated to be "superseded in part" by BLP policy SP3 on Design. Policy SP3 allows more flexibility on building heights 'within and near' to the town centre and explicitly supports tall buildings of exceptional quality design, provided only that they do not create unacceptable impacts. There are however no guidelines on what counts as tall, no definition of 'within and near to' Maidenhead town centre, and 'exceptional high quality design' is apt to be subjective. The Neighbourhood Plan policies aim to provide more clarity on building height over the whole Neighbourhood Plan area, and balance density of development with its impact on the surroundings.

The policies follow the principles in NPPF [Part 2, 1.1] paragraphs 56 to 66.

Intent

Building height is only one component of design, but has a significant effect on the character, appearance and functioning of a place. The intent is ensure that building height is appropriate to its location, and to allow taller buildings in a balanced and targeted way that help satisfy growth, while respecting the existing balance, enhancing the character of the town and minimising Green Belt intrusion.

POLICIES: Building height

DD.02

- For the purpose of this policy the Maidenhead Town centre area is defined by Map 4.1-1
- A tall building in the context of the Town centre area shall be defined as one that is higher than 17m or 8 storeys. Outside the town centre, a tall building shall be defined as one that is higher than 9m or 4 storeys.
- New tall buildings will be supported in the central area and the western and northern sides of the town centre area, away from the Waterway corridor, the Town centre Conservation Area and the existing low rise residential accommodation to the east, provided they are of exceptionally high quality design and can be shown to enhance the location, without causing unacceptable impacts to the streetscape or nearby properties.

- Tall buildings outside the Maidenhead Town Centre Area will be resisted other than within existing business or retail parks or exceptionally where the site layout and ground levels are such that they can be designed to ‘nestle’ into the landscape without dominating or changing the character of the surrounding area. The use of features such as dormers, gables or Mansard roofs to maximise the usage of space is encouraged.
- Proposals for tall buildings shall:
 - Be distinctive and visually attractive from all angles and distances
 - Contribute positively to the skyline, for example by using varied roof lines or set backs at higher floors to reduce their visual bulk
- Proposals for tall buildings should be suited to their context and relate well to neighbouring developments. The assessment of impact should be justified for each proposal in its own right and include:
 - Suitability to context in terms of height, scale, massing, form, facing materials, topography
 - Avoidance of being overbearing to nearby properties
 - Avoidance of negative micro-climate effects in terms of wind, overshadowing and reflection
- Where new mixed use tall buildings are proposed in the town centre, residential use should be focussed primarily on the lower levels, but with the ground floor reserved for retail or leisure use in retail areas.

Reasoned Justification

By virtue of their size and prominence, tall buildings affect the image and identity of a place. In the right location, and if of exceptionally high quality design, new tall buildings can enhance an area. Conversely, in the wrong location, or if a tall building is of poor quality design it can blight adjoining properties and drag an entire area down. While there are often mixed views in principle towards tall buildings, in the right place and with the right quality of design they can make a positive contribution towards the rejuvenation of Maidenhead.

Maidenhead is not a city, nor a suburb of the Greater London conurbation. Even after the over 40% growth proposed in the BLP [Part 2, 2.1] by 2033, the Neighbourhood Plan area will have approximately 32,000 homes and a population of 75-80,000, making it a medium sized country town, set in the Thames Valley and still surrounded by the Green Belt and large areas of National Trust land. The intent of these policies is to allow taller buildings in a balanced and targeted way that help satisfy growth, while respecting the existing balance and retaining as far as possible the character of the town.

The Neighbourhood Plan vision for the town centre area remains to build on Maidenhead’s status as an important town within the Thames Valley. Tall buildings of exceptionally high quality design, in appropriate locations, have an important part to play in achieving this and will be supported. They can act as a catalyst for rejuvenation, create a new image through a distinctive skyline, form landmarks and signal key arrival points. They will also help to achieve the level of development required for the town centre to rejuvenate and help meet the overall growth aspirations of the BLP.

An urban design analysis was undertaken for the 2010 AAP [Part 2, 2.5] to identify the most appropriate locations for such development and to establish the approach towards the existing tall buildings. The government, the Commission for Architecture and the Built Environment (CABE) and

English Heritage, support such a plan-led approach which provides certainty to the development industry, reduces speculative applications, helps to protect the historic environment and seeks to remove past mistakes by replacing poor buildings.

Two areas focussed on the railway station and the area south of the inner ring road were identified in the AAP where new tall buildings are considered most appropriate (see AAP Figure 4 'Design Framework: Gateways, Landmarks & Building Height').

As the BLP housing targets indicated higher figures than at the time of the AAP [Part 2, 2.5], a Maidenhead Town Centre Capacity Study [Part 2, 2.9] was commissioned by RBWM in 2015, and showed that most of the capacity could be accommodated by buildings lower than the 8-storey town centre criteria, with only a few specific sites allocated for taller buildings, broadly in line with the AAP conclusion. The Neighbourhood Plan policies are therefore aligned with the conclusions of these studies.

Editor's note: Put in figure here showing tall building locations as outcome of studies

To create a distinct and legible town centre, and maintain the attractive leafy suburban feel outside the town centre, lower building heights are more appropriate. Domestic-scale roofline features such as dormers, gables or Mansard roofs are popular and make an interesting skyline compatible with tree heights and suburban gardens.

4.3 Space and private amenity

OBJECTIVE:

To ensure that sufficient internal space and private amenity space is provided in dwellings

Context

Government Planning Update dated 25th March 2015 delivered by the Ministry of Housing, Communities & Local Government under the heading “Decision taking, transition and compliance” states: *“From 1 October 2015: Existing Local Plan, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.”*

The BLP [Part 2, 2.1] is silent on internal space standards and on private amenity space standards. For internal space standards, the 25th March 2015 Government Planning update only requires compliance where there is a relevant current Local Plan policy. The Neighbourhood Plan is therefore a suitable place for a policy on private amenity space, and for a policy on internal space in the form of a reference to national standards.

The policy follows the principles in NPPF [Part 2, 1.1] paragraph 9, bullet 4 which refers to improving the conditions in which people live, and paragraph 17, bullets 2 and 4 which refer to seeking a good standard of amenity for existing and future occupants of land and buildings.

Intent

To ensure that new dwellings, both market and affordable, provide sufficient space for living.

POLICIES: Space and private amenity standards

DD.03

- All new dwellings must provide internal space standards that meet or exceed those set out in “Technical Housing Standards – nationally described space standard” [Part 2, 1.2] published by the Department for Communities and Local Government, dated March 2015 or the latest revision available at the date of the Planning Application
- All new residential units (including those created by the change of use, development or sub-division of existing buildings), will be expected to have access to private amenity space of at least the amount specified in Table 4.3-1. Private amenity space can include a private garden, roof garden, balcony or ground level patio/defensible space and shared (communal) amenity areas. External private amenity or communal space does not include car parking or turning areas.
- Private and communal external amenity space should meet the following criteria:
 - be functional and safe
 - easily accessible from living areas
 - orientated to maximize sunlight
 - take account of the context of the development, including the character of the surrounding area

- Development proposals for specialist residential accommodation, including care homes, nursing homes and other non-custodial institutions, should ensure sufficient external space to accommodate the normal recreational and other needs of residents, visitors or employees.

Table 4.3-1: Private amenity space standards

	Flats/apartments/maisonettes			
	1 bed	2 bed+		
All locations ^{Note 1,} _{Note 2}	5m ²	5m ² and private shared communal space		
	Terraced/Semi-detached/detached houses			
	1 bed	2 bed	3 bed	4 bed+
All locations ^{Note 1}	40m ²	50m ²	60m ²	70m ²
Note 1: Rear gardens to houses and flat developments should have a minimum depth of 10m, to ensure a minimum distance of 20m is retained between facing windows back to back				
Note 2: Where amenity space is provided by balconies, a minimum depth of 1.5m is required				

Reasoned Justification

The policy here seeks to ensure that acceptable minimum internal areas are achieved in all residential units in accordance with nationally recognised minimum space standards, and that sufficient private amenity space is provided.

Access to adequate private outdoor space can play an important role in the physical and mental health and wellbeing of people. Access to daylight and fresh air, with space to dry washing, socialise, play in, enjoy wildlife and grow plants or vegetables can add significantly to the quality of life of residents of all ages. We are therefore concerned to ensure, that in a place like Maidenhead new residents are provided with such opportunity to support healthy communities. The policy therefore proposes minimum external space standards.

In terms of the usability of space, the size of the external amenity space should, as a minimum, accommodate a table and chairs suitable for the size of dwelling and, where relevant, provide space for a garden shed for general storage (including bicycles, where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area for drying washing; circulation space and an area for children to play in.

In 2013 RBWM commissioned a Capacity Assessment report from Studio Real [Part 3, 1.6]. The first report resulting from this suggests density targets for developments based on plot sizes and parking requirements. The recommendation within that report for minimum garden depth, and therefore back to back dimension, has been included in the proposed policy. A more recent study on Private Amenity Space Standards was carried out by South Gloucestershire Council in June 2016 [Part 3, 1.6] and has informed this policy.

