

Maidenhead Neighbourhood Plan: Part 3, Evidence Base

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Introduction

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SECTION 1. Relevant evidence collected by CG+M Neighbourhood Plan group (Title to be updated)

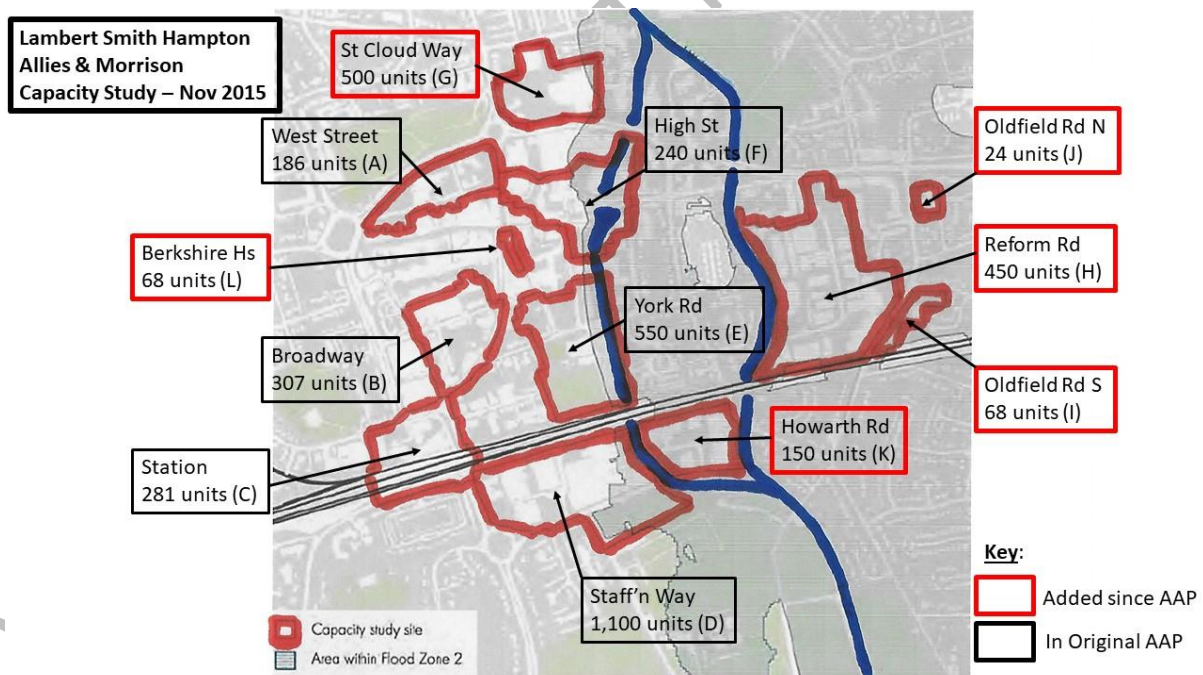
1.1 Maidenhead Town Centre Capacity Study

RBWM appointed consultants Lambert Smith Hampton (LSH) to undertake a Capacity Study for Maidenhead Town Centre, resulting in a final report dated November 2015 [Part 2, 2.9].

> Context

> Key points / Brief summary of findings, from RD draft for Building Height policy 31-Mar-2018:

RBWM commissioned a Maidenhead Town Centre Capacity Study from Urban Practitioners Lambert Smith Hampton and Allies Morrison to consider this issue, and also the question of where in the town centre taller buildings were most suitable. Its November 2015 report assessed each candidate site, plus the existing pipeline of consents, and concluded that a total of 3,924 homes could reasonably be accommodated in Maidenhead town centre – more than envisaged in the emerging BLP – with just two sites (the Station and Stafferton Way with up to 20 storeys) needing to breach the 2011 AAP recommended 12 storey guideline.



The capacity assessments looked at office and other uses as well as residential and assumed parking for office developments of 1 car parking space per 1,000sqft (92sqm) and for residential 1.5 car parking spaces per unit, albeit for very central locations they suggest the latter could be relaxed somewhat. The assessments considered the impact of alternative building height limits and then concluded that

the number of storeys (average) needed on each site to deliver the recommended maximum capacity of 3,924 homes in the town centre* were:

Site A – West Street – up to 12 storeys

Site B – Broadway – average 8.6 storeys, including a residential tower**

Site C – Station – average 7.6 storeys, with a landmark building of up to 20 storeys

Site D – Stafferton Way – average 7 storeys, with up to 20 storeys within the site

Site E – York Rd (N) – typical 6 storeys

Site F – High Street/Chapel Arches – up to 6 storeys, per existing consent(s)

Site G – St Cloud/Magnet – 4 storeys, but potential for more to maximise site capacity

Site H – Reform Rd – not stated, but 4/5 storeys illustrated

* - Includes two small sites lying just outside of the town centre

** - The outline consent for this site already assumes up to 14/15 storeys in one part.

The site boundaries of the study do not fully align with those of the emerging BLP, and in some cases (e.g. High Street/Chapel Arches) consent has already been granted for higher numbers of residential units than recommended here. Emerging plans for the York Road area also propose greater residential capacity than recommended by the study. Although not definitive, the 2015 study clearly demonstrates that it is not necessary to abandon all limitations on building height in the town centre to deliver the growth now targeted. Hence the guidance proposed via the MNP, which is deliberately non prescriptive as it is recognised there is a need for policy flexibility.

Image: Illustration of the taller building 'curtain' emerging around the inner ring road.



In terms of the *areas in the town centre* that are suitable for tall buildings, the study noted the location of the town in the Thames Valley floor means that it is visible from a number of elevated vantage points on surrounding hills, including prominent views from significant points such as Cliveden. It also noted that the existing silhouette of the town centre is reasonably well defined, with taller structures grouped in a relatively limited area. The study recommends that proposals for further tall buildings should reinforce rather than fragment this grouping.

Taller buildings have recently been developed at and next to The Point, towards the top of Market Street on the southern side of St Cloud Way, creating a distinct and strong northern boundary to the town centre. In the centre, Berkshire House has also been refurbished and converted to residential use. The MNP recommends this 'curtain' of taller buildings around the ring road should be retained and potentially reinforced by extending this approach to the western side of the inner ring road and also the western end of the new southern relief road. This would establish a coherent strategy to the massing of taller buildings to over time create a defined skyline.

