Maidenhead Neighbourhood Plan: Part 3, Evidence Base

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SECTION 1. Plan-specific evidence

1.1 Population Age, Qualifications and Dimensions of Deprivation

ONS data from the most recent census (taken 21st March 2021) is provided in Figures 1.1-1, 1.1-2 and 1.1-3.

Age by broad age bands

Source: **Census 2021** ONS Crown Copyright Reserved [from Nomis on 18 May 2025]

geography:	Belmont		Boyn Hill		Furze Platt		Oldfield		Pinkneys Green		Riverside		St Marys		Total MNP		RBWM		England	
measures:	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%
Total	**7,195**		**7,294**		**7,840**		**7,311**		**7,516**		**7,943**		**7,527**		**52,626**		**153,497**		**56,490,047**	
4 years & under	464		462		388		484		300		466		556		**3,120**		8,021		**3,076,950**	
5 to 9 years	464		486		537		480		464		440		505		**3,376**		9,226		**3,348,700**	
10 to 15 years	548		583		729		548		714		494		418		**4,034**		12,575		**4,057,441**	
S/T Under 16	1,476	21%	1,531	21%	1,654	21%	1,512	21%	1,478	20%	1,400	18%	1,479	20%	**10,530**	**20%**	29,822	19%	**10,483,091**	**19%**
16 to 19 years	340		311		353		253		353		260		177		**2,047**		6,891		**2,574,781**	
20 to 24 years	360		346		348		330		346		352		352		**2,434**		6,767		**3,414,452**	
S/T 16 to 24	700	10%	657	9%	701	9%	583	8%	699	9%	612	8%	529	7%	**4,481**	**9%**	13,658	9%	**5,989,233**	**11%**
25 to 34 years	971		901		714		1,127		658		1,120		1,533		**7,024**		17,287		**7,667,865**	
35 to 49 years	1,812		1,786		1,801		1,690		1,501		1,797		1,854		**12,241**		33,076		**10,978,438**	
S/T 25 to 49	2,783	39%	2,687	37%	2,515	32%	2,817	39%	2,159	29%	2,917	37%	3,387	45%	**19,265**	**37%**	50,363	33%	**18,646,303**	**33%**
50 to 64 years	1,337		1,315		1,465		1,231		1,678		1,530		1,123		**9,679**		31,333		**10,970,119**	
65 to 74 years	472		536		828		575		733		778		458		**4,380**		14,517		**5,564,143**	
S/T 50 to 74	1,809	25%	1,851	25%	2,293	29%	1,806	25%	2,411	32%	2,308	29%	1,581	21%	**14,059**	**27%**	45,850	30%	**16,534,262**	**29%**
75 to 84 years	281		402		504		382		518		496		360		**2,943**		9,572		**3,464,857**	
85 years & over	146		166		173		211		251		210		191		**1,348**		4,232		**1,372,301**	
S/T Over 75	427	6%	568	8%	677	9%	593	8%	769	10%	706	9%	551	7%	**4,291**	**8%**	13,804	9%	**4,837,158**	**9%**
Total	**7,195**		**7,294**		**7,840**		**7,311**		**7,516**		**7,943**		**7,527**		**52,626**		**153,497**		**56,490,047**	

Figure 1.1-1 2021 Census extract: Age by broad age bands

The Population Age spread in all parts of the MNP area is diverse and close to RBWM and England averages. However, Belmont, Oldfield and St Marys wards each have a larger proportion of mid working age (25-49 years) population and a correspondingly lower 50-74 years age population. The trend is most apparent in St Mary's ward, which includes the town centre and is where a number of dense medium rise flatted developments have been built in recent years, around the Inner Ring Road and also alongside the restored waterway channel. The "One Maidenhead" cluster of very tall apartment buildings got underway only after the 2021 Census so is not reflected in the above data.

TS067 - Highest level of qualification

Source	ONS Crown Copyright Reserved [from Nomis on 24 May 2025]
Population	All usual residents aged 16 years and over
Units	Persons

date	2021 Census																			
geography	**Belmont**		**Boyn Hill**		**Furze Platt**		**Oldfield**		**Pinkneys Green**		**Riverside**		**St Marys**		**Total MNP**		**RBWM**		**England**	
measures	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%
Highest level of qualification																				
No qualifications	684	12%	701	12%	897	15%	907	16%	746	12%	703	11%	816	13%	**5,406**	**15%**	15,552	13%	**8,317,789**	**18%**
Level 1 & entry level qualifications	433	8%	471	8%	528	9%	547	9%	498	8%	479	7%	433	7%	**5,990**	**16%**	10,077	8%	**4,456,198**	**10%**
Level 2 qualifications	665	12%	680	12%	841	14%	659	11%	841	14%	754	12%	602	10%	**4,651**	**13%**	15,918	13%	**6,126,130**	**13%**
Apprenticeship	191	3%	213	4%	286	5%	242	4%	267	4%	223	3%	183	3%	**1,422**	**4%**	5,060	4%	**2,446,935**	**5%**
Level 3 qualifications	789	14%	852	15%	933	15%	771	13%	922	15%	928	14%	768	13%	**5,195**	**14%**	18,341	15%	**7,784,977**	**17%**
Level 4 qualifications or above	2,831	50%	2,671	46%	2,531	41%	2,501	43%	2,610	43%	3,321	51%	3,034	50%	**16,465**	**45%**	55,603	45%	**15,606,458**	**34%**
Other qualifications	126	2%	173	3%	167	3%	172	3%	153	3%	135	2%	211	3%	**926**	**3%**	3,124	3%	**1,268,468**	**3%**

Figure 1.1-2 2021 Census extract: Highest Qualification

The levels of Qualification used in the 2021 Census are given below:

https://www.ons.gov.uk/census/census2021dictionary/variablesbytopic/educationvariablescensus2021/highestlevelofqualification

CodeName	
0	No qualifications
1	Level 1 and entry level qualifications: 1 to 4 GCSEs grade A* to C, Any GCSEs at other grades, O levels or CSEs (any grades), 1 AS level, NVQ level 1, Foundation GNVQ, Basic or Essential Skills
2	Level 2 qualifications: 5 or more GCSEs (A* to C or 9 to 4), O levels (passes), CSEs (grade 1), School Certification, 1 A level, 2 to 3 AS levels, VCEs, Intermediate or Higher Diploma, Welsh Baccalaureate Intermediate Diploma, NVQ level 2, Intermediate GNVQ, City and Guilds Craft, BTEC First or General Diploma, RSA Diploma
3	Apprenticeship
4	Level 3 qualifications: 2 or more A levels or VCEs, 4 or more AS levels, Higher School Certificate, Progression or Advanced Diploma, Welsh Baccalaureate Advance Diploma, NVQ level 3; Advanced GNVQ, City and Guilds Advanced Craft, ONC, OND, BTEC National, RSA Advanced Diploma
5	Level 4 qualifications or above: degree (BA, BSc), higher degree (MA, PhD, PGCE), NVQ level 4 to 5, HNC, HND, RSA Higher Diploma, BTEC Higher level, professional qualifications (for example, teaching, nursing, accountancy)
6	Other: vocational or work-related qualifications, other qualifications achieved in England or Wales, qualifications achieved outside England or Wales (equivalent not stated or unknown)
-8	Does not apply*

*Students and schoolchildren living away during term-time, and children aged 15 years and under.

Education Qualifications in the Neighbourhood plan area are broadly in line with those of RBWM and higher than the England averages, with 45% of residents 16 years and over having Level 4 or higher qualifications.

TS011 - Households by deprivation dimensions*

ONS Crown Copyright Reserved [from Nomis on 14 November 2023]

population	All households
units	Households
date	2021 Census - 2022 Wards

Area - 2022 Wards	Total: All households	Households not deprived in any dimension		Households deprived in one dimension		Households deprived in two dimensions		Households deprived in three dimensions		Households deprived in four dimensions	
		Value	%	Value	%	Value	%	Value	%	Value	%
Belmont	**2,731**	1,724	63%	733	27%	214	8%	59	2%	1	0%
Boyn Hill	**2,699**	1,595	59%	816	30%	242	9%	46	2%	0	0%
Furze Platt	**2,963**	1,675	57%	902	30%	326	11%	57	2%	3	0%
Oldfield	**2,896**	1,540	53%	903	31%	366	13%	82	3%	5	0%
Pinkneys Green	**2,862**	1,629	57%	914	32%	270	9%	46	2%	3	0%
Riverside	**3,241**	2,080	64%	879	27%	233	7%	46	1%	3	0%
St Mary's	**3,457**	1,863	54%	1,062	31%	440	13%	89	3%	3	0%
Total MNP Area	**20,849**	**12,106**	**58%**	**6,209**	**30%**	**2,091**	**10%**	**425**	**2%**	**18**	**0%**
RBWM	**60,933**	**35,924**	**59%**	**18,161**	**30%**	**5,724**	**9%**	**1,071**	**2%**	**53**	**0%**
England	**23,436,086**	**11,349,737**	**48%**	**7,842,691**	**33%**	**3,320,584**	**14%**	**868,104**	**4%**	**54,970**	**0%**

Figure 1.1-3 2021 Census extract: Dimensions of Deprivation

The dimensions of deprivation used to classify households are based on four selected characteristics:

- Education: A household is classified as deprived in the education dimension if no one has at least level 2 education and no one aged 16 to 18 years is a full-time student.
- Employment: A household is classified as deprived in the employment dimension if any member, not a full-time student, is either unemployed or economically inactive due to long-term sickness or disability.
- Health: A household is classified as deprived in the health dimension if any person in the household has general health that is bad or very bad or is identified as disabled.
- Housing: A household is classified as deprived in the housing dimension if the household's accommodation is either overcrowded, in a shared dwelling, or has no central heating.