Research from Planning applications [Part 3, 1.10] has shown that some new homes do not currently meet these standards.

Maidenhead Neighbourhood Plan.

The provision of significant numbers of additional dwellings in the Borough covered by the new Local Plan, whether “affordable” or open market, should not be achieved at the expense of providing homes with insufficient internal space for modern living.

WORKING DRAFT NOT FOR PUBLICATION

4.4 Parking and cycle storage

OBJECTIVE:

To ensure that each new development fully self provides for its own parking and cycle storage needs

Context

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraph 14.6.3 on Car parking and policy IF2, both of which 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.

The policies follow the principles in NPPF [Part 2, 1.1] paragraphs 39 and 40 (NPPF2 paragraphs 105 and 110).

Government intention on Electric vehicles and infrastructure is outlined in a House of Commons Library briefing [Part 2, 1.6].

Intent

Road safety, visual clutter and road capacity problems are the inevitable consequence of failing to provide adequate off road parking for all categories of user. These Neighbourhood Plan policies seek to avoid aggravating existing capacity problems and to ensure that new development provides the additional necessary parking capacity associated with it as the planned major growth in Maidenhead is implemented under the BLP [Part 2, 2.1]. Electric vehicles are expected to be an increasing proportion of vehicles on the road, so provision for charging is considered.

Cycle storage is included, to encourage sustainable transport for shorter journeys.

POLICIES: Parking and cycle storage

DD.04

- For the purpose of this policy the Maidenhead Town centre area is defined by Map 4.1-1
- New purpose built residential developments or conversions will be expected to provide off-road allocated parking spaces and cycle storage as specified in Table 4.4-1, with provision for electric vehicle charging as specified in Table 4.4-3.
- Exceptions to the above for special purpose residential developments such as retirement or nursing homes will be supported, where analysis of the likely need can be clearly justified.
- All apartment blocks should in addition have sufficient additional unallocated spaces for visitors, servicing or specialist needs such as mobility scooters.
- All new office, commercial and retail development will be expected to fully meet their own parking space and cycle storage/parking needs on site as specified in Table 4.4-2, with provision for electric vehicle charging as specified in Table 4.4-3. Leasing of space within Public car parks to offset under provision in new development will be discouraged, to avoid reducing existing shared capacity.

- Underground parking will be encouraged for new town centre developments and office or commercial buildings outside of the town centre, maximising usable above ground space. Where underground is technically infeasible roof top parking should be considered as an alternative to keep the necessary parking capacity on site.
- Minimum car parking space size standards will be adopted for new developments and for new public car parks, according to the sizes defined in [Part 2, 1.4].
- Proposals to increase rail commuter parking capacity will be supported, in line with growth in rail use at the town’s railway stations, and maximising usage of this capacity at other times will be encouraged.
- Public car parks will be expected to provide electric vehicle charging as specified in Table 4.4-3.

Table 4.4-1: Residential parking and cycle storage standards

	1 bed	2 bed	3 bed	4 bed+
Car Parking				
Town Centre	Minimum 1 space		Minimum 2 spaces	
Outside Town Centre	Minimum 1 space	Minimum 2 spaces	Minimum 2 spaces	Minimum 3 spaces
Garages able to accommodate a vehicle count towards parking space provision				
Cycle Storage				
All areas	Minimum 1 space	Minimum 2 spaces	Minimum 4 spaces	

Table 4.4-2: Office and Commercial building parking standards:

	Office and Commercial
Town Centre	Minimum 5 spaces per 100m ² of lettable internal area
Outside Town Centre	Minimum 5 spaces per 100m ² of lettable internal area

Editor’s note: Update to include cycle storage/parking

Table 4.4-3: Electric vehicle charging provision

	Dwellings with private parking within curtilage	Dwellings with shared parking	Office and Commercial	Public car parks
All areas	Minimum 1 charge point of at least 3kW	Minimum 50% of spaces have access to a charge point ^{Note 1}	Minimum 20% of spaces have access to a charge point ^{Note 2}	Minimum 20% of spaces have access to a charge point ^{Note 2}
<p>Note 1: Charge points may be positioned to serve multiple spaces, but should be capable of providing at least 3kW to each space simultaneously.</p> <p>Note 2: Charge points may be positioned to serve multiple spaces, but should be capable of providing at least 7kW to each space simultaneously.</p>				

Reasoned Justification

Provision of adequate off-street parking is necessary to ensure road safety, reduce visual clutter and to ensure that road capacity is not reduced by on road parking obstructing the flow of traffic. The nature and requirement for off street parking varies considerably throughout the MNP area, but is an important issue everywhere. The balance of requirements differs between the town centre, where demand is driven by a combination of office, retail, residential and commuter parking, and the more suburban parts of town, where demand is primarily driven by residential parking or within the office parks. The launch of the Crossrail/Elizabeth Line in 2019 will add to Maidenhead's appeal for commuters, including for commuters that live in nearby towns seeking to join a direct line into and through London's west end and city.

While the long term trend to lower car ownership ratios is fully supported and encouraged, applying unrealistic/idealistic assumptions in advance of the broader solutions required to diminish the need for private car ownership (such as a dense network of convenient, affordable public transport), will mean that new developments unfairly add to existing on road parking problems and reduce road capacity.

While the trend towards cleaner hybrid or electric vehicles is likely to accelerate, the absence of a dense, convenient, frequent and affordable public transport network serving all desired directions of travel means that the private vehicle will continue to dominate transport needs in Maidenhead for the foreseeable future. New development needs to reflect this reality, while encouraging a lesser reliance on the private car over time, for example by provision of cycle paths.

Although public transport will hopefully be their main mode of travel, most of the new generation of commuters living in the town centre will also want their own vehicles for evening and weekend use. For daily use, public transport is stronger East-West than in other directions, yet for many local journeys remains slow, inconvenient and infrequent, leaving the private car as the preferred or often only practical method of door to door transport. Maidenhead does not enjoy the dense public transport provided in large cities, and assumptions about usage of public transport cannot be carried over from city scenarios.

Outside the town centre, most residential homes have at least some off road parking, but older property such as terraced housing is under provided, leading to double parking and parking on the pavement to let traffic pass. Both cause congestion, reduce traffic flows and pose a hazard for pedestrians and road users alike. Pavement parking poses a particular hazard for the less able or parents with pushchairs. New developments should provide an adequate level of parking, rather than replicate historic lack of provision from a less mobile era.

The House of Commons Library briefing [Part 2, 1.6] refers to an ambition for at least 50% of new car sales to be ultra-low emission by 2030, and up to 40% of new vans. When combined with an increase in electricity generation from renewable sources, this will help achieve carbon emission targets. To maximise use of electricity generation capacity at off-peak times, most electric vehicles are expected to be recharged overnight at the owner's home.

Residential parking requirements are derived in the Evidence Base [Part 3, 1.3].

Residential parking requirements are derived in the Evidence Base [Part 3, 1.4].

4.5 Affordable Housing

OBJECTIVE:

To meet the need for affordable housing within all parts of the Neighbourhood Plan area for residents, especially key workers and those with average or below average income

Context

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraphs 7.7.1 to 7.7.13 and policy HO3 on Affordable Housing. Paragraph 7.7.15 refers to the scope of a Supplementary Planning Document, but this is not yet available.

Editor's note: What are the approved viability models referred to by BLP policy HO3?

BLP [Part 2, 2.1] Policy HO3 states that there will be a minimum requirement of 30% Affordable Housing on sites of 1000m² internal floor area or larger, or on sites with over 10 net additional dwellings. The definition of Affordable Housing for planning purposes given in NPPF [Part 2, 1.1] Annex 2 and includes Social Rented, Affordable Rented and Intermediate housing, provided to eligible households whose needs are not met by the market. Social rented housing and Affordable rented housing is owned by local authorities, Housing Associations or similar licenced providers and let at rents no higher than 80% of market levels. Intermediate housing includes homes for sale and rent provided at a cost below market levels, but above social rent and includes shared equity schemes.

The policies follow the principles in NPPF [Part 2, 1.1] paragraph 50.

Intent

To provide sufficient affordable housing within all parts of the Neighbourhood Plan area, with a suitable mix of housing type and available amenity.

POLICIES: Affordable Housing

DD.05

- The 30% affordable housing policy applies over the Neighbourhood Plan area, and to all development sites with over 10 net additional (Market + Affordable) dwellings. Wholly Social Rented schemes will also be supported up to 30 additional dwellings.
- Within the 30% affordable housing policy, development proposals are expected to provide 2/3 as Flats or apartments, and 1/3 as Terraced or Semi-detached houses to achieve the target housing mix in the SHMA [Part 2, 2.7].
- Flats or apartments should include private amenity space or shared amenity space, and Terraced or Semi-detached houses should include private garden area, as defined in policy DD.03.
- Planning obligations will be used to ensure that affordable housing units will be secured in affordable tenure in perpetuity.
- The obligation to provide affordable housing on site is a high priority, and any exceptions should be rare and supported by full justification and evidence.
- Housing developments should be designed to maximise tenure integration, and affordable housing units should have the same external appearance as private housing. All access

arrangements will need to be well integrated with the rest of the development and should be indistinguishable from each other.