Other specific recommendations in the study that the MNP aims to reinforce are that:

- taller buildings anywhere in the MNP area should generally be avoided in close proximity to historic assets (Local Listed as well as listed buildings) and in/immediately next to the conservation area.
- sites in close proximity to the station should be prioritised as potential locations for higher density/taller development (supporting existing AAP policy).
- proposals should draw on existing and emerging best practice design guidance for tall buildings, using local and external design review panels for specific guidance at the pre-app stage for individual projects.
- a coherent strategy should be adopted to the massing of taller buildings, to create a defined skyline and reinforce rather than fragment the existing grouping in the town centre.
- proposals that extend the emerging 'curtain' of taller buildings around the northern, western and south western parts of the inner ring road will be supported, providing they do not have unacceptable impacts on the adjoining areas.
- the role of taller buildings as a landmark in the wider townscape should be considered when assessed through planning, per the AAP guidance.
- evaluation of existing tall buildings in the town centre should be undertaken by the council (in its role as LPA) to demonstrate whether they make an overall positive contribution to the townscape and whether they therefore provide an appropriate precedent for new developments.

> Independent analysis by Neighbourhood Plan working group?

> How it informs the Neighbourhood Plan

1.2 Void (merged into 1.3)

1.3 Residential parking and cycle storage requirements

NPPF [Part 2, 1.1] paragraph 39 (NPPF2 paragraph 105) states that if setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development
- b) the type, mix and use of development
- c) the availability of and opportunities for public transport
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

The following sections show how these factors have informed the policies.

1.3.1 Accessibility of the development

Maidenhead (excluding Cox Green) is a town with a population of about 46,000 in about 18,500 households, from the 2011 Census [Part 3, 1.7]. Maidenhead town centre sits towards the East of the Maidenhead Neighbourhood Plan area, and the suburbs which form the main built-up area are mainly to the North and to the West. This results in a range of accessibility for residents. Those near or in the town centre have local access to most essential services and transport, but those to the North-west, West and South-west are 1 to 2km from Town centre facilities. Services in the suburbs are sparse, and most public transport to and from suburbs is infrequent (see section 1.3.3).

Editor's note: Include map showing Access zones within Neighbourhood Plan Area (distances from town centre, bus routes..)

For this reason, the Neighbourhood Plan area has been split into two zones - a Town centre area where access to services is good, and an "out-of-town" area where access is less good.

When considering accessibility, destinations outside the Neighbourhood Plan area also need to be considered, both for work and leisure. Section 1.3.6 on Travel to work covers distance travelled to a place of work and the travel method used, which is relevant to the residential parking requirement.

A further aspect of accessibility is that whilst Maidenhead has good East-West public transport links, especially by rail, destinations to the North and South are not well served (see section 1.3.3).

Editor's note: Cite 800m from station criterion and source? Show weakness, as a metric?

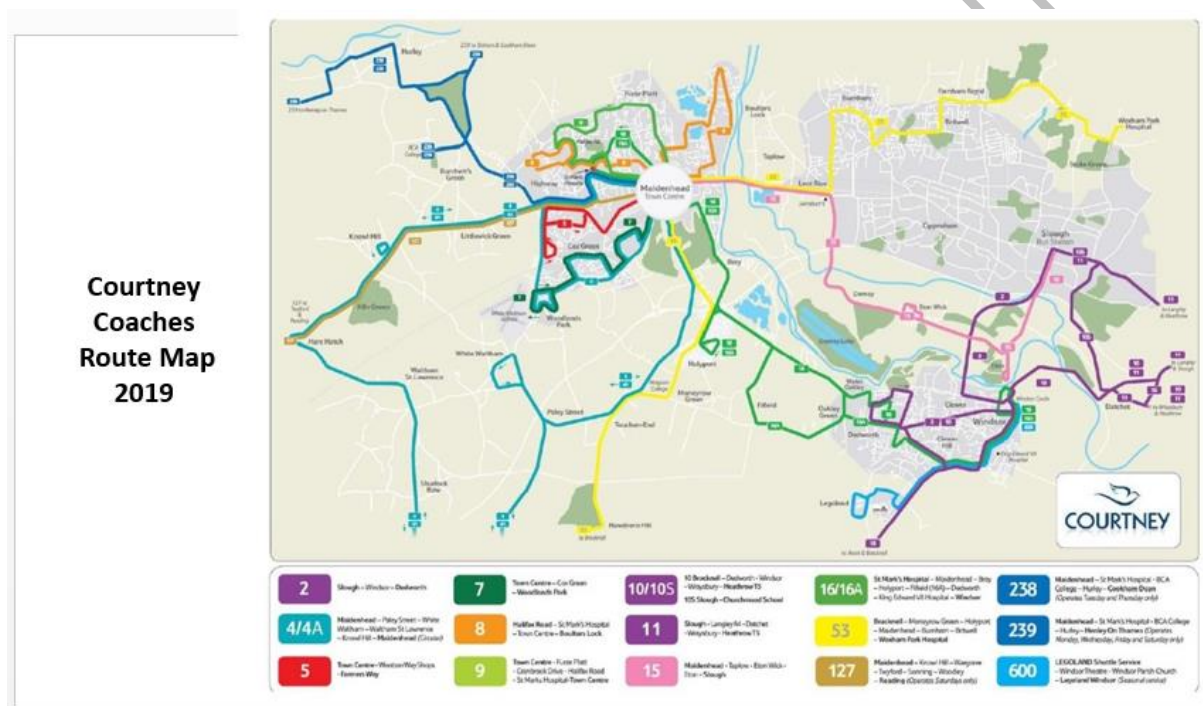
1.3.2 Type, mix and use of development

For planning purposes, it is convenient to group parking requirements into two categories of Residential (Use Class C3) and Office and Commercial (Use Classes B1 and B2). Sites specifically designated for car parking such as town or rail-related car parks are expected to provide their own analysis of parking requirements, based on location and purpose.

The type, mix and use of development is taken into account by specifying local parking standards according to residential or Office/Commercial, and according to location. This approach is similar to that taken by the RBWM Parking Strategy [Part 3, 1.12] which specifies parking standards according to Use Class and Accessibility, and also according to bedroom count for Use Class C3.