Deprivation levels in the Neighbourhood plan area are low and very similar to RBWM, both being markedly better than the England averages. 58% of households recorded No dimensions of deprivation; 30% had one dimension; 10% two dimensions and 2% three dimensions of deprivation.

1.2 Economic activity and Industry

ONS data from the most recent census (taken 21st March 2021) is provided in Figures 1.2-1 and 1.2-2.

TS066 - Economic activity status

Source	ONS Crown Copyright Reserved [from Nomis on 20 May 2025]
Population	All usual residents aged 16 years and over
Units	Persons

date	2021 Census																			
geography	**Belmont**		**Boyn Hill**		**Furze Platt**		**Oldfield**		**Pinkneys Green**		**Riverside**		**St Marys**		**Total MNP**		**RBWM**		**England**	
measures	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%
Total: Residents 16 years & over	**5,717**		**5,763**		**6,185**		**5,797**		**6,042**		**6,540**		**6,049**		**42,093**		**123,676**		**46,006,957**	
Economically active (excl. f/t students)	3,945	69%	3,851	67%	3,876	63%	3,788	65%	3,740	62%	4,267	65%	4,163	69%	**27,630**	**66%**	78,369	63%	**26,945,252**	**59%**
In employment	3,765	66%	3,684	64%	3,679	59%	3,584	62%	3,581	59%	4,077	62%	3,926	65%	**26,296**	**62%**	74,982	61%	**25,632,523**	**56%**
Unemployed	180	3%	167	3%	197	3%	204	4%	159	3%	190	3%	237	4%	**1,334**	**3%**	3,387	3%	**1,312,729**	**3%**
Economically active & f/l students	114	2%	116	2%	102	2%	80	1%	119	2%	83	1%	96	2%	**710**	**2%**	1,727	1%	**1,056,250**	**2%**
In employment	88	2%	98	2%	83	1%	65	1%	92	2%	62	1%	84	1%	**572**	**1%**	1,320	1%	**772,691**	**2%**
Unemployed	26	0%	18	0%	19	0%	15	0%	27	0%	21	0%	12	0%	**138**	**0%**	407	0%	**283,559**	**1%**
Economically inactive	1,658	29%	1,796	31%	2,207	36%	1,929	33%	2,183	36%	2,190	33%	1,790	30%	**13,753**	**33%**	43,580	35%	**18,005,455**	**39%**
Retired	849	15%	997	17%	1,367	22%	1,067	18%	1,414	23%	1,328	20%	935	15%	**7,957**	**19%**	25,997	21%	**9,882,054**	**21%**
Student	270	5%	258	4%	261	4%	218	4%	260	4%	234	4%	176	3%	**1,677**	**4%**	5,929	5%	**2,595,453**	**6%**
Looking after home or family	304	5%	280	5%	300	5%	326	6%	265	4%	342	5%	352	6%	**2,169**	**5%**	5,943	5%	**2,207,738**	**5%**
Long-term sick or disabled	90	2%	107	2%	135	2%	173	3%	125	2%	96	1%	128	2%	**854**	**2%**	2,440	2%	**1,874,300**	**4%**
Other	145	3%	154	3%	144	2%	145	3%	119	2%	190	3%	199	3%	**1,096**	**3%**	3,271	3%	**1,445,910**	**3%**

Figure 1.2-1 2021 Census extract: Economic activity status

Employment levels across the Neighbourhood Plan area are higher than RBWM and England averages, with 62% of the 16 years and over (excluding full time students) population in employment. Economically Inactive (including retirees and students) resident numbers are correspondingly lower.

TS060A - Industry

Source	ONS Crown Copyright Reserved [from Nomis on 22 May 2025]

date	2021 Census																			
geography	**Belmont**		**Boyn Hill**		**Furze Platt**		**Oldfield**		**Pinkneys Green**		**Riverside**		**St Marys**		**Total MNP**		**RBWM**		**England**	
measures	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	value	%	**value**	**%**
Total	**3,854**		**3,781**		**3,762**		**3,652**		**3,674**		**4,141**		**4,006**		**26,870**		76,300		**26,405,211**	
Industry:																				
A Agriculture, forestry & fishing	7	0%	3	0%	11	0%	11	0%	11	0%	8	0%	5	0%	**56**	**0%**	267	0%	**211,867**	**1%**
B Mining & quarrying	7	0%	6	0%	7	0%	9	0%	18	0%	13	0%	6	0%	**66**	**0%**	223	0%	**40,130**	**0%**
C Manufacturing	252	7%	253	7%	330	9%	259	7%	281	8%	346	8%	314	8%	**2,035**	**8%**	5,203	7%	**1,921,400**	**7%**
D Electricity, gas, steam & air con supply	24	1%	17	0%	20	1%	24	1%	30	1%	29	1%	23	1%	**167**	**1%**	505	1%	**152,142**	**1%**
E Water, sewerage & waste management	17	0%	29	1%	18	0%	29	1%	32	1%	35	1%	19	0%	**179**	**1%**	514	1%	**190,302**	**1%**
F Construction	222	6%	255	7%	281	7%	220	6%	287	8%	239	6%	218	5%	**1,722**	**6%**	5,249	7%	**2,288,550**	**9%**
G Wholesale & retail; motor repair	526	14%	503	13%	454	12%	476	13%	462	13%	509	12%	496	12%	**3,426**	**13%**	8,996	12%	**3,958,258**	**15%**
H Transport & storage	160	4%	199	5%	204	5%	188	5%	146	4%	218	5%	167	4%	**1,282**	**5%**	3,883	5%	**1,328,772**	**5%**
I Accommodation & food service activities	161	4%	163	4%	155	4%	188	5%	130	4%	166	4%	272	7%	**1,235**	**5%**	3,295	4%	**1,291,556**	**5%**
J Information & communication	542	14%	482	13%	457	12%	463	13%	424	12%	617	15%	672	17%	**3,657**	**14%**	9,041	12%	**1,246,568**	**5%**
K Financial & insurance activities	154	4%	127	3%	131	3%	150	4%	112	3%	175	4%	157	4%	**1,006**	**4%**	2,833	4%	**1,007,530**	**4%**
L Real estate activities	75	2%	53	1%	49	1%	65	2%	55	1%	57	1%	71	2%	**425**	**2%**	1,479	2%	**412,648**	**2%**
M Professional, scientific & technical	426	11%	401	11%	342	9%	327	9%	359	10%	422	10%	385	10%	**2,662**	**10%**	7,412	10%	**1,768,507**	**7%**
N Administrative & support services	214	6%	234	6%	198	5%	254	7%	206	6%	224	5%	225	6%	**1,555**	**6%**	4,450	6%	**1,399,037**	**5%**
O Public admin & defence; social security	161	4%	144	4%	122	3%	107	3%	114	3%	133	3%	131	3%	**912**	**3%**	3,355	4%	**1,521,181**	**6%**
P Education	373	10%	361	10%	416	11%	303	8%	454	12%	361	9%	302	8%	**2,570**	**10%**	7,928	10%	**2,601,727**	**10%**
Q Human health & social work	373	10%	378	10%	383	10%	393	11%	367	10%	376	9%	363	9%	**2,633**	**10%**	7,529	10%	**3,856,651**	**15%**
R, S, T, U Other	160	4%	173	5%	184	5%	186	5%	186	5%	213	5%	180	4%	**1,282**	**5%**	4,138	5%	**1,208,385**	**5%**

Figure 1.2-2 2021 Census extract: Industry

Employment types in the MNP area vary considerably but are broadly similar to the RBWM wide data. There is no heavy industry in the MNP area, only light engineering works. The largest categories of employment type are Manufacturing (8%); Wholesale & Retail (13%); Information & Comms (14%); Professional, scientific & technical (10%); Education (10%); and Health & social work (10%).

1.3 Residential parking and cycle storage requirements

NPPF [Part 2, 1.1] paragraph 112 states that if setting local parking standards for residential and non-residential development, policies should take into account:

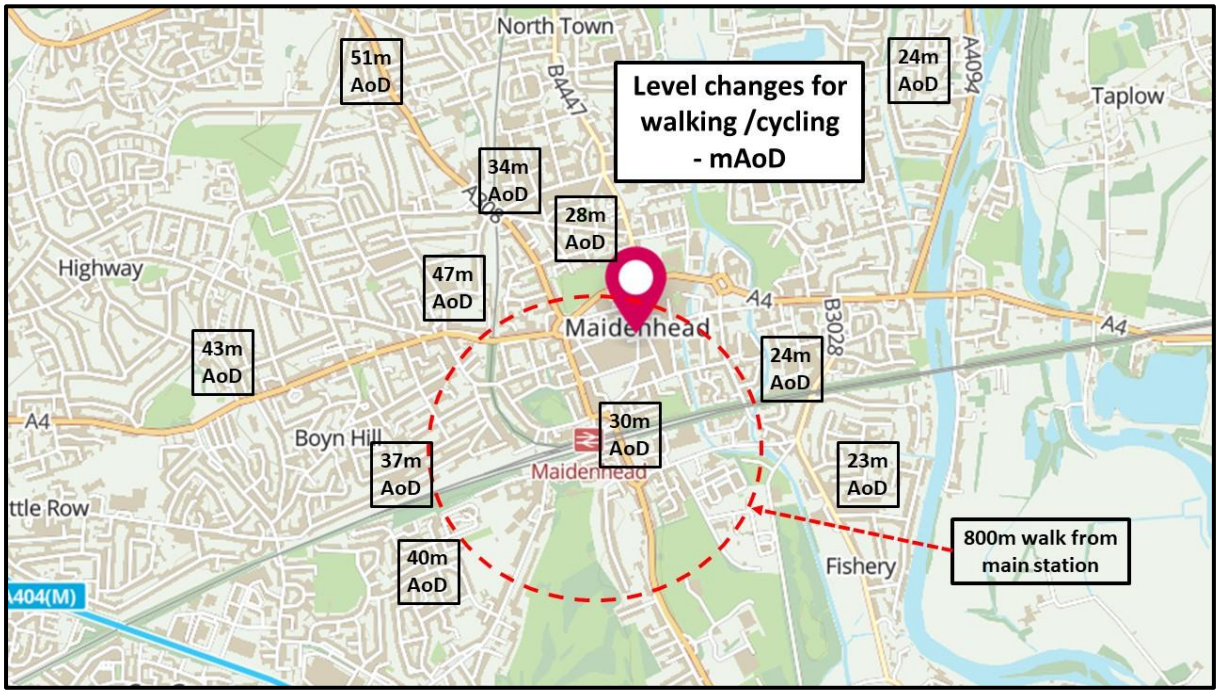
a) the accessibility of the development
b) the type, mix and use of development
c) the availability of and opportunities for public transport
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