Reasoned Justification

Affordability of house prices is a major challenge for the development of a balanced social structure and community within the Borough. Whilst house owners already on the property ladder have benefitted from previous and existing house inflation, first time buyers find current price levels increasingly out of reach. For many middle income, low earners, first time buyers or key workers the open market is simply unaffordable. Market rents are similarly challenging for residents who don't wish to buy, as they generally follow property values upwards. The BLP [Part 2, 2.1] quotes the median house price in the Borough as 13.5 times the average salary. Although it is stating the obvious, many are on a below average wage, so that the affordability ratio increases to 20 or above. Such workers are destined to live in private rented accommodation - often substandard, (subsidised) Social Rented housing, or to live outside the Borough and commute.

Not all members of society wish to or can afford to buy. However, there is a need to offer accommodation options to those who are at the lower end of the pay scale and especially for "key worker" roles - such as nursing, teaching, social and care work, the police or council employees. Those who wish to buy will require assistance with raising a deposit and other funding through shared equity, help to buy and similar schemes. Lower income residents who wish to rent should be offered subsidised rental schemes which enable them to occupy a standard of accommodation that would be unaffordable in the private rental sector.

There are no reliable statistics on overall Affordable Rented and Intermediate housing stock, but currently, there is 14% Social Rented housing across the MNP area according to the 2011 Census [Part 3, 1.7]. However, in Maidenhead Town Centre there is a concentration of Social Rented, up to 43% of properties. Paragraph 7.7.3 of the BLP [Part 2, 2.1] states that the current SHMA [Part 2, 2.7] shows that there is a need for an additional 434 new affordable homes per annum across the Borough. It is important that dwelling types other than flats are offered as affordable housing and that space and amenity standards for affordable housing are of a similar standard to market housing – residents fundamental needs are similar, whatever their position in society. Whilst flats are obviously the cheapest option to maximise the number of dwellings, it is necessary to also offer small family homes with garden amenity space - maisonettes, terraced houses, etc. These will accommodate families with children, who will otherwise have to remain in unsuitable flatted housing, or move away from Maidenhead.

The Evidence Base [Part 3, 1.13] includes recent affordable housing delivery and trends, and shows that delivery has been below target level. Currently, it is clear that there is insufficient adequate affordable housing in Maidenhead and across the borough. Increasing overall supply should help moderate market prices and make all forms of housing more affordable than otherwise. The supply of Affordable Housing through the planning system must be increased to sustain a varied and thriving society within the Neighbourhood Plan area and the Borough. A variety of housing types is required, as identified by the SHMA [Part 2, 2.7]. Such Affordable Housing should be dispersed throughout the Borough.

Table 5 in the BLP [Part 2, 2.1] classifies housing according to number of bedrooms, but does not cover related aspects such as amenity space:

“Table 5” extracted from BLP [Part 2, 2.1], based on SHMA [Part 2, 2.7] for Eastern Berks and South Bucks HMA:

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

For practical purposes the table below groups housing type according to number of bedrooms:

	1 bed	2 bed	3 bed	4 bed
	Flats/apartments		Terraced/Semi-detached	
Affordable	60-70% ^{Note 1}		30-40% ^{Note 2}	
	2/3 of affordable housing ^{Note 3}		1/3 of affordable housing ^{Note 3}	
Note 1: Derived by adding 1 bed and 2 bed percentages from Table 5 in BLP [Part 2, 2.1]				
Note 2: Derived by adding 3 bed and 4 bed percentages from Table 5 in BLP [Part 2, 2.1]				
Note 3: Rounded from percentages in rows above				

This grouping, together with figures from the SHMA [Part 2, 2.7], has been used to inform the policies. The general aim is to make Affordable Housing available throughout the Neighbourhood Plan area, but not to discourage moderate sized affordable schemes, for example from Housing Associations.

4.6 Market Housing mix

OBJECTIVE:

To ensure that planning policies and decisions deliver a balanced housing stock that satisfies the requirements of all segments and life stages of the market

Context

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraphs 7.5.1 to 7.5.4 and policy HO2 on Housing Mix and Type, and also with regard to policies SP1 (Spatial Strategy) and H05 (Housing Density).

BLP [Part 2, 2.1] 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 SHMA 2016 or its successors, together with the need for accessible and adaptable dwellings. It is however largely silent on how housing mix is achieved, including on allocated sites and their proformas.

The policies follow the principles in NPPF [Part 2, 1.1] paragraph 50.

Intent

To deliver a balanced variety and mix of homes that will meet the needs of the community as individuals and/or families experience different life stages. To ensure that the market is not distorted by the imbalance of availability of different types of housing. To ensure that young families do not have to move out of Maidenhead to find suitable housing which they can afford. To ensure that older residents have suitable housing choices to downsize and free up accommodation if they so wish, also assisting the supply chain.

POLICIES: Market Housing mix

DD.06

- The requirements for market housing mix apply on sites with over 10 net additional dwellings. The net additional dwellings refers to the total of (Market + Affordable).
- For the purpose of this policy the Maidenhead Town centre area is defined by the Map 4.1-1
- Within Maidenhead Town centre, of the market housing (the remainder being affordable housing), development proposals are expected to provide 80% as Flats, apartments or maisonettes, and 20% as Terraced, Semi-detached or detached houses to achieve the target housing mix in the SHMA [Part 2, 2.7].
- Outside Maidenhead Town centre, of the market housing (the remainder being affordable housing), development proposals are expected to provide 20% as Flats, apartments or maisonettes, and 80% as Terraced, Semi-detached or detached houses to achieve the target housing mix in the SHMA [Part 2, 2.7].
- Flats or apartments should include private amenity space or shared amenity space, and Terraced or Semi-detached houses should include private garden area, as defined in policy DD.03.

Reasoned Justification

Over the past few years it has become evident that there is an imbalance in the mix of new homes in Maidenhead compared to the targets in Table 5 of the BLP [Part 2, 2.1], which was based on SHMA [Part 2, 2.7], with too high a proportion of 1 or 2 bedroom homes and too few 3 or 4 bedroom homes. The basis for this is given in the Evidence Base [Part 3, 1.5], which includes recent housing mix delivery and trends. Consequently, there is currently too high a proportion of flats in Maidenhead and a shortage of family homes. It appears that leaving the ultimate mix of Maidenhead's housing stock to market conditions and/or the preference of individual developers is not going to deliver the outcome identified in the SHMA [Part 2, 2.7] for future generations. Specific policies are needed to redress the balance and provide more family homes.

The redevelopment of the Town Centre with Chapel Arches, The Landing, York Road and West Street Opportunity Areas will continue to add to the stock of residential flats. Although ideal for first time buyers, single business people, young couples or retirees they are not suitable for young families who require more living space and open air leisure amenity space. For variety and social cohesion new housing in the Town Centre will benefit from having a variety of dwelling types and should not be restricted to residential flats.

If a suitable mix of house types is not delivered, young families will be forced to move away from Maidenhead when they have outgrown their flat. Terraced houses/town houses, semi-detached, detached and even bungalows are needed to satisfy varied life stage requirements.

The SHMA [Part 2, 2.7] identifies the size of family and variation of life stage as the key drivers in determining the demand for house type and house size requirement. Table 5 in the BLP [Part 2, 2.1] is based on the SHMA and classifies housing according to number of bedrooms, for both affordable and market housing. As affordable housing and its mix is covered by policy DD.05 in the Neighbourhood Plan, the scope of this policy is restricted to the mix of Market housing.

“Table 5” extracted from BLP [Part 2, 2.1], based on SHMA [Part 2, 2.7] for Eastern Berks and South Bucks HMA:

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	25-30%	40-45%	20-25%
Affordable	35-40%	25-30%	25-30%	5-10%
All dwellings	15%	30%	35%	20%

Policies SP1 and H05 in the BLP [Part 2, 2.1] and their related text support higher density development in Maidenhead Town centre. In practice, this higher density of dwellings is likely to be achieved with smaller living units and a higher proportion of flats, predominantly 1 and 2 bed. However for Market housing the SHMA identifies a larger proportion (60-70%) of 3 and 4 bed dwellings as being needed. With the aim of delivering the desired mix over the whole Neighbourhood Plan area, and having regard to the site allocations in BLP policy HO1, the housing mix policy has different targets for Maidenhead Town centre and outside the Town centre. The derivation of the percentages from the Housing Development sites and capacities in BLP policy HO1 is given in the Evidence Base [Part 3, 1.5].

For practical purposes the table below groups market housing type according to number of bedrooms.