1.3.3 Availability of and opportunities for public transport

Editor's note: Need to collect evidence and write this section



Map 1.3-1 Courtney Coaches Route map

>> Add other bus company services (Arriva route 37, First Group Route 4).

>> Add train services.

>> Door-to-door journey times to non-rail destinations (Handy Cross High Wycombe, Bracknell..)

>> Examples of journey times to destinations from suburbs (Cox Green to Handy Cross High Wycombe)

>> Town centre to Norden Farm, in the evening?

>> Pinkneys Green to Odds Farm, daytime?

>> Section 1.3.1 states "most public transport to and from suburbs is infrequent (see section 1.3.3)" – need to provide evidence and justify.

>> Section 1.3.1 states "whilst Maidenhead has good East-West public transport links, especially by rail, destinations to the North and South are not well served (see section 1.3.3)" – need to provide evidence and justify.

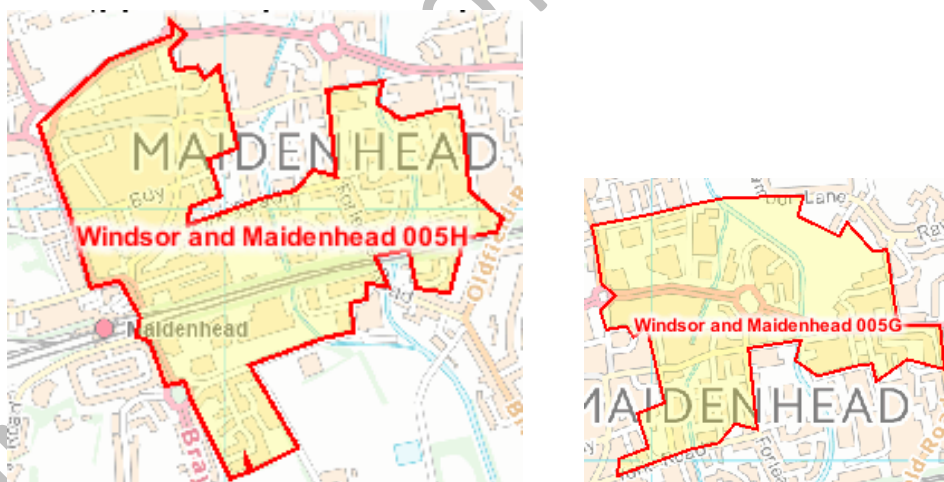
Maidenhead and Cox Green Neighbourhood Plan.

QS416EW - Car or van availability										
ONS Crown Copyright Reserved [from Nomis on 1 January 2019]										
population	All households; All cars or vans									
units	Households									
date										
Area	2011					2001				
	Households	No cars or vans in household	% Households with no vehicle	Sum of all cars or vans in the area	Average vehicles/household	Households	No cars or vans in household	% Households with no vehicle	sum of All cars or vans in the area	Average vehicles/household
ualad09:Windsor and Maidenhead	58,349	7,782	13.3%	87,382	1.50	54,201	7,784	14.4%	79,527	1.47
ward011qs:E05002350: Belmont	3,289	473	14.4%	4,460	1.36	3,161	540	17.1%	4,143	1.31
ward011qs:E05002352: Boyn Hill	3,021	428	14.2%	4,283	1.42	2,814	374	13.3%	4,039	1.44
ward011qs:E05002358: Cox Green	2,902	277	9.5%	4,899	1.69	2,758	247	9.0%	4,525	1.64
ward011qs:E05002362: Furze Platt	2,888	380	13.2%	4,213	1.46	2,809	388	13.8%	4,084	1.45
ward011qs:E05002365: Maidenhead Riverside	3,173	347	10.9%	4,849	1.53	2,962	419	14.1%	4,306	1.45
ward011qs:E05002367: Oldfield excl. 005G/005H	2,674	911	34.1%	3,438	1.29	3,100	721	23.3%	3,855	1.24
ward011qs:E05002367: Oldfield 005G/005H only	1,267	911	34.1%	1,227	0.97	3,100	721	23.3%	3,855	1.24
ward011qs:E05002369: Pinkneys Green	2,813	313	11.1%	4,401	1.56	2,660	314	11.8%	4,079	1.53
Maidenhead Neighbourhood Plan Area	19,125	2,852	14.9%	26,871	1.41	17,506	2,756	15.7%	24,506	1.40
<i>For 2001, statistics for subdivisions of Oldfield ward are not available</i>										
Avg Vehicles/Household, MNP wards out-of-town					1.44					
Avg Vehicles/Household, Oldfield 005G/H town centre					0.97					

The main points evident from the data are:

- In the town centre, there is about 1 vehicle per household
- Out-of-town, the number of vehicles per household is significantly higher
- The number of vehicles per household has remained at the same level from 2001 to 2011
- The number of households, and vehicles, increased by about 9% from 2001 to 2011

Oldfield sub-wards 005H and 005G chosen to give closest match to Town Centre area:



The existing average ownership of 1 vehicle per household in the town centre area is used to set the parking standard for 1 and 2 bed units. Out-of-town, the number of vehicles per household increases, and parking normally belongs to dwelling units. The standard is rounded up to 2 spaces for 2 and 3 bedroom units, with a standard of 1 space for 1 bed units and 3 spaces for 4+ bed units. Taking into account the 15% of households over the plan area that do not own a car or van shows that those that do have more than the average of 1.41, which together with additional visitor spaces, supports rounding to an integer of 2 spaces.

The conclusions here align quite closely with the RBWM Parking Strategy 2004 [Part 2, 2.12].

1.3.5 Provision of spaces for charging plug-in and other ultra-low emission vehicles

The UK Government 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. 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, with a typical 3kW charge rate taking 6 to 8 hours. Residential parking requirements therefore need to include access to charging points.

At the end of 2018 electric plug in vehicles accounted for 3.8% of new registrations and 0.5% of total cars on the road. However growth in electric vehicle sales increased from 50,000 in 2015 to over 200,000 in 2018 (source: <https://www.nextgreencar.com/electric-cars/statistics/>) and based on Government ambition is likely to increase further.

For residential parking, typically with overnight charging, a 3kW charge rate taking 6 to 8 hours has been specified. Where there is shared parking, several vehicles will need to be charged overnight simultaneously and would need to remain in those spaces for the charging duration. The choice of 50% of spaces for dwellings with shared parking aligns with the UK government ambition for 2030.