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

1.3.1 Accessibility of the development

The MNP area has a population of 52,623 living in 20,856 households from the 2021 Census (see Figures 1.3.6-1 and 1.3.4-1 respectively). Maidenhead town centre sits towards the east, whilst the suburbs forming the main built-up area are to the North and 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 and south-west are typically 1 to 2km from the main Town centre facilities. Services in the suburbs are limited and most public transport services to and from the town centre and nearby towns are infrequent (see section 1.3.3).

A minority of residents live within a comfortable 800m walking distance of the main station, but the land rises significantly by more than 20m towards the west and north of the station and town centre area. Due to the level changes, walking and cycling in/out of town is significantly easier from the east and south of the MNP area, where the land is low lying and rises only gradually.



Map 1.3.1-1 Walking distance to station and level changes

The MNP area has been notionally split into two zones - the town centre, where access to most services is good, and the surrounding "out-of-town" suburbs 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 a major driver of 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).

1.3.2 Type, mix and use of development

For planning purposes, parking requirements fall into two main categories - Residential (Use Class C3) plus Office, Commercial, retail and warehousing, mostly now under Use Class E. 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 determines local parking standards according to Residential or Office and Commercial, plus the specific location. This approach is similar to that taken by the RBWM Parking Strategy [Part 2, 2.12] 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

Scheduled Bus Services:

Several public bus operators serve Maidenhead, the main operator Carousel and also Thames Valley Buses and First Bus. Routes have recently been reviewed and reflect post-pandemic changes.

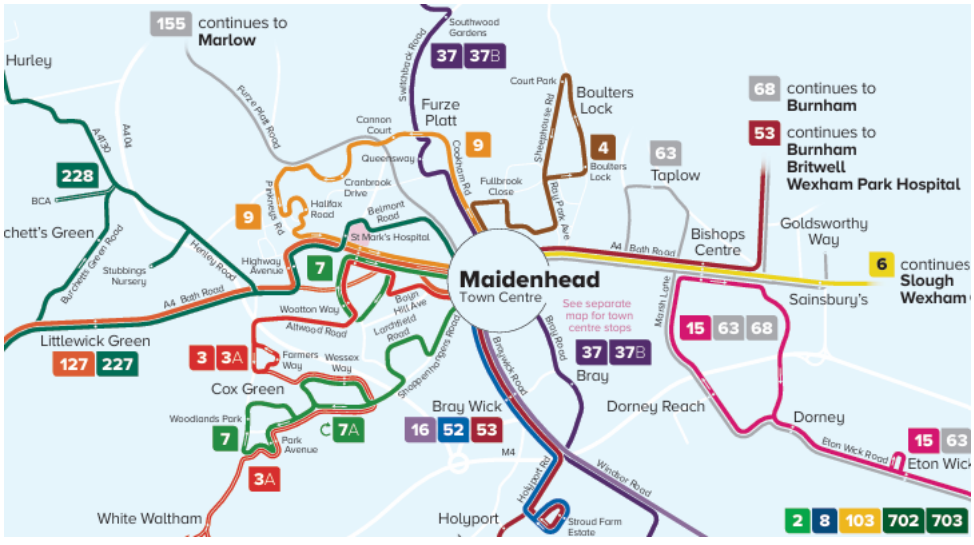


Figure 1.3.3-1 Bus Routes serving Maidenhead

Bus routes serving the built-up area of Maidenhead are:

No 3/3A - to/from St Marks/Highfield Lane/Woodlands Park
No 4 - to/from Boulters Lock

No 7/7A - to/from Cox Green and Woodlands Park via Wessex Way shops
No 9 - to/from Cranbrook Drive, Halifax Road and Furze Platt via St Marks Hospital
No 52 - to/from Holyport

Several routes also link Maidenhead to nearby towns:

No 6 - to/from Slough
No 16 - to/from Windsor via Fifield & Oakley Green
No 37/37A - to/from High Wycombe via Bourne End and to/from Windsor via Fifield
No 53 - Bracknell to/from Wexham Park via Maidenhead & Burnham
No 127 - to/from Reading
No 227 - to/from Twyford and Waltham St Lawrence
No 228 - to/from Henley

Bus frequencies are mostly hourly, with the last departures early evening, and a few routes not running on Sundays. Journey times are generally slower* than by car, as most routes are indirect, have frequent stops and divert into residential estates to encourage customer take up. Live departure information is available via the internet from both bus operators, but displays are not generally available at bus stops unless passengers have a smart phone.

*- For example; A visit to Bracknell's Lexicon centre from Maidenhead Bridge on the No 53 has 30 stops on the way, offers an hourly service only, and is scheduled to take 40 minutes. If a connection is needed to join the route, overall journey time by bus will be considerably longer. By comparison the AA Route Planner service estimates 20 minutes (door to door) by car for the same 9 mile journey. With no bus lanes or priority at traffic lights, delays caused by congestion at busy times or during road works affect bus services and cars equally.

The individual routes and service levels can be seen in Figures 1.3.3-2 to 1.3.3-9.