Maidenhead Neighbourhood Plan.

	1 bed	2 bed	3 bed	4 bed
	Flats/apartments/maisonettes		Terraced/Semi-detached/detached	
Town Centre, Market	80%		20%	
Outside Town Centre, Market	20%		80%	
Neighbourhood Plan area, Market	37% ^{Note 3} (SHMA target 30-40% ^{Note 1})		67% ^{Note 3} (SHMA target 60-70% ^{Note 2})	
Note 1: Derived by adding 1 bed and 2 bed Market percentages from Table 5 in BLP [Part 2, 2.1]				
Note 2: Derived by adding 3 bed and 4 bed Market percentages from Table 5 in BLP [Part 2, 2.1]				
Note 3: Derived in Evidence Base [Part 3, 1.5]				

The policy bullets aim to deliver a market housing mix over the Neighbourhood Plan area in accordance with the SHMA. The threshold of “over 10 net additional dwellings” has been chosen to align with BLP [Part 2, 2.1] policy HO3, so that policies apply coherently.

Editor’s note: Address JJ’s comment about how policy bullets giving the flats/houses split works for a proposed flatted scheme only. Allow flatted-only schemes outside the town centre up to x units (then they should incorporate a % of 3-bed flats to achieve SHMA?)

SECTION 5. ENVIRONMENT AND SUSTAINABILITY

5.1 Cycling and Walking routes

OBJECTIVE:

To deliver a safe, direct, convenient, coherent and connected cycling and walking route network allowing sustainable local journeys

Context

The benefits of cycling and walking rather than car use for local journeys include reduction in traffic congestion, and improvements in health and fitness. 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 policies here aim 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.

The policies follow the principles in NPPF [Part 2, 1.1] paragraph 17, bullet 11 and in paragraphs 29, 35, 38, 41 and 75.

The policies and map have been developed with regard to the RBWM Cycling Strategy [Part 2, 2.2], to the RBWM Public Rights of Way Management and Improvement Plan [Part 2, 2.3], and to the BLP [Part 2, 2.1] paragraph 15.7.13 and policy IF3.

Intent:

To provide cycling and walking routes which people will want to use in preference to powered transport allowing sustainable, enjoyable and healthy local journeys.

POLICIES: Cycling and Walking Routes

ES.01

- Cycling and Walking routes, existing and proposed, are defined on Map 5.1-1
- Proposals for development shall demonstrate provision of safe access on foot and by cycle, and how such access connects to the Town centre, the nearest station, to local schools and to the inner and outer ring shown on Map 5.1-1
- Proposals for development on or adjacent to identified cycling and walking routes shall demonstrate that connectivity is provided, maintained or enhanced to give a continuous route
- Cycling routes should allow continuous riding, and minimise requirements to stop, dismount, or give way to vehicular traffic
- Walking routes should allow uninterrupted walking, and minimise the requirement to cross roads

Editor's note: Placeholder for map defining Cycling and Walking routes.

Map 5.1-1 Cycling and Walking routes

Reasoned Justification

Development proposals provide the ideal opportunity to realise new cycling and walking routes with better connectivity, offering a genuine and safe alternative for sustainable everyday transport. To allow best use of such opportunities, individual sites should be assessed for both their own connections and also for the contribution they can make to a cycling and walking route network as defined in the objective.

WORKING DRAFT NOT FOR PUBLICATION

5.2 Local Green Spaces

OBJECTIVE:

To provide sufficient accessible Local Green Spaces for Maidenhead's growing population, ensuring existing ones remain green, retain or improve their current level of access to the public, and support biodiversity by providing wildlife habitat.

Context

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraphs 14.8.2 and 14.10.2 to 14.10.5 and policy IF4 on Open Space. They have also been developed with regard to BLP paragraphs 6.10.1 to 6.10.3 and policy SP6 on Local Green Space, and to BLP paragraphs 12.4.1 to 12.4.6, 12.6.1 to 12.6.8 and policies NR2 and NR3 on Trees, Woodland and Hedgerows and on Nature Conservation respectively.

The only Local Green Space designated by the BLP [Part 2, 2.1] is in Cookham, outside Maidenhead's Neighbourhood Plan area. Designation of Local Green Space is within scope of a Neighbourhood Plan according to NPPF [Part 2, 1.1] paragraph 76. The policies and designations follow the principles in NPPF paragraphs 76, 77 and 78.

Intent:

To ensure that existing residents and occupants of new developments have easy access to sufficient green space for recreation, sport and enjoyment, and to support biodiversity by providing wildlife habitat.

POLICIES: Local Green Spaces

ES.02

- Local Green Spaces are defined on Map 5.2-1, and Table 5.2-1 summarises the justification for the designation according to the criteria in NPPF [Part 2, 1.1] paragraph 77
- Designated Local Green Spaces should be retained as predominantly green, and minimise hard or artificial surfaces to a small proportion of the site. All such surfaces should be made of rainwater permeable materials allowing rain to go straight into the earth below rather than run off into drains or sewers
- Where Local Green Spaces have existing recreational or sport usage, development connected with the sport or recreational activity will be supported subject to complying with other policies within this plan, for:
 - Changing rooms
 - Pavilions, club houses and cafes
 - Surfaced tracks, access roads, car and bike parking
- Development connected with the sport or recreational activity shall:
 - demonstrate the need in connection with the recreational activity
 - be of a size and scale proportionate to the size of the site and number of users
 - be in keeping with the surrounding area
 - have no significant detrimental impact on the ability of the site to accommodate playing pitches

Editor's note: Placeholder for map defining Local Green Spaces.

Map 5.2-1 Local Green Spaces

Reasoned Justification

NPPF [Part 2, 1.1] paragraph 77 defines the criteria for Local Green Space designation. Table 5.2-1 summarises how each site meets the criteria, and the detailed justification for each site is provided in [Part 3, 1.8], together with a map showing the location and boundaries and the status in terms of any other designations.

BLP [Part 2, 2.1] policy IF4 on Open Space is written in general terms, and does not define specific locations. It is almost silent on the balance of land use between for example sports facilities, which are essential to human wellbeing but often provide little biodiversity, and natural or wild areas where wildlife can thrive.

Where Local Green Spaces have existing recreational or sport usage, in line with Sport England recommendations [Part 2, 1.5] the provision of new or enhanced ancillary facilities can play an important role in helping people to become and stay active as well as improving the use and viability of a playing field for sport. Along with enhancing the experience for existing users, they can make use of the playing field a more attractive proposition for potential new users.

Table 5.2-1: Local Green Spaces

Map Ref	Site Name	Summary of reasons for designation in NPPF paragraph 77
[x]	Maidenhead Thicket	<ul style="list-style-type: none"> Proximity: Close to Western fringe of Maidenhead dense urban area Community value: Accessible woodland with network of paths, Rich Wildlife, Prehistoric Celtic farm enclosure, Historic refuge of Highwaymen Character: Defined local woodland, not extensive tract of land
[x]	Pinkneys Green	<ul style="list-style-type: none"> Proximity: Adjacent to North-Western edge of Maidenhead urban area Community value: Accessible Open Common with network of paths, Rich grassland habitat Character: Defined common, not extensive tract of land
[x]	Sailing Club Lake	<ul style="list-style-type: none"> Proximity: Close to and surrounded by North-Eastern part of Maidenhead urban area Community value: Recreation area for Watersports Character: Lake, not extensive tract of land
[x]	Braywick Nature Reserve	<ul style="list-style-type: none"> Proximity: Close to and surrounded by Southern part of Maidenhead urban area, and close to land designated in the BLP [Part 2, 2.1] for housing development Community value: Diverse habitat, Rich Wildlife and Educational resource Character: Defined local Nature reserve, not extensive tract of land

[x]	Braywick Formal Park	<ul style="list-style-type: none"> Proximity: Close to and surrounded by Southern part of Maidenhead urban area, and close to land designated in the BLP [Part 2, 2.1] for housing development Community value: Key publicly accessible recreation area, Mature ornamental trees Character: Defined local recreation Area, not extensive tract of land
[x]	Oaken Grove Park	<ul style="list-style-type: none"> Proximity: Close to and surrounded by North West part of Maidenhead urban area Community value: Key publicly accessible recreation area, Play Area, Sports pitches, Mature Trees. Character: Defined local recreation Area, not extensive tract of land
[x]	Boyn Grove Park	<ul style="list-style-type: none"> Proximity: Close to and surrounded by Western part of Maidenhead urban area Community value: Key publicly accessible recreation area, Play Area, Sports pitches, Mature Trees. Character: Defined local recreation Area, not extensive tract of land
[x]	Desborough Park	<ul style="list-style-type: none"> Proximity: Close to and surrounded by Southern part of Maidenhead urban area Community value: Key publicly accessible recreation area, Play Area, Sports pitches, Mature Trees. Character: Defined local recreation Area, not extensive tract of land
[x]	Grenfell Park	<ul style="list-style-type: none"> Proximity: Close to and surrounded by Maidenhead urban area, near station Community value: Key publicly accessible recreation area, Play Area, Mature Trees and Woodland. Character: Defined local recreation Area, not extensive tract of land
[x]	Kidwell's Park	<ul style="list-style-type: none"> Proximity: Close to and surrounded by Maidenhead urban area, near Town centre Community value: Key publicly accessible recreation area, Play Area, Mature Trees, open space used for community events. Character: Defined local recreation Area, not extensive tract of land
[x]	Riverside Gardens	<ul style="list-style-type: none"> Proximity: Close to and surrounded by Maidenhead Riverside residential Area Community value: Key publicly accessible recreation area adjacent to River Thames, Play Area, Crazy Golf Course, Mature Trees. Character: Defined local recreation Area, not extensive tract of land
[x]	Town Moor	<ul style="list-style-type: none"> Proximity: Close to and surrounded by North Eastern part of Maidenhead urban area, near Town centre Community value: Key publicly accessible open space, adjacent to York Stream and Moor Cut, Mature Trees, Biodiversity value.