For Office and Commercial parking, and for public car parks, stays are likely to be of shorter duration with faster turnover, and a lower percentage of spaces has been specified but with a faster charge rate. Provision of rapid charge points with higher charge rates such as 20-50kW is not precluded.

The House of Commons Library briefing [Part 2, 1.6] identifies that take up of electric vehicles is affected by perception of ease of charging, particularly in terms of long journeys and range where fast charging point availability is a key factor in take up.

1.3.6 Travel to work

ONS data from the most recent census in 2011 has been used to assess how people travel to work. Two extracts are given below:

- 1st extract shows 2011 method of travel to work, for the MNP area
- 2nd extract shows 2011 distance travelled to work, for the Borough

QS701EW - Method of travel to work									
ONS Crown Copyright Reserved [from Nomis on 21 January 2019]									
population	All usual residents aged 16 to 74								
units	Persons								
date	2011								
rural urban	Total								
Method of Travel to Work	E05002350: Belmont	E05002352: Boyn Hill	E05002358: Cox Green	E05002362: Furze Platt	E05002365: Maidenhead Riverside	E05002367: Oldfield	E05002369: Pinkneys Green	Total MNP	
All categories: Method of travel to work	5,887	5,700	5,618	5,273	5,710	6,625	5,184	34,379	
<small>[These numbers include those not working]</small>									
Work mainly at or from home	358	293	275	265	373	296	293	1,878	7.7%
Underground, metro, light rail, tram	19	28	11	17	29	30	15	138	0.6%
Train	567	470	243	249	313	586	284	2,469	10.2%
Bus, minibus or coach	61	50	77	37	53	98	68	367	1.5%
Taxi	14	24	22	32	17	22	10	119	0.5%
Motorcycle, scooter or moped	28	25	39	27	28	21	24	153	0.6%
Driving a car or van	2,509	2,426	2,895	2,387	2,525	2,617	2,338	14,802	61.0%
Passenger in a car or van	128	151	187	153	141	176	155	904	3.7%
Bicycle	99	96	60	79	88	107	81	550	2.3%
On foot	528	525	209	316	422	682	263	2,736	11.3%
Other method of travel to work	19	25	21	20	30	35	24	153	0.6%
Subtotal (excluding non-working)	4,330	4,113	4,039	3,582	4,019	4,670	3,555	24,269	

Maidenhead and Cox Green Neighbourhood Plan.

DC7402EW1a - Distance travelled to work by car or van availability											
ONS Crown Copyright Reserved [from Nomis on 30 January 2019]											
population	All usual residents aged 16 and over <i>in employment</i> the week before the census										
units	Persons										
date	2011										
cars or vans	All categories: Car or van availability										
2011 census merged local authority district	All categories: Distance travelled to work	Less than 2km	2km to less than 5km	5km to less than 10km	10km to less than 20km	20km to less than 30km	30km to less than 40km	40km to less than 60km	60km and over	Work mainly at or from home	Other
Windsor and Maidenhead	73,760	10,537	9,971	11,015	12,377	4,811	4,087	3,326	1,121	10,688	5,827
	100%	14%	14%	15%	17%	7%	6%	5%	2%	14%	8%
	Cumulatives	10,537	20,508	31,523	43,900	48,711	52,798	56,124	57,245	67,933	73,760
		14%	28%	43%	60%	66%	72%	76%	78%	92%	100%

The main points evident from the data are:

- In the Neighbourhood Plan area, 61% travel to work by driving a car or van
- In the Neighbourhood Plan area, 12% travel to work on public transport (train, bus)
- In the Windsor and Maidenhead Borough, 28% travel less than 5km to work
- In the Windsor and Maidenhead Borough, the median distance travelled to work is above 10km

For the 28% of journeys to work less than 5km, sustainable transport methods such as cycling are possible, and inform policies within this plan such as provision of safe cycle routes and provision of cycle storage.

It is also clear that the majority of employed residents travel to work outside the Neighbourhood Plan area, and that the majority do so by driving a car or van. This forms a significant contribution to the local economy, and is dependent on provision of parking both at the source (residential) and destination (place of work). A number of employments, such as care workers and tradesmen/women are dependent on vehicle transport.

1.3.7 How data informs policies

The policy for Residential parking and cycle storage requirements is informed by the data as follows:

- Accessibility of the development is taken into account in the parking and cycle storage requirement (better accessibility in the town centre informs a lower parking requirement)
- type, mix and use of development is taken into account in the parking and cycle storage requirement (lower accessibility out-of-town and higher number of bedrooms informs a higher parking requirement)
- Availability of and opportunities for public transport are localised and directional, reducing the practical accessibility of many destinations and reducing choice. NPPF [Part 2, 1.1] paragraph 29 (NPPF2 paragraph 103) refers to “..offering a genuine choice of transport modes”, which does not exclude car travel. Provision of zero parking spaces can severely restrict choice.
- Local car ownership levels are taken into account in the parking requirement, both in the town centre and out-of-town. Trends in car ownership are also evaluated.
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles is included in the parking policy.

In addition to the requirements of the NPPF [Part 2, 1.1] paragraph 39 (NPPF2 paragraph 105) the policy for Residential parking and cycle storage requirements has also been informed by:

- Method of travel to work, from 2011 ONS data
- Distance travelled to work, from 2011 ONS data
- Avoiding congestion from on-street parking by provision of sufficient off-street parking in new developments
- Opportunities for journeys to use sustainable transport methods, as stated in NPPF [Part 2, 1.1] where paragraph 29 (NPPF2 paragraph 103) refers to “..offering a genuine choice of transport modes” - for example encouraging cycling and walking by provision of safe and convenient routes

Editor's note: No cycle ownership/availability data from ONS? Need to decide how to justify cycle storage requirements.

1.3.8 Case studies?

Editor's note: Need to collect evidence and write this section – or delete?

>> King's Quarter

- Justification for #spaces extracted from planning application

- Conduct survey to find actual ownership

- Demonstration of effects of any discrepancy (on-street parking..)

>> Other examples – McCarthy and Stone in Marlow Road?

1.3.9 Other relevant information?

Editor's note: Need to collect evidence and write this section - or delete?

>> Car ownership survey of commuters at station?

>> Effect of street parking on congestion/through-road capacity (Oldfield Road? Courthouse Road?)