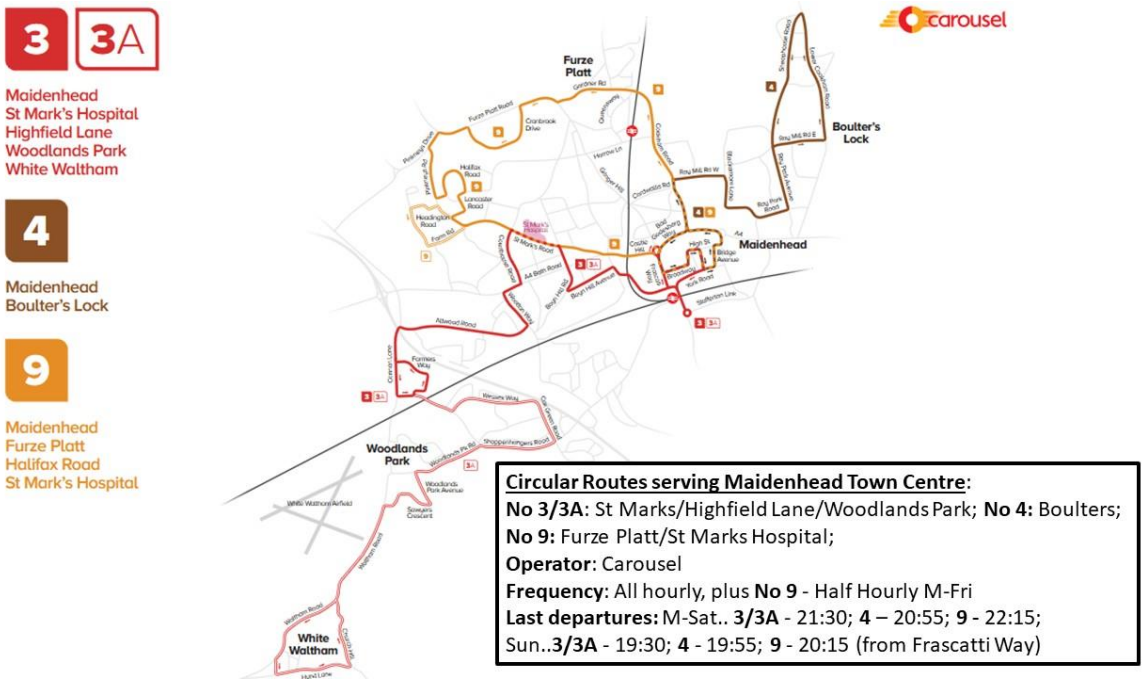


Figure 1.3.3-2 Carousel Bus Routes 3/3A, 4 and 9

Figure 1.3.3-3 First Bus Route 6

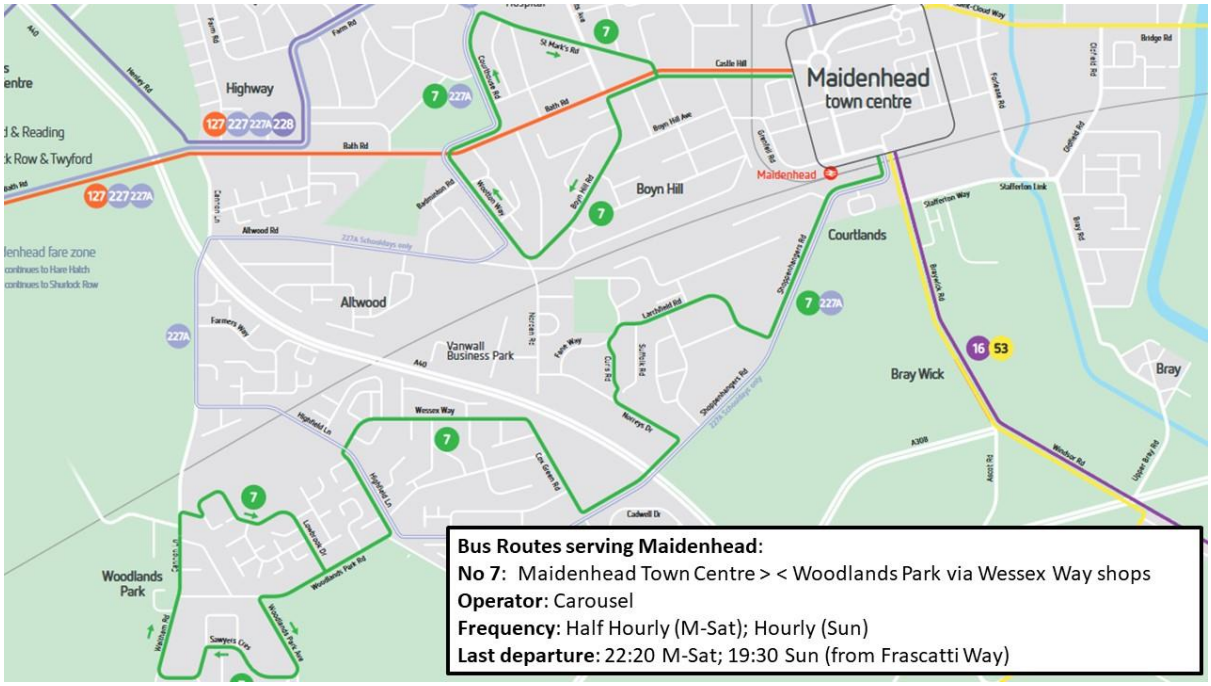


Figure 1.3.3-4 Carousel Bus Route 7

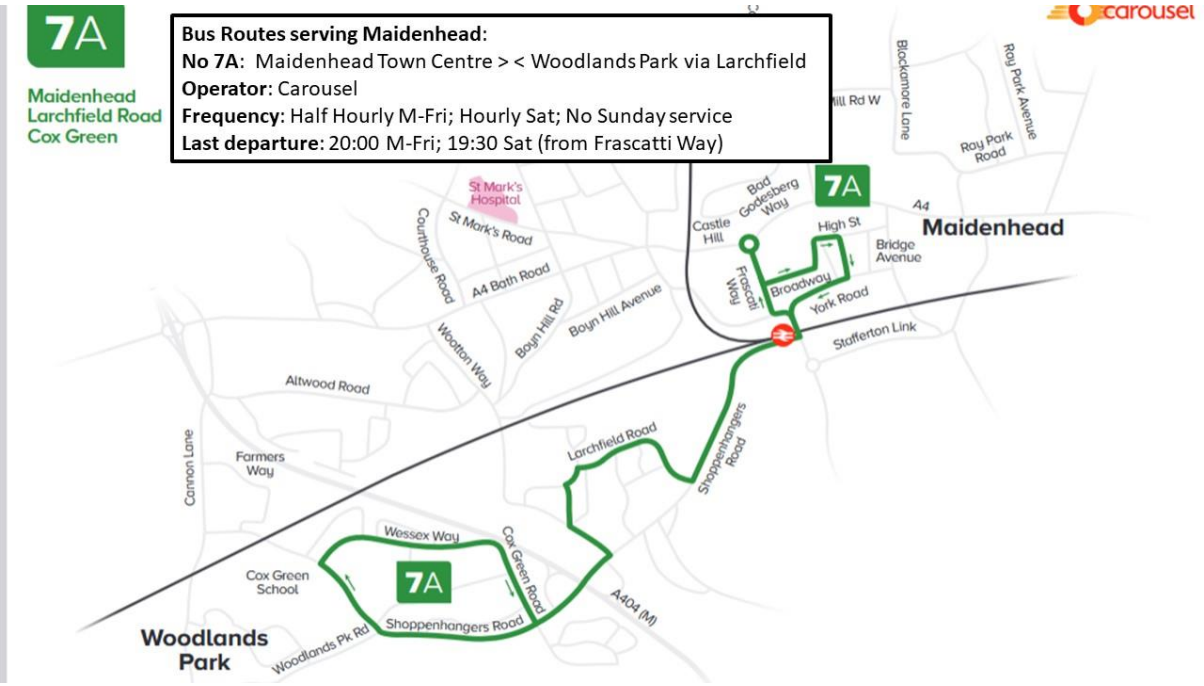
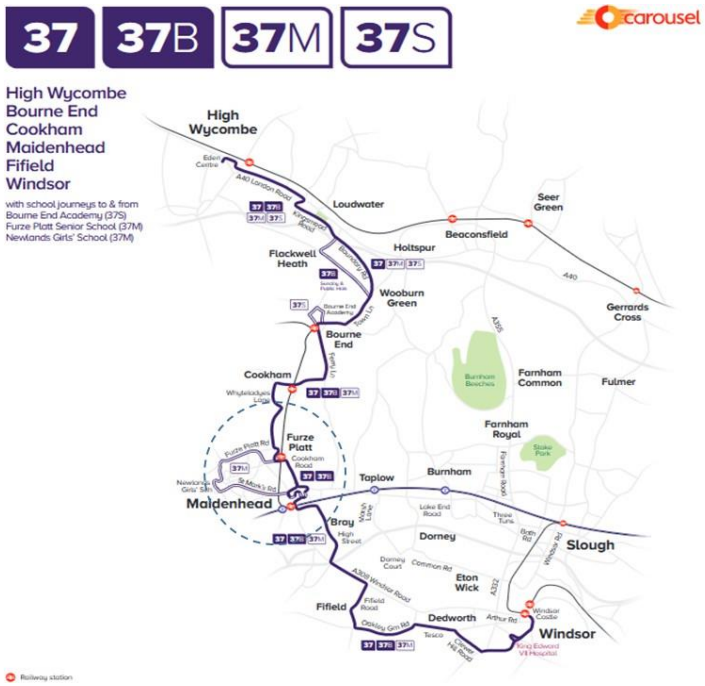


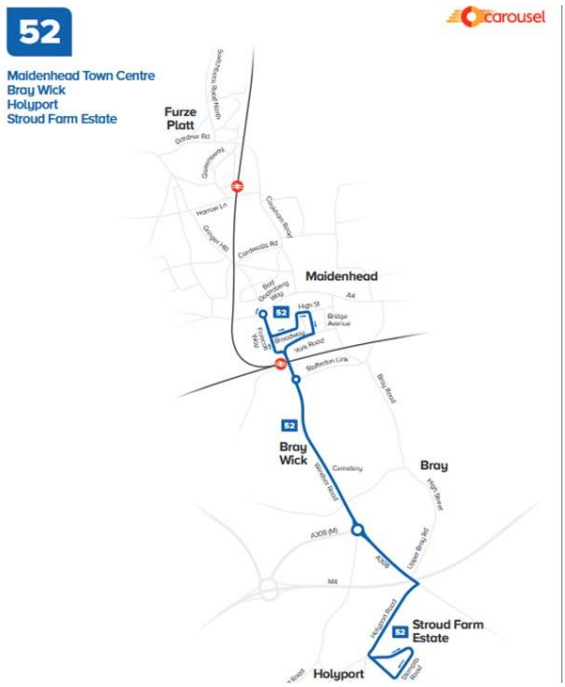
Figure 1.3.3-5 Carousel Bus Route 7A

Figure 1.3.3-6 Thames Valley Bus Route 16



Bus Routes serving Maidenhead:
No 37/37B/37M/37S: High Wycombe < > Windsor via Bourne End, Maidenhead Town Centre and Dedworth; Note that 37B, 37M and 37S loop off and back to the direct route;
Operator: Carousel
Frequency: Hourly (Daily);
Last departure: 18:20;

Figure 1.3.3-7 Carousel Bus Routes 37/37B/37M/37S



Bus Routes serving Maidenhead:
No 52: Maidenhead Town Centre < > Holyport
Operator: Carousel
Frequency: Four services/day M-Fri only;
Last departure: 14:20 (From Frascati Way)