		<ul style="list-style-type: none"> • Character: Defined local recreation Area, not extensive tract of land
[x]	Ray Mill Island	<ul style="list-style-type: none"> • Proximity: Close to and surrounded by Maidenhead Riverside residential Area • Community value: Key publicly accessible recreation area adjacent to Weir, River Thames and Boulter’s Lock, Play Area, Streamside walk, Aviary, Mature Trees, view across to Cliveden estate. • Character: Defined local recreation Area, not extensive tract of land
[x]	Guard’s Club Park and Island	<ul style="list-style-type: none"> • Proximity: Close to and surrounded by Maidenhead Riverside residential Area • Community value: Key publicly accessible recreation area adjacent to River Thames and Maidenhead Bridges, footbridge across to island, Mature Trees, view across river. • Character: Defined local recreation Area, not extensive tract of land
[x]	The Gullet	<ul style="list-style-type: none"> • Proximity: Close to and surrounded by Southern part of Maidenhead urban area, near station • Community value: Accessible woodland with paths, Rich Wildlife • Character: Defined local woodland, not extensive tract of land
[x]	Deerswood Meadow	<ul style="list-style-type: none"> • Proximity: Close to and surrounded by North Eastern part of Maidenhead urban area • Community value: Open space, rough cycling, Rich Wildlife including Toad population • Character: Defined local open space, not extensive tract of land
[x]	Summerleaze Lake	<ul style="list-style-type: none"> • Proximity: Close to and surrounded by North Eastern part of Maidenhead urban area • Community value: Wildlife, breeding for Toad population • Character: Lake, not extensive tract of land
[x]	Pinkneys Green Cricket Ground	<ul style="list-style-type: none"> • Proximity: Adjacent to North Western part of Maidenhead urban area • Community value: Home to Pinkneys Green Cricket Club, Mature Trees. • Character: Defined local Sports Pitch, not extensive tract of land
[x]	North Maidenhead Cricket Ground and Maidenhead Softball Ground	<ul style="list-style-type: none"> • Proximity: Adjacent to North Eastern part of Maidenhead urban area • Community value: Home to North Maidenhead Cricket Club and Maidenhead Softball Club. • Character: Defined local Sports Pitch, not extensive tract of land
[x]	Boyne Hill Cricket Ground	<ul style="list-style-type: none"> • Proximity: Surrounded by Western part of Maidenhead urban area • Community value: Home to Boyne Hill Cricket Club.

		<ul style="list-style-type: none">• Character: Defined local Sports Pitch, not extensive tract of land
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WORKING DRAFT NOT FOR PUBLICATION

5.3 Green Corridors

OBJECTIVE:

To maintain and enhance green corridors for the benefit of biodiversity and recreation

Context

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraphs 12.6.1 to 12.6.3, and with regard to policies NR2 and NR3 on Trees, Woodland, Hedgerows and Nature Conservation.

Paragraphs 12.6.2 and 12.6.3 refer to Green networks and corridors, but are silent on how such corridors are to be identified or taken into account when determining a planning application.

The policies follow the principles in NPPF [Part 2, 1.1] paragraphs 114 and 117.

Intent

To ensure that existing green corridors are maintained, and able to connect wildlife habitats together allow 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.

POLICIES: Green Corridors

ES.03

- Green corridors, existing and proposed, are defined on Map 5.3-1
- For land corridors a minimum width of 5m is to be retained for natural habitat *Editor's note: check that this is feasible, typical fenced footpath width, or whether certain corridors such as lanes should be defined by land boundaries.*
- Proposals for development on or adjacent to identified Green corridors shall demonstrate that connectivity and continuity is provided, maintained or enhanced.

Editor's note: Placeholder for map defining Green Corridors.

Map 5.3-1 Green Corridors

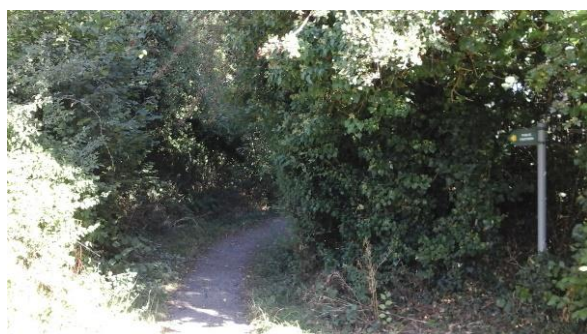
Reasoned Justification

Green corridors often exist as historic pathways or routes that have since been urbanised, but where plants are allowed to grow with minimal maintenance. As such they often provide both habitats for wildlife and a pleasant walking or cycling route away from roads, hard landscaping and heavily built-up areas. They can also provide a route connecting wildlife habitats, for example larger green spaces such as public parks.

To retain these often undervalued functions, such corridors should be kept green, for example by the retention of hedgerows rather than replacement by walls or fences.

Note that the Waterway corridor is covered by a separate policy.

Examples of footpaths that do/do not provide Green Corridors:



a) Off Cannon Court Road



b) Near Switchback Road South

5.4 Views

OBJECTIVE:

To retain significant valued views for the enjoyment of residents and visitors

Context

The BLP [Part 2, 2.1] is largely silent on views, with the exception of policy SP4 on the River Thames Corridor. The River Thames Corridor forms the Eastern boundary of the Neighbourhood Plan Area, but many other parts of the town contain attractive views which deserve recognition and protection.

The policy follows the principles in NPPF [Part 2, 1.1] paragraph 58, bullet 2.

Intent

To identify valued views which are part of the town’s character, and to ensure that new development retains or contributes positively to significant views within the Neighbourhood Plan Area.

POLICIES: Views

ES.04

- Significant Valued Views are defined on Map 5.4-1, and Table 5.4-1 summarises the justification
- Development proposals affecting significant valued views should evaluate the impact on the view, and demonstrate that the overall view and its defining features are enhanced or retained.

Editor’s note: Placeholder for map defining Views.

Map 5.4-1 Views

Reasoned Justification

Valued views can include a wide range such as a view of a landmark, a large scale landscape vista, a building or a local streetscape. They are an essential component that helps define the character of a place, and are often made up of many individual features or characteristics not confined to a single location or land ownership boundary. Valued views that are significant should therefore be taken into account when determining a planning application.

Editor's note: Do we need to use selection criteria, for example in the London View Management Framework criteria? The Windsor plan 4.23 states "views must make aesthetic, cultural or other contributions to the town, or which contribute to the viewer's ability to recognise and appreciate the authenticity, integrity, significance, and outstanding universal value of the towns heritage".

Table 5.4-1 identifies significant valued views that contribute to Maidenhead today and summarises the main defining features and reasons for retention. The detailed justification for each site is provided in [Part 3, 1.9].

Table 5.4-1: Views

Map Ref	View Name	Summary of reasons for retention
[x]	Castle Hill	<ul style="list-style-type: none"> • Significance: Historic route heading West from Maidenhead • Defining features: In an uphill cutting, green banks, raised pavement, most houses set back from the road, mature trees, folly, Ice House, railway bridge and entrance to vaults.
[x]	Gringer Hill	<ul style="list-style-type: none"> • Significance: Historic route heading North West from Maidenhead • Defining features: Mature overhanging trees forming a green corridor, adjacent green space, most houses set back from the road, Craufurd Arms public house, evolving view.

SECTION 6. COMMUNITY AND HEALTH FACILITIES

6.1 Healthcare facilities

OBJECTIVE:

To support the retention and expansion of healthcare provision within the Neighbourhood Plan Area.

Context

Although the direct responsibility for healthcare provision lies elsewhere, the development of premises and allocation of land for such use is subject to planning policy.

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraph 14.1.2 on social infrastructure, which includes health and emergency services, paragraph 14.16.1 and policy IF7 on Community facilities. Policy IF7 resists the loss of existing community facilities but is almost silent on the provision of new facilities required to support the demand from additional housing and business development. It is a common local concern, and supporting local provision is within scope of a Neighbourhood Plan.