Or write as separate section, inserting before section on how data informs policies?

Editor's note: Need to review and edit text below – incorporate into structure above, or delete?

Text from R Panton e-mail 21-May-2018, selected for residential part, needs to be turned into case studies:

Richard

The original numbers were based on the BLP sites in the first submission. They gave us some detail which we used for the article on parking in the advertiser.

Text on office parts skipped.

With respect to residential we looked at the likely occupation and concluded single people in this accommodation was unlikely (see the planning application for 17 Castle Hill).

At the time one argument was, the residents would probably work in the offices in the redevelopment, this has since changed to more residential, along with more commuting either into London via XRAIL by car to High Wycombe, Bracknell, Windsor and Green Park.

Recently I have been made aware of problems with parking in the McCarthy and Stone development on the Marlow Road. There are 64 flats with 32 spaces, I understand an application was made for residence parking on adjacent streets.

Details

<http://www.maidenheadplan.com/index.cfm?fuseaction=313.1999&tab=313&formaction=CMSPage>

Regards

Roger

Subsequent comment from Richard Davenport reply 21-May-2018: "Understood thanks, and the extra spaces in MSCPs point is well made (for Maesk at least – I thought the other case was Blackberry not Adobe?)".

From original Richard Davenport "Reasoned Justification" section in 31-Mar-18 draft:

"Parking capacity and the distribution thereof needs to meet the requirements of residents, rail users, shoppers and workers as the overall town centre grows in size and density. Vehicle ownership in the town centre is currently 0.8-0.9/household (2011 Census - Sub Areas 005 G & H respectively) **Editor's note: 0.8 and 0.9 don't seem to align with .xls and data used to derive cars/vans per 005 G & H town centre household in section 1.3.4 above** and the total number of private vehicles inevitably will grow with the planned major increase in town centre residential (approximately 2,500 units – trebling its current size) under the emerging BLP [Part 2, 2.1]. Vehicle ownership in the overall MNP area is an above average 1.4 per household (2011 Census [x]), with in some residential areas 2 or 3 cars per household being common. Car ownership in multiple car homes will not always translate into

lan. additional on road traffic, as family trips may share a car or certain vehicles are kept for alternative uses. Vehicles not in use need space to be kept off road to reduce pedestrian and traffic safety and flow issues.

On-road parking is already an issue in many places in the town centre and also in the wider MNP area, causing congestion, limiting effective road and junction capacity and threatening the safety of pedestrians, cyclists and drivers. The issue is aggravated by commuter and town centre worker day-long parking, which overflows into adjoining residential areas. A c30% increase in rail capacity is planned with the Elizabeth Line and the new direct route will inevitably attract more users to Maidenhead and adjoining mainline stations.

From original Richard Davenport "Evidence base" section in 31-Mar-18 draft:

- Number of spaces within RBWM operated public car parks leased to existing companies (due to absence/insufficient self-provision)
- Photo of weekday busy time car park signage display boards showing few/no spare spaces in the town centre
- Photo of weekday (clogged) and weekend (clear) roads showing existing on road parking near Maidenhead and Taplow stations
- Photo of existing commuter car parks serving maidenhead station – weekday and weekend

- Photo of weekday (clogged) and weekend (clear) photos of on road parking just outside the town centre, e.g. Boyne Hill Av., dominated by town centre workers and commuters

- Photo of resident parking zones imposed in response to commuter/town centre parking causing problems in residential areas.

- Potential Survey data on commuters that use Maidenhead station today...how many don't also have a car at home for evening and weekend use?

- Photo of evening /weekend parking in residential roads with limited off road parking (e.g. older terraced streets)

Even in peak times, local bus journey times are roughly twice as long as by private car – e.g. Maidenhead town centre to Slough town centre 52minutes; Windsor town centre 51min (plus home to town journey time). To avoid aggravating the existing situation, all new developments in the town centre should be required to achieve realistic minimum off road parking standards.

Some local shopping centres also have insufficient parking, leading to congestion and overspill onto the main road. It is important that, as the town grows, any new local shopping centres are adequately provided for.

Extract from LSH Capacity Study (see 1.1) clause 3.2 “Whilst there is likely to be a requirement in Maidenhead to retain provision of parking spaces relating to new development, high density schemes which are located in close proximity to facilities, and particularly to the station will help to minimise car usage”. This can be read various ways, but it uses the phrase “help to minimise”, not “remove the need for” car usage.

1.4 Office, Business and Retail parking requirements

Editor's note: May restructure this section to align with 1.3, or may merge into 1.3

1.4.1 Car ownership data

>> Any 2011 ONS data on car usage for work, Maidenhead Town centre employment sites and out-of-town-centre employment sites?

1.4.2 How data informs policies

>> Traceable method from data to policies:

- How figures are derived for Office and Commercial parking standards in Table 4.4-2
- Comparison 2001 > 2011 to see if any trends emerge
- Reference to relevant case studies in 1.4.3

1.4.3 Case studies

>> Maersk

- Additional spaces in Sainsburys car park, giving total requirement per office area

>> Other examples – Blackberry/Adobe?

Text from R Panton e-mail 21-May-2018, selected for Office, Business and Retail part, needs to be turned into case studies:

Ian Richard

The original numbers were based on the BLP sites in the first submission. They gave us some detail which we used for the article on parking in the advertiser.

In addition to the development of parking on their sites Adobe and Maersk ask for and were given additional space in the Sainsbury Car Park. Overall we understood this gave them 5 car parking spaces per 1,000 sq. ft. In reality the number of office workers is higher than 5 per 1,000 square feet, H&S allow a higher number nearer one person per 100 sq ft.

This figure was confirmed by looking into the space advertised on other sites in the Borough and existing commercial users. I have not looked at this since we did the original calculations.

*Regards
Roger*

Subsequent comment from Richard Davenport reply 21-May-2018: "Understood thanks, and the extra spaces in MSCPs point is well made (for Maesck at least – I thought the other case was Blackberry not Adobe?)".