Figure 1.3.3-8 Carousel Bus Route 52

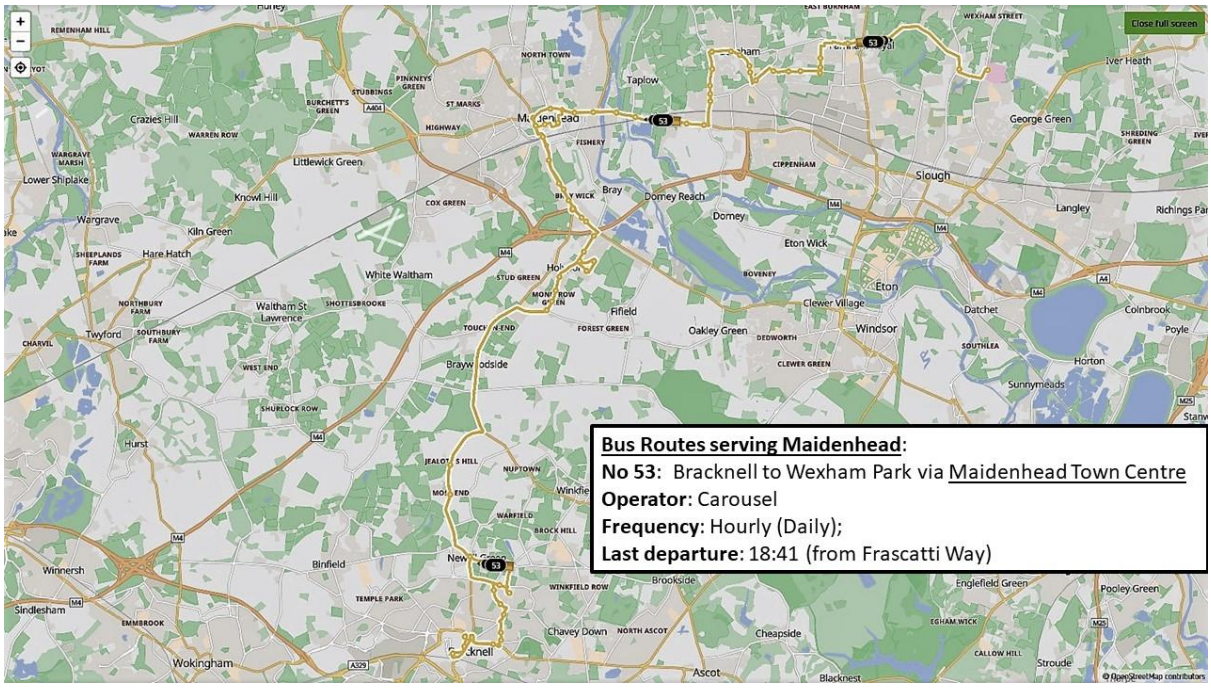


Figure 1.3.3-9 Carousel Bus Route 53

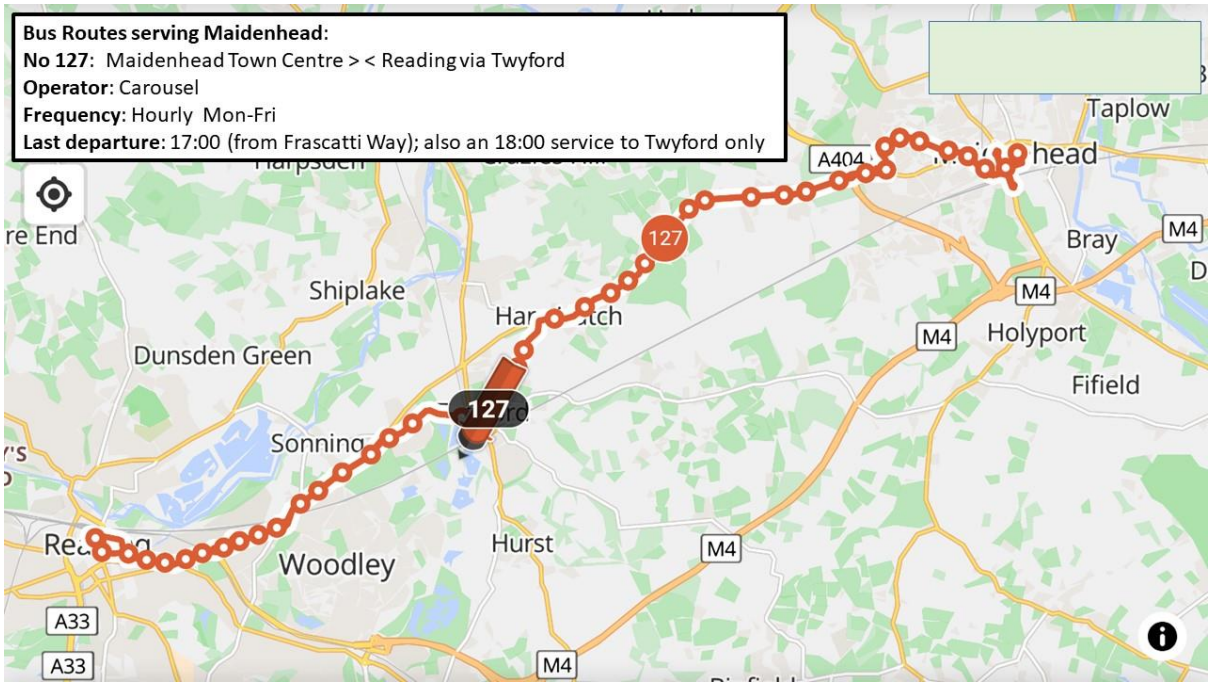


Figure 1.3.3-10 Carousel Bus Route 127

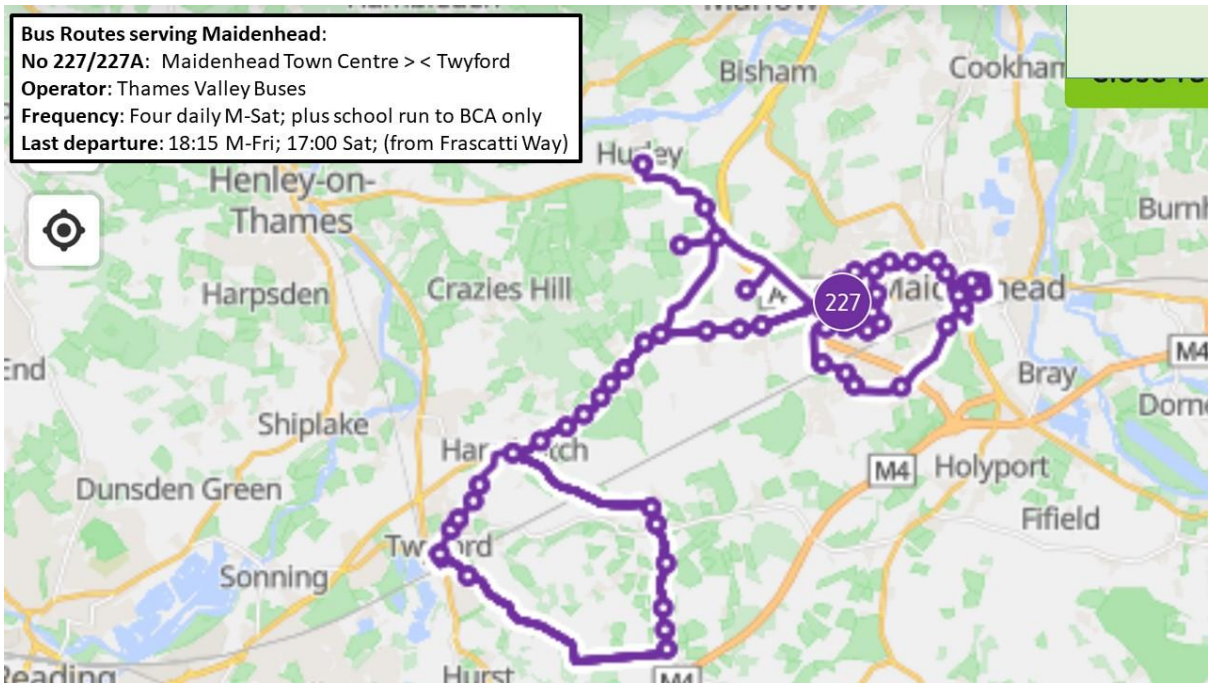


Figure 1.3.3-11 Thames Valley Bus Route 227/227A

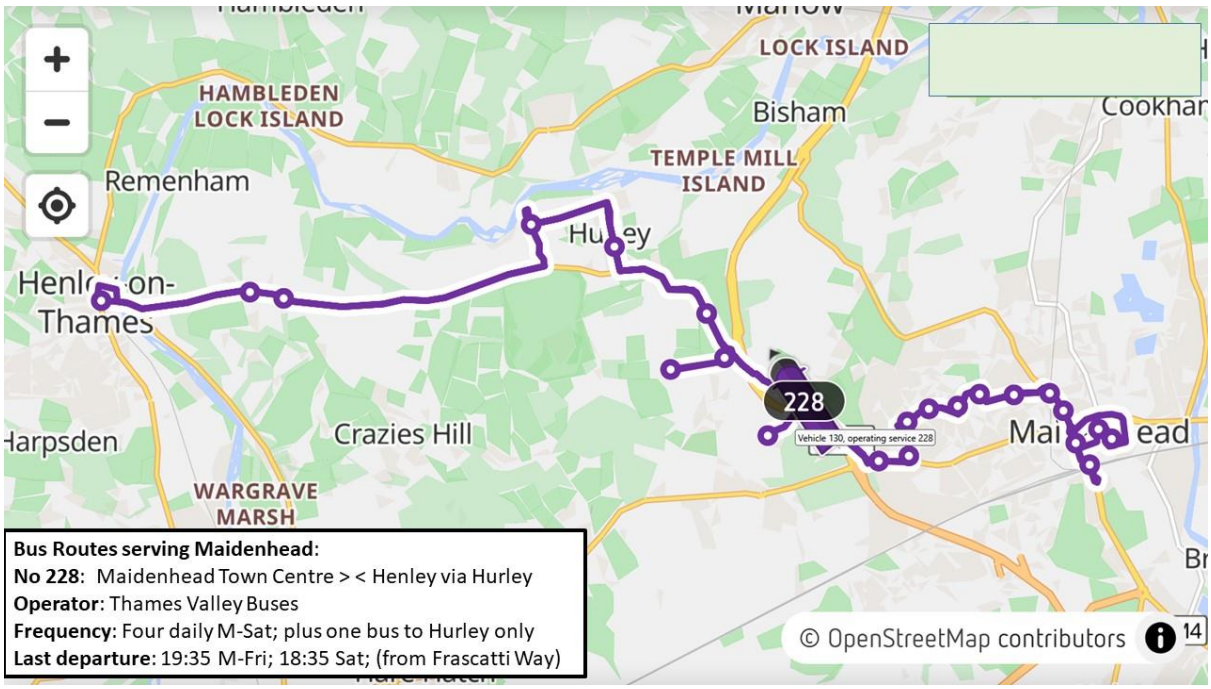


Figure 1.3.3-12 Thames Valley Bus Route 228

Bus usage nationally slumped during the pandemic and is only slowly recovering. In 2022/23 usage in the area was still approximately 20% below 2019/20 levels (source: RBWM Cabinet 27th September 2023). (https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2023/annual-bus-statistics-year-ending-march-2023). In 2022/23 the borough reported 7 bus journeys per head, the second lowest rate in England and one fifth of the national average - the

average number of bus passenger journeys per head in England outside London was 34 in the year ending March 2023.