The policies follow the principles in NPPF [Part 2, 1.1] paragraph 70.

Intent

To enable expansion of existing Healthcare facilities and provide new facilities as new housing becomes occupied, easily accessible to the new occupants.

POLICIES: Healthcare facilities**CO.01**

- Retention of, improvements to, replacement and expansion of existing healthcare facilities will be supported. Loss, removal or degradation of existing healthcare facilities will be resisted unless it can be demonstrated that the replacement provision meets identified healthcare needs.
- Development in the plan area that provides new primary healthcare facilities must ensure that these are sited in an accessible location such that they can support the healthcare needs of the existing community as well as the new population.
- Primary healthcare facilities provided as part of a strategic development should be designed to allow for the latest assessment of needs arising from the strategic development concerned when it is completed.
- Proposals for development and expansion of Use Class C2 Care Homes, or conversion of existing buildings to Care Homes, will be supported subject to complying with other policies within this Plan.

Reasoned Justification

The strategic development identified in the BLP [Part 2, 2.1] places a significant allocation within the Neighbourhood Plan Area - sites HA1 to HA8, HA18 to HA22 and HA24, with a range of allocations from 100 to 2000 residential units. All will require access to adequate healthcare facilities and such services should be located near to the areas they serve, with convenient access and adequate parking as many healthcare service users may not be able to use transport methods such as walking, cycling or bus. The Windsor, Ascot and Maidenhead Clinical Commissioning Groups (CCG) assessment of demand assumes no surplus capacity GPs and no spare capacity with dentists according to paragraphs 3.10.13 and 3.10.14 of the RBWM Infrastructure Delivery Plan [Part 2, 2.10].

The national level of provision for healthcare facilities (GPs, dentists and pharmacists) is around 1 per 2000 head of population. At this level it is not realistic to require on-site provision on any but the largest of the identified strategic development sites. However, the scenario where all development assumes healthcare provision is “somewhere else” is unrealistic, leading to pressure for further development of healthcare facilities either on Green Belt or sites with inadequate access.

The aggregate requirement across strategic development sites is significant and will require allocation of land for Healthcare facilities arising from new development. For some locations, consideration can be given to providing increased capacity by expanding existing facilities.

For the purposes of this section “Healthcare Facilities” include GP surgeries, dentists, hospices, pharmacies, hospitals and care homes, along with associated equipment such mobile screening units. Provision of adequate local facilities will help reduce travel to healthcare facilities further away.

6.2 St Mark's Hospital

OBJECTIVE:

To assist the provision and expansion of sustainable healthcare services at St Mark's Hospital in Maidenhead by designating the area of the healthcare facility and its associated land use.

Context

Although the direct responsibility for healthcare provision lies elsewhere, the development of premises and allocation of land for such use is subject to planning policy.

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraph 14.1.2 on social infrastructure, which includes health and emergency services, paragraph 14.16.1 and policy IF7 on Community facilities. Policy IF7 resists the loss of existing community facilities, but does not specifically mention Healthcare.

Retention of Healthcare provision at St Mark's Hospital is a common local concern. Important context is also provided by the recently published report in 2018 summarising responses to a recent consultation held by the East Berkshire Clinical Commissioning Group, titled "The Big Conversation: Transforming Urgent Care Services" [Part 3, 1.12]. Section 1.6 of the report discusses options for 'grouping services together', and for Maidenhead reaches the clear conclusion that St. Mark's Hospital is an appropriate location for such 'hubs'.

The policies follow the principles in NPPF [Part 2, 1.1] paragraph 70.

The site on which St. Mark's Hospital and St. Mark's Care Home sits is just over 42,500 m² including small undeveloped areas which may be suitable for proposals to expand healthcare provision. The extent of the site is as detailed below.



Map 6.2-1 St Mark's Hospital site

Intent

To promote healthy communities by ensuring that adequate healthcare provision is maintained by designating land suitable for the improvement and enlargement of existing Healthcare facilities at St Mark's Hospital, and to resist loss of land which could otherwise enable such expansion.

POLICIES: St Mark's hospital

CO.02

- Retention of, improvements to, replacement and expansion of existing healthcare facilities within the St. Mark's Hospital site will be supported, subject to complying with other policies within this Plan.
- Ancillary uses on the site, for example childcare, may be supported on the site where they are supportive of the overall functioning of St. Marks as a centre for healthcare
- Development proposals other than those for healthcare facilities within the St. Mark's Hospital site will be resisted

Reasoned Justification

As the only hospital in Maidenhead, St Mark's is valued by the community and is significantly more accessible than similar facilities outside the Neighbourhood Plan Area. There is significant benefit in locating Healthcare services close to the areas they serve, including promoting healthy communities and sustainable transport.

St. Mark's Hospital provides a range of outpatient clinics and services for children and adults, as well as an inpatient ward for adults who need rehabilitation. A Minor Injuries and Urgent Care Centre is run from the hospital providing urgent medical attention that is not life-threatening. The hospital also runs a children's day nursery for about 60 children. The range of services and support that exist at this location is a fundamental element of sustainable healthcare. The designation of the site should assist with facilitating the expansion of capacity required for the population increase resulting from the strategic development of the Neighbourhood Plan area.

Situated within the site designation is a Care Home providing elderly nursing care, dementia nursing care, palliative care and Parkinson's care. Respite and convalescence services are also provided. As an integral part of health and care provision its inclusion within the designation furthers the principle of sustainability.

Development pressure can incentivise loss of land to non-healthcare use such as housing, but any gain is short term and reduces the ability of the hospital to expand, potentially creating a demand for healthcare facilities in far less sustainable locations.

Provision of adequate local facilities will help reduce the need to travel to healthcare facilities further away.

SECTION 7. HERITAGE

7.1 Existing Buildings in Conservation Areas

OBJECTIVE:

To ensure that existing buildings in a Conservation Area continue to contribute positively to its character and appearance

Context

Each Conservation Area is described in a Conservation Area Appraisal. This identifies its special architectural and historic interest, defines the boundaries, and guides planning decisions to ensure that changes through development contribute positively to the character and appearance of the area.

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraph 11.2.5 and policy HE1, and follow the principles in NPPF [Part 2, 1.1] paragraphs 126 to 141. These references set out quite general principles, so are here applied to the Conservation areas in the Neighbourhood Plan Area.

Intent

To ensure that development proposals for existing buildings in a Conservation Area contribute positively to its character and appearance.

POLICIES: Existing Buildings in Conservation Areas

HE.01

- Proposals for development are required to enhance and preserve the character and appearance of the Conservation Area
- Existing buildings should be retained, unless identified in the Conservation Area appraisal as having a negative effect
- Alterations and extensions should respect the form, bulk, style, materials palette, and roofline of the Conservation Area
- Trees, hedges, walls and fences should be retained unless identified in the Conservation Area appraisal as having a negative effect. New boundary treatments should be compatible with the existing character.
- Changes of use should be compatible with the nature of the Conservation Area, and not adversely affect its appearance or character

Reasoned Justification

The Conservation Area Appraisal identifies its special architectural and historic interest, and justifies its designation. The character of a Conservation Area is made up from many aspects, of which the existing buildings are one. Additions and alterations to existing buildings can change their significance and contribution to the area, with either positive or negative effect. The policies in this section aim to ensure that development proposals enhance and preserve the contribution made by such buildings.

Not all buildings in a Conservation Area are described in the Conservation Area appraisal, but nonetheless contribute to its character and are therefore expected to be retained. Occasionally, specific existing buildings within a Conservation area are identified as having a negative impact on the character. In such cases, appropriate redevelopment can bring overall improvement.

7.2 New Buildings in Conservation Areas

OBJECTIVE:

To ensure that new buildings in a Conservation Area contribute positively to its character and appearance

Context

Each Conservation Area is described in a Conservation Area Appraisal. This identifies its special architectural and historic interest, defines the boundaries, and guides planning decisions to ensure that changes through development contribute positively to the character and appearance of the area.

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraph 11.2.5 and policy HE1, and follow the principles in NPPF [Part 2, 1.1] paragraphs 126 to 141. These references set out quite general principles, so are here applied to the Conservation areas in the Neighbourhood Plan Area.

Intent

To ensure that development proposals for new buildings in a Conservation Area contribute positively to its character and appearance

POLICIES: New Buildings in Conservation Areas

HE.02

- Proposals for new buildings are required to enhance and preserve the character and appearance of the Conservation Area
- New buildings should respect the form, bulk, style, materials palette, and roofline of the Conservation Area
- The siting of new buildings should be compatible with the historic street pattern and plot layout of the Conservation Area
- New uses should be compatible with the nature of the Conservation Area, and not adversely affect its appearance or character

Reasoned Justification

The Conservation Area Appraisal identifies its special architectural and historic interest, and justifies its designation. New buildings can contribute positively to a conservation area, provided they recognise the salient characteristics and are compatible with the special interest which justified the

area's designation. The policies in this section, taken together with the Conservation Area Appraisal, aim to ensure that proposals for new buildings meet such criteria.