From original Richard Davenport "Reasoned Justification" section in 31-Mar-18 draft:

"Parking capacity and the distribution thereof needs to meet the requirements of residents, rail users, shoppers and workers as the overall town centre grows in size and density. Vehicle ownership in the town centre is currently 0.8-0.9/household (2011 Census - Sub Areas 005 G & H respectively) and the total number of private vehicles inevitably will grow with the planned major increase in town centre residential (approximately 2,500 units – trebling its current size) under the emerging BLP [Part 2, 2.1]. Vehicle ownership in the overall MNP area is an above average 1.4 per household (2011 Census [x]), with in some residential areas 2 or 3 cars per household being common. Car ownership in multiple car homes will not always translate into additional on road traffic, as family trips may share a car or certain vehicles are kept for alternative uses. Vehicles not in use need space to be kept off road to reduce pedestrian and traffic safety and flow issues.

On-road parking is already an issue in many places in the town centre and also in the wider MNP area, causing congestion, limiting effective road and junction capacity and threatening the safety of pedestrians, cyclists and drivers. The issue is aggravated by commuter and town centre worker day-long parking, which overflows into adjoining residential areas. A c30% increase in rail capacity is planned with the Elizabeth Line and the new direct route will inevitably attract more users to Maidenhead and adjoining mainline stations.

From original Richard Davenport "Evidence base" section in 31-Mar-18 draft:

- ONS Census stats showing above average car ownership across the MNP area, including in the less affluent town centre areas

Maidenhead and Cox Green Neighbourhood Plan.

- Number of spaces within RBWM operated public car parks leased to existing companies (due to absence/insufficient self-provision)
- Photo of weekday busy time car park signage display boards showing few/no spare spaces in the town centre
- Photo of weekday (clogged) and weekend (clear) roads showing existing on road parking near Maidenhead and Taplow stations
- Photo of existing commuter car parks serving maidenhead station – weekday and weekend
- Photo of weekday (clogged) and weekend (clear) photos of on road parking just outside the town centre, e.g. Boyne Hill Av., dominated by town centre workers and commuters
- Photo of resident parking zones imposed in response to commuter/town centre parking causing problems in residential areas.
- Potential Survey data on commuters that use Maidenhead station today...how many don't also have a car at home for evening and weekend use?
- Photo of evening /weekend parking in residential roads with limited off road parking (e.g. older terraced streets)

Even in peak times, local bus journey times are roughly twice as long as by private car – e.g. Maidenhead town centre to Slough town centre 52minutes; Windsor town centre 51min (plus home to town journey time). To avoid aggravating the existing situation, all new developments in the town centre should be required to achieve realistic minimum off road parking standards.

Some local shopping centres also have insufficient parking, leading to congestion and overspill onto the main road. It is important that, as the town grows, any new local shopping centres are adequately provided for.

> Effect of poor parking provision on Town centre retail?

> Independent analysis by Neighbourhood Plan working group?

- Need clear justification for numbers in Table 4.4-2

> How it informs the Neighbourhood Plan

1.5 Market Housing mix

1.5.1 Housing Completion data

The RBWM Authority Monitoring Report [Part 2, 2.11] provides data on Housing. Three extracts are given below:

- “Table 6” shows Completions by Housing Type
- “Table 7” shows Completions by Housing Size
- “Table 9” shows Completions by Neighbourhood Plan area

8.5 In the year 2017/18, 81% of completed dwellings were flats. The below table shows that this reflects a trend towards smaller dwellings at higher densities over a number of years and reflects regeneration activity and high density schemes.

Year	Houses	% House Total	Flats	% Flat Total	Total
2013-14	164	45%	197	55%	361
2014-15	227	44%	287	56%	514
2015-16	236	39%	372	61%	608
2016-17	183	31%	401	69%	584
2017-18	96	19%	419	81%	515

Table 6 : Completions by Housing Type

8.6 The below table further reflects the trend towards the delivery of smaller units, with the years 2016/17 and 2017/18 showing an increased trend towards 1 and 2 bedroom units.

Year	1 bed	% of 1 bed	2 bed	% of 2 bed	3 bed	% of 3 bed	4 bed	% of 4 bed	5+ bed	% 5+ bed	Total
2013-14	49	14	145	40	104	29	47	13	14	4	359
2014-15	48	9	229	44	127	25	76	15	36	7	516
2015-16	122	20	276	45	88	15	65	11	57	9	608
2016-17	133	23	259	44	110	19	37	6	45	8	584
2017-18	179	35	203	39	57	11	29	6	47	9	515

Table 7 Completions by Housing Size

8.9 The following table sets out the number of dwellings completed within each designated Neighbourhood Plan area:

Neighbourhood Plan Area	Completions (Gross)	Completions (Net)	Total Dwellings Completed(%)
Ascot, Sunningdale & Sunninghill	81	75	14.56
Bisham	1	1	0.19
Bray	7	4	0.78
Central Windsor Business	39	39	7.57
Cookham ⁽⁴⁾	5	4	0.78
Datchet	5	5	0.97
Eton and Eton Wick	3	3	0.58
Horton and Wraysbury	10	7	1.36
Hurley and the Walthams	20	19	3.69
Maidenhead and Cox Green	316	313	60.78
Old Windsor	21	20	3.88
Windsor	27	25	4.85
Total	535	515	

Table 9 : Completions by Neighbourhood Plan area

Table 6 shows a steadily increasing proportion of flats from 2013 to 2018, reaching 81% in 2017-18.

Table 7 shows an increase in percentage of 1 and 2-bed dwellings over the years 2013 to 2018, and a decrease in percentage of 3, 4 and 5-bed dwellings.

- In 2013-14, 1/2-bed were (14%+40%) = **54%**, and 3/4/5-bed were (29%+13%+4%) = **46%**

- In 2017-18, 1/2-bed were (35%+39%) = **74%**, and 3/4/5-bed were (11%+6%+9%) = **26%**

Table 9 shows Completions by Neighbourhood Plan Area. As Maidenhead and Cox Green is the largest proportion of the RBWM total, the data over the whole of RBWM in Tables 6 and 7 can be taken as a reliable indicator of trends over the Maidenhead and Cox Green Neighbourhood Plan Area.