Scheduled Train Services:

Maidenhead is served by two train operators – Great Western (mainline services to London, Reading and beyond) and tfl's Elizabeth Line which has recently extended services to and through the west end and city. The Elizabeth Line now integrates fully with London's main tube network. Great Western also operates an hourly service on a spur line from Maidenhead to/from Marlow via Bourne End (a 23 minute journey time).

Service frequencies and journey times from Maidenhead on the main line vary but generally offer:

Great Western - an hourly semi-fast (25 minutes journey time) service to/from Paddington, plus a half hourly service to/from Reading (14 minutes journey time);
Elizabeth Line - a 15 minute frequency service to/from London's west end and the city. Journey time Maidenhead to Bond Street is around 42 minutes, or 56 minutes to Canary Wharf. The extension of Elizabeth Line services through to the city has made commuting into the city possible without the need to change trains.

N.B. As with bus services, rail operator subsidies are currently also under review after passenger numbers have not recovered fully since the pandemic. A permanent shift in working patterns seems likely.

1.3.4 Car and Van availability

ONS data from the most recent census (taken 21st March 2021), and from the previous census in 2011, has been used to assess local car ownership/availability levels. For residential parking policies, the key metric is the average number of vehicles per household. Vehicle availability in the Neighbourhood Plan area has not materially changed over the decade between censuses - vehicle numbers increasing in line with population and household growth to maintain an unchanged average of 1.4 vehicles per household.

Within the average there are significant variations by ward and in some of the smaller areas where Census data is available. The Neighbourhood Plan area can best be considered in two parts, the 'town centre' - broadly represented by the Inner Ring road - and the surrounding 'out-of-town-centre' suburban areas. The majority of the town centre lies within St Marys ward, with part also in Oldfield. Data is available for the Census Lower Level sub areas 005G and 005H, which together broadly cover the town centre, allowing comparison with the surrounding 'out-of-town centre' areas. Per the table below, average vehicle availability per household varies from a low of 0.96 per household in St Marys, up to 1.61 in Pinkney's Green. The ratio in the central town centre area (Census Lower output levels 005G & H) is 0.81 per household, where 38% of households don't have a vehicle at all.

Car or Van Availability by Ward (2021 Census): (Excludes motorcycles)									
Code	Electoral wards	No Vehicle		1 Vehicle	2 Vehicles	3 Vehicles	Total Households	Total Vehicles	Average Vehicles/ Household
E05012495	Belmont	291	11%	1,248	943	251	2,733	3,887	1.42
E05012497	Boyn Hill	318	12%	1,101	925	355	2,699	4,016	1.49
E05012505	Furze Platt	315	11%	1,112	1,146	392	2,965	4,580	1.54
E05012508	Oldfield*	483	17%	1,316	812	285	2,896	3,795	1.31
E05012509	Pinkneys Green	287	10%	987	1,131	457	2,862	4,620	1.61
E05012510	Riverside	286	9%	1,428	1,140	387	3,241	4,869	1.50
E05012511	St Mary's*	1,084	31%	1,571	648	157	3,460	3,338	0.96
	Total MNF Area	**3,064**	**15%**	**8,763**	**6,745**	**2,284**	**20,856**	**29,105**	**1.40**
Memo: Town Centre*									
	005G	296	40%	362	73	3	734	517	0.70
	005H	287	36%	339	141	35	802	726	0.91
	Town centre 005G+005H	583	38%	701	214	38	1,536	1,243	0.81

Figure 1.3.4-1 2021 Census extract: Car and Van availability

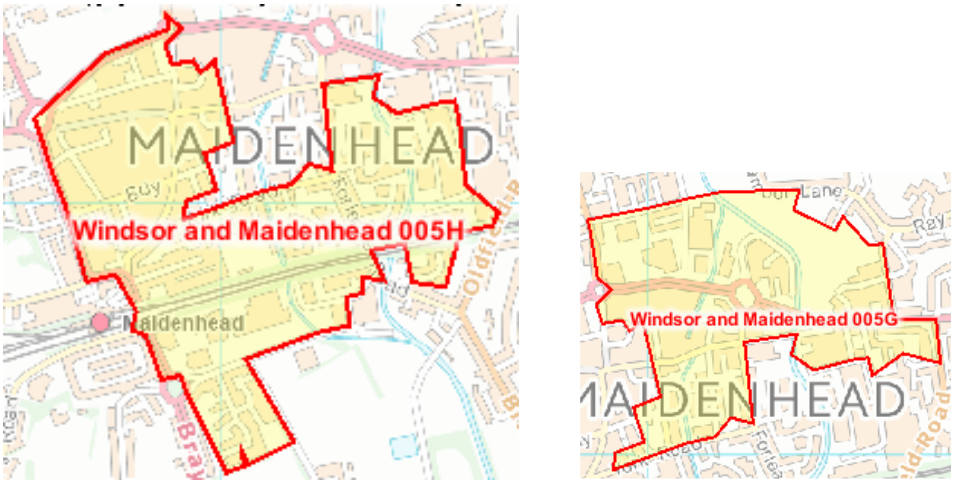
In summary, the main points evident from the latest Census data are:

- In the town centre, there is on average just under 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 2021 as both vehicles and households have risen proportionately by the same amount.

The existing average ownership of around 1 vehicle per household in the town centre area is used to set the parking standard for 1 and 2 bed units, where the expected provision is set to 0.5 spaces for 1 bed units and 1 space for 2 bed units. This is higher than some recent developments where a 0.4 ratio has been accepted by the planning authority, leading to under provision and residents having to regularly use space in public car parks to keep their vehicles. Out-of-town, the number of vehicles per household increases further, 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. Failure to provide sufficient off road spaces leads to residents parking on the highway, often on the pavement.

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

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



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

The provision of Electric Vehicle charging points is covered under Part S of the Building Regulations and therefore not specified in the Neighbourhood Plan.

1.3.6 Travel to work

ONS data from the 2021 Census has been used to assess how people travel to work. Caution is however needed due to the Census date (21st March 2021) being close to the end of the pandemic, when restrictions on travel and on mixing were slowly being lifted. Flexible working, working from home and hybrid working all became common place during the pandemic and in many instances have continued since. Some respondents at the Census date were still furloughed but were advised to answer the transport to work question based on their previous travel patterns, before or during the pandemic. Working from home in particular has had a major ongoing impact on commuter patterns and the related businesses that provide services aimed at commuters.

Travel to Work - MNF Summary by Ward (ONS 2021 Census)

	Belmont	Boyn Hill	Furze Platt	Oldfield	Pinkneys Green	Riverside	St Mary's	Total MNF	% of those that travel to work	
Work mainly at or from home	1,979	1,786	1,671	1,744	1,731	2,109	1,979	12,999		
Underground, metro, light rail, tram	11	8	7	10	5	14	10	65	0.5% }	
Train	119	121	92	118	79	122	184	835	6.0% }	8.6%
Bus, minibus or coach	13	16	18	24	19	19	34	143	1.0% }	
Taxi	24	18	21	23	13	22	22	143	1.0% }	
Motorcycle, scooter or moped	8	8	9	11	14	15	10	75	0.5%	
Driving a car or van	1,206	1,306	1,501	1,228	1,430	1,445	1,142	9,258	66.7% }	72.4%
Passenger in a car or van	92	125	117	130	120	89	110	783	5.6% }	
Bicycle	42	48	37	63	44	39	64	337	2.4%	
On foot	335	302	253	265	193	224	430	2,002	14.4%	
Other method of travel to work	24	41	37	35	25	42	25	229	1.7%	
Not in employment or aged 15 years and under	3,341	3,513	4,078	3,660	3,843	3,802	3,517	25,754		
	7,194	**7,292**	**7,841**	**7,311**	**7,516**	**7,942**	**7,527**	**52,623**		
Total in employment								26,869		

Figure 1.3.6-1 2021 Census extract: method of travel to work

The table shows the Census 2021 recorded method of travel to work, where applicable, by ward and for the overall MNP area. The main points evident from the data are:

- Just under half (25,754 of 52, 623) of the population in the Neighbourhood Plan area were either not in employment or were age 15 and under at the time of the Census;

- Some 12,999 or 48% of the 26,869 recorded as in employment stated that they mainly work from home;
- Of those in employment that travel to work, 8.6% use one form or another of public transport;
- A significant proportion (14.4%) travel to work on foot, and another 2.4% cycle.
- By far the largest method of travel to work (72.4%) is as a driver or passenger in a car or van.

Distance travelled to work was also analysed using the 2021 Census data and is shown in the table below.