Occasionally, specific existing buildings or spaces within a Conservation area are identified as having a negative impact on the character. In such cases, new buildings can bring overall improvement.

7.3 Vehicle access in Conservation Areas

OBJECTIVE:

To ensure that vehicle access in Conservation Areas is appropriate and compatible with its character

Context

Most Conservation Areas were built before powered road vehicles became commonplace, and were not often designed to accommodate their use. Transport and social developments since then have placed new demands on the historic built environment, and today's needs and expectations can present a challenge to the character and appearance of Conservation Areas.

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraph 11.2.5 and policy HE1, and follow the principles in NPPF [Part 2, 1.1] paragraphs 126 to 141. These references are silent on the practicalities of vehicle access in Conservation areas, but it is a common local concern and therefore appropriate to be addressed in a Neighbourhood Plan.

Intent: To ensure that development proposals for vehicle access in a Conservation Area retain its character and appearance, without adversely affect building frontage or streetscape

POLICIES: Vehicle access and parking in Conservation Areas

HE.03

- Proposals to add or improve vehicle access and parking should take care to respect and preserve the character and appearance of the Conservation Area
- Proposals to add or improve vehicle access and parking should not adversely affect building frontage or streetscape
- Vehicle access and parking in front gardens is acceptable where the proposal reduces the need for vehicles to park on the highway and results in predominantly soft landscaping and planting in the front garden area

Reasoned Justification

The policies in this section aim to strike a balance between present day transport needs and retaining the character of the area. As an example, replacement of whole front gardens to a row of terraced cottages by paved areas for car parking would detract from the character of the street scene and is unlikely to be acceptable. In other scenarios with sufficient space, adaptation with suitable planting

and soft landscaping may provide a better solution than on-street parking, and enhance the street scene. The policies allow planning decisions to be made consistently and align with the objective.

7.4 Trees, gardens, street pattern and open spaces in Conservation Areas

OBJECTIVE:

To ensure that developments in a Conservation Area preserve and enhance the character and appearance of the area as a whole

Context

Each Conservation Area is described in a Conservation Area Appraisal. This identifies its special architectural and historic interest, defines the boundaries, and guides planning decisions to ensure that changes through development contribute positively to the character and appearance of the area.

The policies have been developed with regard to the BLP [Part 2, 2.1] paragraph 11.2.5 and policy HE1, and follow the principles in NPPF [Part 2, 1.1] paragraphs 126 to 141. 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.

Intent

To ensure that development proposals in a Conservation Area retain the contributions to its character and appearance from trees, soft landscaping, street pattern, views and open spaces

POLICIES: Trees, gardens, street pattern and open spaces in Conservation Areas

HE.04

- Proposals for development should retain existing trees within a Conservation Area and where feasible add sympathetic new plantings and landscaping
- Proposals for development should substantially retain the proportion of garden area within plots
- Proposals for development should retain open spaces and views within a Conservation Area, and retain views from the Conservation Area that contribute to its character
- Proposals for development should be compatible with the rhythm, spacing, plot size, street pattern and streetscape

Reasoned Justification

The Conservation Area Appraisal identifies its special architectural and historic interest, and justifies its designation. Trees, gardens, the street pattern, the rhythm of building and open spaces very often make a significant contribution. Removal of trees, subdivision of plots, and insertion of access roads can detract from the character and special interest of the area. The policies in this section, taken

together with the Conservation Area Appraisal, aim to ensure that development proposals enhance and preserve the Conservation Area as a whole.

7.5 Setting of Heritage Assets

OBJECTIVE:

To ensure that Heritage assets maintain their significance and character within their wider setting

Context

Heritage assets include Conservation Areas, Listed Buildings and items identified on the local list. Their significance lies not only in the assets themselves, but also in their setting. Developments adjacent to Heritage assets should enhance or preserve the significance of the Heritage asset.

The policies have been developed with regard to BLP [Part 2, 2.1] policy HE1, and follow the principles in NPPF [Part 2, 1.1] paragraphs 126, 128, 129, 132 and 137. Historic England's Good Practice Advice [Part 2, 1.3] gives further information.

Intent

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. Where feasible enhancements should be sought, for example where heritage assets have been masked from view by past development.

POLICIES: Setting of Heritage Assets

HE.05

- Development proposals affecting the setting of a Heritage Asset should include an assessment of the effect on the significance of the Heritage Asset. Proposals that result in an adverse impact will be resisted.
- Developments adjacent to a Conservation Area should respect the scale, density and pattern of the Conservation Area itself, and not adversely affect its appearance, character or significance
- Developments adjacent to or within the curtilage of a listed building should enhance, and not adversely affect, the building's special character, grounds, setting, or justification for listing

Reasoned Justification

Heritage assets are seen in the context of their setting - for example Maidenhead Bridge is a Grade I Listed structure, but its setting and significance include the river itself, the adjacent bankside buildings, their use for leisure and amenity, and trees in the vicinity. Developments adjacent to Heritage assets can either enhance or detract from the public's enjoyment of the Heritage asset itself.

Other types of Heritage asset such as Conservation Areas, listed or locally listed buildings are experienced within their setting, such as the townscape or adjacent countryside.

Maidenhead Neighbourhood Plan.

The policies in this section, taken together with the description of the Heritage asset itself, aim to ensure that development proposals enhance or preserve the Heritage asset and its setting.

WORKING DRAFT NOT FOR PUBLICATION

SECTION 8. SITE-SPECIFIC POLICIES

8.1 Maidenhead Waterway Corridor

OBJECTIVE:

To retain and enhance the Maidenhead Waterway Corridor as an amenity asset for residents of and visitors to the Maidenhead area, and as a rich and varied wildlife habitat.

Context

The Maidenhead Waterway corridor that runs through the Neighbourhood Plan area deserves special consideration in planning terms, because it serves a number of purposes simultaneously:

- A walking route, forming part of the Green Way
- A cycling route through Maidenhead Town Centre
- A wildlife habitat for both land and water-based species, and those that inhabit the margin
- A navigable route for boats
- A public Amenity space and attraction within the town
- A channel for carrying flood water through Maidenhead

Uncoordinated development in the town centre over many years led to the waterway being ignored, allowing it to become a wasted asset and largely hidden flood channel. Unstable water supply, lack of maintenance and shallow water depths have over time undermined the habitats and its role and effectiveness as a designated wildlife corridor. RBWM's adopted 2009 Waterways Framework policy [Part 2, 2.6] for the first time required new developments to protect and embrace the waterway, while its flood role has been much reduced following the construction of the Jubilee River. The 2011 Area Action Plan [Part 2, 2.5] took the protections of the Framework policy a step further and aims to make the waterway a major feature of a rejuvenated town centre and a key public amenity for the benefit of everyone that lives, works or spends their leisure time in Maidenhead. The Area Action Plan acknowledges an existing shortfall in green Public Open Space in the town centre, which the waterway will potentially help overcome. The plans at the time were for 810 new households in the town centre by 2026, but the Borough Local Plan now seeks to increase this fourfold by 2033 (many in high rise blocks of flats). 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.

The policies aim to ensure the Maidenhead Waterway corridor continues to provide all the listed functions, is genuinely sustainable, and that adjacent developments enhance the corridor without adversely affecting any of its purposes, or eroding its benefit to people and wildlife. In accordance with the Framework policy and evolution strategy set out in the consented planning application for the Waterway, no new obstructions to through navigation will be permitted, whilst the opportunity to address existing navigation limitations (mainly road crossings) is to be addressed as part of continuing Area Action Plan developments.

The policies and map have been developed with regard to the 2009 Maidenhead Waterways Framework [Part 2, 2.6], the RBWM Cycling Strategy [Part 2, 2.2], the RBWM Public Rights of Way

Management and Improvement Plan [Part 2, 2.3], the Maidenhead Town Centre Area Action Plan [Part 2, 2.5], and to the BLP [Part 2, 2.1] paragraphs 14.8.2 to 14.8.4 and policy IF3.

The policies follow the principles in NPPF [Part 2, 1.1] paragraph 35 bullets 2 and 3, paragraphs 37, 73, 75, paragraph 109 bullet 3 and paragraph 114 bullet 1.

Intent

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. Limitations to through navigation will be progressively addressed over time, allowing the size and hence number of boats able to access the town centre from the Thames and navigate the town centre 'Ring' to increase, adding to the vitality of the rejuvenated town centre. The policies provide criteria for appropriate development, and together with implementation of the Waterways restoration project, aim to provide an attractive public amenity and wildlife habitat aligned with the objective.