1.5.2 Comparison with requirement

“Table 5” extracted from BLP [Part 2, 2.1], based on SHMA [Part 2, 2.7] for Eastern Berks and South Bucks HMA is shown below with rows added to allow comparison of delivered with SHMA targets:

Table 1.5-1: SHMA recommendation and Delivered housing mix

	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%
	1 bed and 2 bed		3 bed and 4 bed	
Market, SHMA	30-40% ^{Note 1}		60-70% ^{Note 2}	
Delivered, 2017-18	74%		26% ^{Note 3}	
Note 1: Derived by adding 1 bed and 2 bed Market percentages from SHMA Note 2: Derived by adding 3 bed and 4 bed Market percentages from SHMA Note 3: Includes 9% of 5+ bed				

Editor's note: Use RD spreadsheet "Copy of MNP Stats - Draft110215 (002).xls" in Inputs and comments\R Davenport\Housing mix to justify why SHMA housing mix can be applied to MNP area, and paste extract here. E-mails 31-Jan-19 and 07-Feb-19?

1.5.3 Market indications

Editor's note: Add estate agent information here. NPPF paragraph 50 specifically mentions "market trends"

1.5.4 How data informs policies

The data extracted above from the RBWM Authority Monitoring Report and the comparison with SHMA recommendations shows:

- There is a significant housing mix imbalance between delivered and SHMA recommendation
- Delivered housing is increasingly skewed towards 1 or 2-bed, but the need is for a higher proportion of 3 or 4-bed
- Delivered housing shows a misalignment with NPPF [Part 2, 1.1] paragraphs 47 and 50, which require a mix of housing based on the objectively assessed need in the SHMA

An assessment of BLP development sites and their allocation can be used to illustrate the effect of housing mix, and is given in Table 1.5-2 below.

Table 1.5-2: BLP development sites and housing mix

Maidenhead and Cox Green Neighbourhood Plan.

Site	Allocation	Town centre				Out-of-Town				Whole area	
				1 to 2 bed	3 to 4 bed			1 to 2 bed	3 to 4 bed	1 to 2 bed	3 to 4 bed
HA1 Maidenhead Railway station	150	1	150			0	0				
HA2 Reform Road	150	1	150			0	0				
HA3 St Cloud Way	600	1	600			0	0				
HA4 West Street	240	1	240			0	0				
HA5 York Road	320	1	320			0	0				
HA6 Maidenhead Golf Course	2000	0	0			1	2000				
HA8 South of Manor Lane	220	0	0			1	220				
HA12 Boyn Valley Industrial Estate	240	0	0			1	240				
HA13 Exclusive House Oldfield Road	40	0	0			1	40				
HA14 South of Ray Mill Road East	60	0	0			1	60				
HA15 Middlehurst Boyn Valley Road	45	0	0			1	45				
HA16 Osbornes Garage St Marks Road	20	0	0			1	20				
HA19 Whitebrook Park	175	0	0			1	175				
HA20 East of Woodlands Park Avenue	300	0	0			1	300				
HA21 Spencer's Farm	300	0	0			1	300				
HA24 Summerleaze	130	0	0			1	130				
HA49 DTC Research Belmont Road	31	0	0			1	31				
Totals in each area			1460				3561				
Market %	70	Town centre	1022			Out-of-Town	2493				
Neighbourhood Plan policy %				80	20			20	80	37	63
Total per size group				818	204			499	1994	1316	2199

Within the BLP [Part 2, 2.1], development sites were identified that fall within the Neighbourhood Plan area, and split into two groups – a group within the Town Centre area, and an “Out-of-Town” group. In each group, the site allocations were used to estimate the Total number of units in each area, and then scaled by 70% to give the units for market housing (the other 30% being affordable housing).

Within each group, a housing mix between (1 to 2 bed) and (3 to 4 bed) was then applied. Recognising that within the Town centre the majority of units would be 1 to 2 bed flats in accordance with BLP [Part 2, 2.1] policies SP1 (Spatial Strategy) and H05 (Housing Density), this was set to 80%. The effect of a different housing mix was then applied to the Out-of-Town group, and the Whole Area mix calculated, based on the results. The approach aims to test the effect of housing mix percentages, to achieve the target housing mix in the SHMA [Part 2, 2.7].

A split of 20% (1 to 2 bed) and 80% (3 to 4 bed) for Out-of-Town housing is needed to redress the imbalance caused by the majority of Town centre units being 1 to 2 bed units. Higher percentages than 20% (1 to 2 bed) units for Out-of-Town housing, for example 25%, would fail to meet the target housing mix in the SHMA.

It is recognised that BLP site capacities are an estimate, and delivered numbers may differ, but they are unlikely to alter the objective or intent of the policy.

Editor's note: Address JJ's comment that the assumption that families will not choose to live in flats may not be justified. Does pupil yield information contradicts this?

1.6 Development Density and Amenity space

a) "Capacity Assessment", Studio Real, June 2013

b) "PSP 43 Private Amenity Space Standards", South Gloucestershire Council, June 2016

> How they inform the Neighbourhood Plan (the private amenity space standards are taken directly from PSP 43, may need to justify why these standards are appropriate for RBWM)

1.7 ONS Census data, 2011 (Make Void, as covered by 1.3, 1.4, 1.5 and 1.6?)

Editor's note: Need to review, already incorporated into 1.3, 1.4, 1.5 and 1.6 above? Delete?

Editor's note: Some of this section may go into individual sections for specific policies, or may be superseded by more local or more recent data, for example from the RBWM Authority Monitoring report.

> 2011 Office for National Statistics Census data, used for Housing data, town overview.

> Traceability of clause 2.1, population 55,000 in 22,000 households across the MNP area according to the 2011 Census.

> Traceability of clause 2.1, 1.4 vehicles per household according to the 2011 Census.

> Traceability of clause 2.1, 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 according to the 2011 Census.

> Traceability of Policy 4.5 justification claim that there is 14% Social Rented housing across the MNP area according to the 2011 Census.

> 2011 Office for National Statistics Census data, used for Housing data, town overview.

> How the data is used to inform the Neighbourhood Plan

1.8 Local Green Space Proformas (placeholder)

> Context

> Justification for each Local Green Space

1.9 Local View Proformas (placeholder)

> Context

> Justification for each view

1.10 Internal space in approved developments (placeholder)

> Context

> Traceability of Policy 4.3 justification claim that “Research from Planning applications [Part 3, 1.10] has shown that some new homes do not currently meet these standards”. *Editor’s note: There has been no formal space analysis of approved schemes to date*

1.11 Analysis of residential Planning permissions (Make Void, as included in 1.5?)

Editor’s note: Need to review, already incorporated into 1.5 above using RBWM report? Delete?