Distance Travelled to Work - MNF Summary by Ward (ONS 2021 Census)

	Belmont	Boyn Hill	Furze Platt	Oldfield	Pinkneys Green	Riverside	St Mary's	Total MNF	% of those that travel to work	
Less than 5km	697	683	768	660	648	623	742	4,821	**35%**	
5km to less than 10km	238	293	259	274	231	340	319	1,954	14%	
10km to less than 30km	434	424	469	399	485	414	404	3,029	22%	} **28.2%**
30km to less than 60km	116	120	119	129	110	149	145	888	6%	}
60km and over	23	29	18	23	21	24	22	160	1%	
Works mainly from home	1,979	1,786	1,671	1,744	1,731	2,109	1,979	12,999		
Works mainly offshore, no fixed place, or outside UK	366	445	458	422	445	481	399	3,016	22%	
	3,853	3,780	3,762	3,651	3,671	4,140	4,010	**26,867**		

Figure 1.3.6-2 2021 Census extract: distance travelled to work

The table shows the Census 2021 recorded distance of travel to work, where applicable, by ward and for the overall MNP area. The main points evident from the data are:

- 35% of employees in the area travel less than 5km to their place of work.
- 28% of those that travelled to work travelled between 10km and 60km, which would include most London commuters.
- A significant proportion (22%) of those are employed to work offshore, have no fixed base or work overseas.

For the 35% of employees travelling less than 5km to work, sustainable transport methods such as cycling are possible, and inform policies within this plan such as the provision of safe cycle routes and provision of cycle storage.

It is also clear that of those who travel further to work, the majority of employed residents travel to work outside the Neighbourhood Plan area, and taking into account Figure 1.3.6-1 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.

For Office and Business premises the main requirement is likely to be from staff who travel to their place of work, and are there for most of the working day. A useful study was carried out by Essex County Council and recorded as Parking Standards Design and Good Practice [Part 2, 3.1].

The Essex study covers a number of scenarios according to Use Classes at the time. Many Use Classes have since been merged and to simplify the requirement the most appropriate is B1, Offices, Research and Development, and Light Industry with the relevant standard extracted below.

Parking Standards for Use Class B1: Business

Offices, Research and development, Light Industry appropriate in a residential area.

Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Maximum	Minimum	Minimum	Minimum
B1	1 space per 30 sqm	1 space per 100 sqm for staff plus 1 space per 200sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 vehicle bays or less** = 2 bays or 5% of total capacity, whichever is greater, **Over 200 vehicle bays** = 6 bays plus 2% of total capacity

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Informative notes:

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.

For cycle storage, a similar requirement is also given in Table 11-1 of the Department for Transport's guidance on Cycle Infrastructure Design LTN1/20, [Part 2, 1.12]

Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m²)	1 per 100m²	1 per 100m²
	Medium (200-1,000m²)	1 per 200m²	1 per 200m²
	>1,000m²	1 per 250m²	1 per 500m²
Employment	Office/Finance (A2/B1)	1 per 1000m²	1 per 200m²
	Industrial/Warehousing (B2/B8)	1 per 1,000m²	1 per 500m²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m² or 1 per 30 seats/ capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students; 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom

In the Essex County Council Parking Standards study introduction there is discussion on whether parking standards should be specified as maximum or minimum, and whether restricting car parking is effective as a method of changing travel behaviour. We note that the RBWM 2004 Parking strategy has maximum standards for Residential and Commercial, whereas the 2009 Essex SPD acknowledges that limiting parking by use of maximum standards does not necessarily discourage car ownership.

In the context of this rather confusing picture, ONS method of travel to work Census data from 2011 and from 2021 was compared, to observe any significant changes. Neighbourhood Plan area data from 2021 was given in Figure 1.3.6-1, and can be compared with data from 2011 in Figure 1.3.6-3:

Travel to Work - MNF Summary by Ward (ONS 2011 Census)

	E05002350: Belmont	E05002352: Boyn Hill	E05002358: Cox Green	E05002362: Furze Platt	E05002365: Maidenhead Riverside	E05002367: Oldfield	E05002369: Pinkneys Green	Total MNF	% of those that travel to work	
All categories: Method of travel to work	5,887	5,700	5,618	5,273	5,710	6,625	5,184	34,379		
	These numbers include those not working									
Work mainly at or from home	358	293	275	265	373	296	293	1,878		
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	11.0%	13.8%
Bus, minibus or coach	61	50	77	37	53	98	68	367	1.6%	
Taxi	14	24	22	32	17	22	10	119	0.5%	
Motorcycle, scooter or moped	28	25	39	27	28	21	24	153	0.7%	
Driving a car or van	2,509	2,426	2,895	2,387	2,525	2,617	2,338	14,802	66.1%	70.1%
Passenger in a car or van	128	151	187	153	141	176	155	904	4.0%	
Bicycle	99	96	60	79	88	107	81	550	2.5%	
On foot	528	525	209	316	422	682	263	2,736	12.2%	
Other method of travel to work	19	25	21	20	30	35	24	153	0.7%	
Total in employment	4,330	4,113	4,039	3,582	4,019	4,670	3,555	24,269		

Figure 1.3.6-3 2011 Census extract: method of travel to work

The main observations from comparing 2011 and 2021 data are:

- The total number of people in employment had increased from 24,269 in 2011 to 26,869 in 2021, an increase of about 11%
- There had been a large increase in those working from home: 1,878 in 2011 rising to **12,999** in 2021, and being almost half those in employment
- There had been a large decrease in those travelling to work by train: 2,469 in 2011 falling to **835** in 2021
- Similar proportions travelled to work on foot or by cycle, in both 2011 and 2021
- By far the largest method of travel to work is as a driver or passenger in a car or van, and this proportion had risen slightly from 70.1% in 2011 to 72.4% in 2021, although the actual number of those driving to work had fallen by about a third from 14,802 in 2011 to 9,258 in 2021

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 allows 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 drives 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 110 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. While the mix of car types (including EVs) in use is steadily changing, overall car availability (per household) has not reduced over the last 20 years.

In addition to the requirements of the NPPF [Part 2, 1.1] paragraph 112 the policy for Residential parking and cycle storage requirements has also been informed by:

- Method of travel to work, extracted from 2021 ONS data
- Distance travelled to work, from 2021 ONS data, and the need to..
- Avoid congestion from on-street parking causing a safety hazard for motorists, cyclists and pedestrians alike, by ensuring adequate provision of sufficient off-street parking in all new developments
- Opportunities for journeys to use sustainable transport methods, as stated in NPPF [Part 2, 1.1] where paragraph 110 refers to "..offering a genuine choice of transport modes" - for example encouraging cycling and walking by provision of safe and convenient routes

The policy for Office and Commercial parking and cycle storage requirements is informed as follows:

- For locations outside the Town centre, the Essex Use Class B1 vehicle parking standard of 1 space per 30 m^2 (translated as 3.3 spaces per 100m^2 of lettable internal area) is used, which also aligns closely with the previous 1 space per 35 m^2 figure in the 2004 RBWM parking

strategy. Formal Use Classes are no longer applicable, so the scope of the requirement includes more general Office/Commercial/Retail uses which had a similar requirement in the Essex parking standard and in the 2004 RBWM parking strategy.

- For Office/Commercial/Retail locations in the Town centre, a lower value of 1 space per 100m^2 of lettable internal area is used, which also aligns with the figure for accessible locations in the 2004 RBWM parking strategy.
- Warehousing is specified separately, as this has a significantly lower requirement, and specifies cars and lorries separately. Lower figures are specified in the Town Centre. Again the Essex parking standard and the 2004 RBWM parking strategy have been considered.
- Although retail usage, especially food retail, was previously considered with a higher requirement, this has not been specified as most users are likely to be using shared short-term parking spaces.
- The Essex Use Class B1 cycle parking standard of 1 space per 100 m^2 plus 1 space per 200 m^2 for visitors (translated as 1.5 spaces per 100m^2 of lettable internal area) is used, which is also fairly similar to the Department for Transport LTN1/20 figure
- Parking is specified as expected standards and cycle storage is specified as a minimum figures, as ONS data indicates that using maximum vehicle parking figures has not influenced the method of travel to work. With opportunities for public transport being localised and directional, it does not seem wise to reduce the practical accessibility of employment and business sites within the MNP area.
- Sustainable travel to work such as cycling is encouraged by inclusion of a cycle space requirement, which was absent from the RBWM 2004 strategy.

Use of information from 2004 RBWM parking strategy [Part 2, 2.12]

The tables for Commercial and Retail parking standards are extracted below. In terms of grouping the uses, and starting with Areas of poor accessibility, we note that Business, Industrial, and several classes of retail (individual shop units, financial and professional services, Non-food general retail) all have a very similar requirement of either 1 space per 35m^2 or 1 space per 30m^2, shown with green highlight. This has been expressed as 3.3 spaces per 100m^2 and used for “Office, Commercial and Retail”. For areas of good accessibility, taken as being in Maidenhead Town centre, a lower figure of 1 space per 100m^2 has been used. This aligns with the 2004 figure used for Business and Industrial.

Figures for Food and Drink (pubs, cafes, restaurants) are generally higher in the 2004 RBWM parking strategy, up to 1.5 spaces per 12m^2 even in areas of good accessibility, but in Maidenhead Town centre it is likely that customers will be using public car parks rather than parking specific to the establishment. These cases are shown with yellow highlight, and similar reasoning is applied to Food retail. These higher figures have not been carried through into the Maidenhead Neighbourhood Plan, but it noted that outside the Town Centre, specific uses such as Food retail are subject to a higher standard.

Warehousing is significantly different, and shown with blue highlight. These figures are used in the Maidenhead Parking standard, including lorry provision.