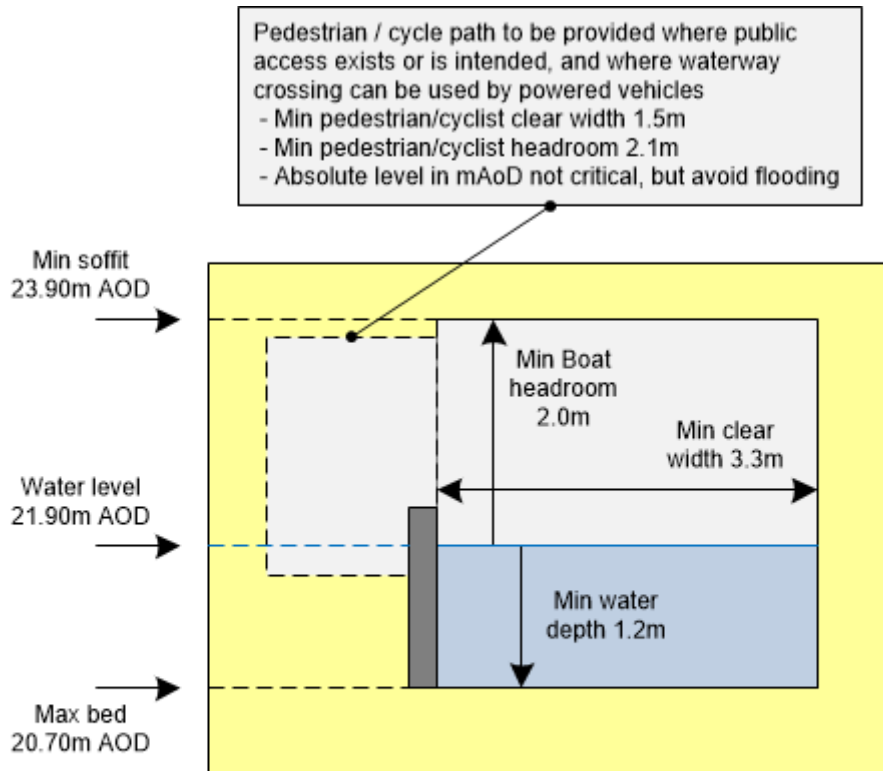
POLICIES: Waterway Corridor

SS.01

- Public access for walking and cycling is expected on one bank of the Waterway Corridor, with the opposite bank prioritised for wildlife habitat. Development proposals are expected to comply with Map 8.1-1 showing the intended public access bank and wildlife habitat bank, together with an area in the more urban part of the town centre where public access is expected on both banks.
- Proposals for development on either bank are expected to retain or provide at least an 8m buffer zone of green space, with banks sloping to the water's edge
- Proposals for development adjacent to the Waterway Corridor shall demonstrate that cycling and walking connectivity and public access is provided, maintained or enhanced according to Map 8.1-1
- Developments with public amenity space adjacent to the waterway are expected to incorporate facilities for boat launching and embarking/disembarking
- Walking routes should allow uninterrupted walking, adjoining and in clear sight of the water's edge and minimise the requirement to cross roads
- Cycling routes should allow continuous riding, and minimise requirements to stop, dismount, or give way to vehicular traffic
- Proposals for new or replacement crossing structures over or under the Waterway shall comply with the Navigation and access standard below, allowing use by boats of the intended dimensions, and for a continuous pedestrian and cycle path where public access is provided or consented. Map 8.1-1 shows where the crossing structure standards apply.
- Proposals for public amenity space adjacent to the Waterway Corridor will be supported, subject to the wildlife habitat requirements above
- Proposals affecting the ability of the Waterway to carry flood water shall demonstrate that they do not increase flood risk
- Development proposals affecting the banks or bed of the waterway shall demonstrate that they do not adversely affect the flow or levels of water.

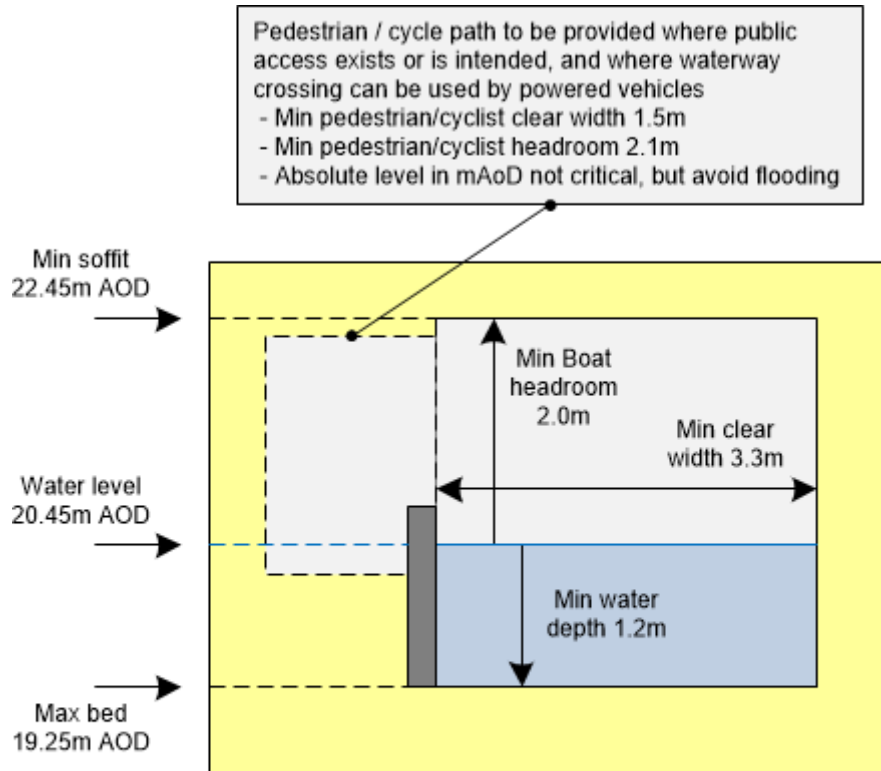
Editor's note: Placeholder for map defining Waterway Corridor. This map defines sections of the waterway where crossing requirements apply, and the Public access Bank/Wildlife habitat bank. Decide how to handle sections where there is no existing or consented public access.

Map 8.1-1 Waterway Corridor



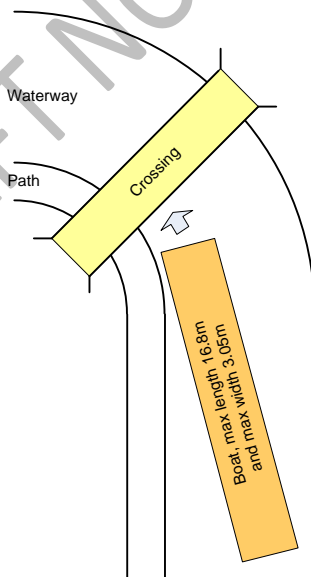
Minimum Crossing requirements below Ray Mill Road West and above Green Lane Weir

If crossing is on or near a bend, clear width should increase to allow navigation



Minimum Crossing requirements below Green Lane Weir to Hibbert Road

If crossing is on or near a bend, clear width should increase to allow navigation



Widening of Crossing requirements at a bend

Channel width for navigation determined per site

Reasoned Justification

The Maidenhead Waterways project was conceived as an amenity asset for residents of the

Maidenhead area, and as a contribution to sustainability including wildlife habitat. In itself it creates a new place but will affect, and be affected by, adjacent development. It is important to achieve a balance between the benefit conferred on, or given by, adjacent developments and retaining the amenity value of the waterway as an escape from the urban environment. The approved plans currently being implemented in stages by RBWM envisage a gradual increase in the through navigation standard (maximum boat size) over time in conjunction with adjoining Area Action Plan developments. The waterway is being built for the long term and its evolution aims to avoid abortive costs.

The following examples illustrate aspects of the Waterway in its current form that do, or not, meet the key purposes:

Examples of bridges that do/do not meet the connectivity and navigation requirements:



a) St Cloud Way

b) York Road

a) St Cloud Way bridge:

- Provides uninterrupted walking, without having to cross a road
- Provides continuous riding, without need to stop, dismount, or give way to vehicular traffic
- Provides boat headroom and depth to navigation standard

b) York Road bridge:

- Interrupts walking route, need to cross a road
- Fails to provide continuous cycling: need to stop, dismount, and give way to vehicular traffic
- Inadequate boat headroom and depth for navigation standard

Good design of structures such as bridges encourages use of sustainable transport, avoids conflict with or interruption to road traffic, and allows access by mobility-impaired users. It also makes for easier, safer and more enjoyable use by parents with young children or by elderly people.

Note that although these bridges provide for movement of fish and birds, St Cloud way does not provide easy movement for land-based animals as there is no habitat or cover. York Road bridge does not provide easy movement for non-swimming land-based animals, as they must cross the road.

SECTION 9. DELIVERY AND IMPLEMENTATION

9.1 Proposed Delivery and Implementation Mechanisms, Policy Monitoring.

APPENDICES

APPENDIX 1 - List of Committee members

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REPORT VERSION CONTROL

Version Control	Date	Author	Changes
Use Date		I Rose	

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