> Traceability of Policy 4.6 justification claim that “Since then (2011) approximately 40% of new residential planning permissions have been for flats”. May have been anecdotal from Derek Wilson, needs traceable analysis. *Editor’s note: There has been no formal analysis of approved schemes to date*

> Justification for each view

1.12 The Big Conversation: Transforming Urgent Care Services

NHS East Berkshire Clinical Commissioning Group held a Consultation “The ‘Big Conversation’ Transforming Urgent Care Services”, and published an Engagement Report in August 2018, available from <https://www.eastberkshireccg.nhs.uk/our-work/transforming-urgent-care-services/>.

Section 1.6 of the report on Grouping services together summarises the responses about the best locations for services. For Maidenhead, this was stated to be St Mark’s Hospital.

1.13 Affordable Housing

1.13.1 Housing Completion and permission data

The RBWM Authority Monitoring Report [Part 2, 2.11] provides data on Housing. Three extracts are given below:

- “Table 16” shows Affordable Housing Completions
- “Table 17” shows Affordable units delivered as a percentage of total units
- “Table 18” shows Affordable units as a percentage of total units permitted

8.24 In December 2016 the Council published an Affordable Housing Guidance Note⁽⁸⁾ which reinforces the Council's commitment to seeking 30% affordable housing on all qualifying sites.

Dwelling Completions	2013/14	2014/15	2015/16	2016/17	2017/18
Social Rented and Affordable Rented	55	47	14	8	6
Intermediate Rented	6	14	0	0	0
Shared Ownership	23	12	3	7	17
Total Affordable Housing completions	84	73	17	15	23
Total net dwelling completions	360	514	608	584	515
Affordable housing as a percentage of total net completions	23.3%	14.2%	2.5%	2.6%	4.5%

Table 16 : Affordable Housing Completions

8.26 The following table sets out the number of affordable units completed on qualifying sites where affordable housing would be sought (15 net units/<0.5ha), as set out in adopted policy.

	2013/14	2014/15	2015/16	2016/17	2017/18
Number of qualifying Sites (+15 net dwellings/>0.5ha)	37	25	15	17	14
Total dwellings completed on qualifying sites	245	280	294	256	299
Total affordable units delivered on qualifying sites	50	73	15	13	23
Total % units delivered as affordable on qualifying sites	20.4%	26.1%	5.1%	5.1%	7.7%

Table 17 Affordable units delivered as a percentage (%) of total units completed on qualifying sites

8.27 The affordable units completed in this monitoring year were part of proposals permitted in earlier monitoring years, as a result of the lead in time between the granting of permission and the completion of units. It is therefore useful to consider the number of affordable units permitted each year, as a percentage of qualifying sites, in order to assess the likely future provision of affordable housing.

	2013/14	2014/15	2015/16	2016/17	2017/18
Number of qualifying Sites (+15 net dwellings/>0.5ha)	5	8	2	2	4
Total dwellings permitted on qualifying sites	136	357	357	60	273
Total affordable permitted on qualifying sites	17	18	81	13	6
Total units permitted as affordable on qualifying sites	12.50%	5.04%	22.69%	21.67%	2.16%

Table 18 Affordable units as a percentage (%) of total units permitted on qualifying sites

Table 16 shows that the percentage of affordable housing completions has been below the current target from 2013 to 2018, with the 2015-18 completions % significantly lower than 2013-15.

Table 17 shows the affordable units delivered as a percentage of total units, and shows a similar trend to Table 16 with the percentage of affordable housing completions below the current target, and 2015-18 completions % significantly lower than 2013-15. The total number of dwellings delivered on qualifying sites remained broadly similar over the 2013-18 period, and was spread over a range of sites.

Table 18 shows the affordable units permitted as a percentage of total permitted units on qualifying sites. This data is harder to interpret as the number of qualifying sites is quite low, and the total number of dwellings permitted is more variable over the 2013-18 period.

1.13.2 Comparison with requirement

Over the 2013 to 2018 period shown, the percentage of affordable housing has been below the current target, based either on delivered units (Table 17) or on permitted units (Table 18). Although the data in the tables is for the whole of RBWM, Maidenhead is the largest proportion of the RBWM total and the data over the whole of RBWM can be taken as an indicator of trends over the Maidenhead Neighbourhood Plan Area.

1.13.3 How data informs policies

The data extracted above from the RBWM Authority Monitoring Report shows that historic delivery of affordable housing has been below target levels, and supports the inclusion of a policy in the Neighbourhood Plan to ensure that future developments meet the identified need.

The required mix of housing (type and number of bedrooms) is derived from “Table 5” extracted from the BLP [Part 2, 2.1], which is based on the SHMA [Part 2, 2.7] for Eastern Berks and South Bucks HMA. The derivation of the policy bullets related to affordable housing mix is provided in the “Reasoned Justification” section of the Affordable Housing policy.

SECTION 2. Public Consultation by CG+M Neighbourhood Plan group

2.1 Maidenhead Drop-in centre and Displays

> Context

> Key points / Brief summary of findings

> Independent analysis by Neighbourhood Plan working group?

> How it informs the Neighbourhood Plan

2.2 Maidenhead Town Forum Meeting

At the Maidenhead Town Forum Meeting in October 2016 the Maidenhead Neighbourhood Plan Working Group made a presentation. Topics covered included:

- Current status vis a vis Borough Local Plans
- Scope, Process and Context of Neighbourhood Plan
- Individual presentations by sub-group chairs (Town Centre, Development, Green and Blue infrastructure, Design, Community)
- Breakout sessions with each of the working group leaders and feedback to forum

> Key points / Brief summary of findings

> How it informed the Neighbourhood Plan

2.3 Cox Green events/consultations? (placeholder)

> Context

> Key points / Brief summary of findings

> Analysis?

> How it informs the Neighbourhood Plan

2.4 Local Groups and Organisations

The Local Groups and Organisations listed below have made inputs to the Neighbourhood Plan, either directly or via their members being part of the Working Groups (check that each group is happy to be listed here):

- Maidenhead Civic Society
- Maidenhead Waterways
- Maidenhead Cycle Hub

Maidenhead and Cox Green Neighbourhood Plan.

- Maidenhead Town Forum
- Wild Maidenhead
- Cox Green Parish Council
- Housing Solutions?
- Add others?

WORKING DRAFT NOT FOR PUBLICATION