COMMERCIAL			
Use Class Order	**Use**	**Maximum Parking Standard** (Areas of Poor Accessibility)	**Maximum Parking Standard** (Areas of Good Accessibility) (percentage of maximum permitted standard)
B1	Business	1 space per 35sqm*	1 space per 100sqm
B2-B7	Industrial	1 space per 35sqm	1 space per 100sqm
B8	Warehouse	1 space plus 1 lorry space per 90sqm plus 1 space plus 1 lorry space per every200sqm	1 space per 303sqm plus 1 lorry space per 200sqm
Travel plan required to cover staff and visitors for all categories			

RETAIL			
Use Class Order	**Use**	**Maximum Parking Standard** (Areas of Poor Accessibility)	**Maximum Parking Standard** (Areas of Good Accessibility) (percentage of the maximum permitted standard)
A1 - A2	Individual shop units, financial and professional services up to 550sqm	1 space per 30sqm (4 spaces per 120 sq m)	1.5 spaces per 60sqm (3 spaces per 120 sq m)
A1 - A2	Individual shop units, financial and professional services between 550sqm and 2500sqm	1 space per 30sqm plus 1 lorry space per unit	1.5 spaces per 60sqm
A3	Food and drink (restaurants, public houses, cafes, wine bars, licensed clubs)	1 space per 6sqm dining/bar/dance area	1.5 spaces per 12sqm
A1	Non-food general retail – floor area less than 2,500	1 space per 30sqm plus 1 lorry space per 1000sqm	1.5 spaces per 60sqm
A1	Food retail	1 space per 14sqm covered area plus 1 lorry space per 500sqm	1.5 spaces per 28sqm
	Vehicle service/MoT stations	3 spaces per vehicle bay	1.5 spaces per vehicle bay
	Petrol Service Station (with or without car sales)	1 space per 30 sq m plus one lorry space per unit	1.5 spaces per 60 sq m
A1	DIY stores, garden centres	1 space per 25sqm open and covered display area plus 1 lorry space per 500sqm	1.5 spaces per 50sqm

1.4 Void

1.5 Market Housing mix

BLP Policy HO2 on Housing Mix and Type refers to the 2016 Berkshire Strategic Housing Market Assessment (SHMA) [Part 2, 2.7]. Table 1.5-1 below is copied from paragraph 46:

Table 1.5-1: SHMA recommendation

Recommended Housing Mix – 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%

This gives a target mix for the whole BLP area, but is the only stated reference to assess compliance with the BLP policy HO2. There is however concern within the Maidenhead Neighbourhood Plan Area that almost all completions to date have been 1 and 2 bed flats, with very few completions of 3 and 4 bed units. The concern extends to whether sites outside the town centre can redress the balance.

For Maidenhead itself, Table 5-13 of the Housing Needs Assessment in Appendix 1 suggests a mix of (11%+24%) = 35% 1&2 bed units, and (36%+20%) = 57% 3&4 bed units, with 8% 5+ bed units. Even allowing for Maidenhead's role providing flats for the wider area, this does indicate that Maidenhead's needs remain broadly aligned with the 2016 SHMA and the mix should be given significant weight.

Within Maidenhead the densification of Town centre sites, implemented as 1 and 2 bed flats, needs to be balanced with a higher proportion of 3 and 4 bed units outside the Town centre. This is acknowledged in the extracts below taken from section 6.5 and Appendix 3 of the RBWM South West Maidenhead Development Framework SPD [Part 2, 2.9]:

6.5.2 Having regard to the policy basis, given that a significant proportion of housing supply in the Borough, and particularly in Maidenhead, will come forward from developments of flats in the town centre, it is important that developments on greenfield sites provide a higher proportion of family housing. Appendix 3 sets out further information and evidence relating to housing mix.

6.5.3 The AL13 proforma in the Local Plan, supported by the design principles set out earlier, also highlight that the northern neighbourhood will be orientated to the town centre, making the most of proximity to the railway station and town centre facilities. It notes that building heights, densities and typologies will reflect those in the town centre. Conversely, in the southern (Harvest Hill) neighbourhood the Local Plan proforma recognises that residential areas will reduce in density away from the Local Centre, allowing for the provision of family homes with gardens.

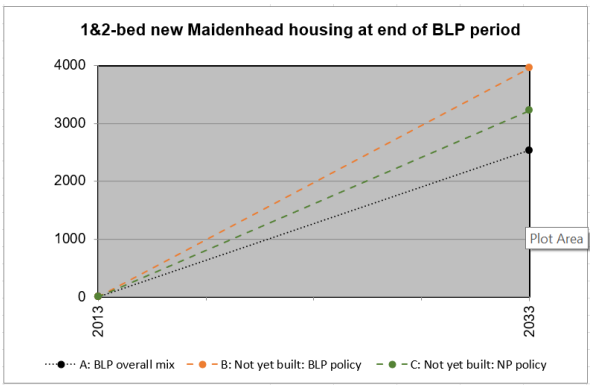
As such, given the SHMA mix, the evidence on wider housing delivery, and the BLP policy for the two neighbourhoods, the proportion of 3 and 4 bed units and other family housing, will be expected to increase significantly in the Harvest Hill Neighbourhood and the proportion of flats and 1 and 2 bed units is expected to be much lower in the Harvest Hill Neighbourhood, especially south of Harvest Hill Road and away from the local centre.

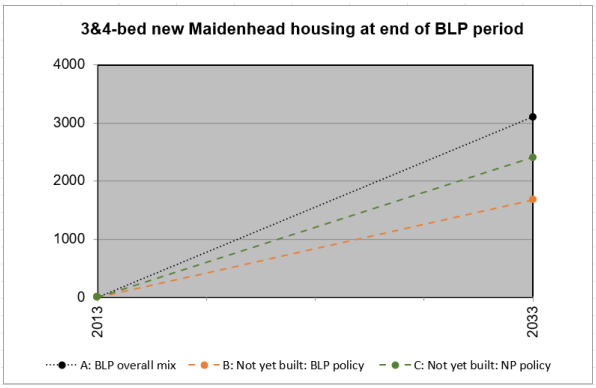
From Appendix 3 of the RBWM South West Maidenhead Development Framework SPD [Part 2, 2.9]:

> Furthermore, it should be noted that the nature of the housing supply in Maidenhead in particular is for a high proportion of flats, due to the concentration of a significant number of allocations in the town centre growth location. A review of the housing allocations identified in Policy HO1 of the Borough Local Plan shows a total of 2,670 homes to be provided on town centre sites (which are likely to be almost exclusively for flats) out of a total 5,929 in total in Maidenhead. As such it is important that the opportunity should be taken to deliver a good proportion of houses on what is by far the largest greenfield site in Maidenhead, whilst taking advantage of its sustainable location to deliver higher density development where appropriate on the site.
>
> Having regard to this evidence and local circumstances, as the single largest greenfield allocation in the Borough Local Plan, an appropriate housing mix on the AL13 site is one which takes every opportunity to deliver 3 and 4 bed homes, whilst recognising that the northern end of the site in particular and the area around the local centre provides an opportunity to deliver higher density development given their particularly sustainable location.

While recognising the high need for 3 and 4 bed homes outside the town centre, the SPD does not however specify a housing mix % or say how the overall SHMA mix is to be achieved. A separate analysis was carried out for the BLP-allocated Housing sites within the Maidenhead Neighbourhood Plan Area, which considers what would be delivered at the end of the BLP period under 3 scenarios:

- Scenario A: All sites built according to the default BLP mix
- Scenario B: Not-yet-built sites outside the Town Centre according to BLP mix (assuming all Town centre sites are built as 1&2 bed units)
- Scenario C: Not-yet-built sites outside the Town Centre are built according to the recommended Neighbourhood Plan policy H0-2 mix with 80% 3&4 bed units (assuming all Town centre sites are built as 1&2 bed units)





The key points arising from this analysis are:

- Under scenario B where not-yet-built sites outside the Town Centre are according to BLP mix, there is a very large shortfall in 3&4 bed units, and over-provision of 1&2 bed units.
- Under Scenario C where not-yet-built sites outside the Town Centre have 80% 3&4 bed units, the shortfall in 3&4 bed units is approximately halved.
- Note that the modelled scenarios accept that all Town centre sites are built as 1&2 bed units.

The source data is copied below:

Scenario A: All sites built according to BLP mix		Allocated site information				Not yet built				At end of BLP		
BLP	Sites within Neighbourhood Plan Area	Allocation	% Built	% 1/2 bed	% 3/4 bed	1&2-bed	3&4-bed	Town	Outer	1&2-bed	3&4-bed	Total
AL1	Nicholsons Centre	500	0	45	55					225	275	
AL2	Land between High Street and West Street	300	0	45	55					135	165	
AL3	St Mary's Walk	0	0	45	55					0	0	
AL4	York Road	450	0	45	55					203	248	
AL5	West Street Opportunity Area	240	0	45	55					108	132	
AL6	Methodist Church, High Street	50	0	45	55					23	28	
AL7	Maidenhead Railway station	150	0	45	55					68	83	
AL8	St Cloud Gate	Office										
AL9	St Cloud Way	550	0	45	55					248	303	
AL10	Stafferton Way Retail Park	350	0	45	55			2590		158	193	
AL11	Crossrail West Outer Depot	Industrial										
AL12	Land to East of Braywick Gate, Braywick Road	50	0	45	55					23	28	
AL13	Desborough, Harvest Hill Road, South West Mhd	2600	0	45	55					1170	1430	
AL23	St. Mark's Hospital	45	0	45	55					20	25	
AL25	Spencer's Farm	330	0	45	55					149	182	
AL26A	Osbornes Garage St Marks Road	20	0	45	55				3045	9	11	
Totals		**5635**								**2536**	**3099**	**5635**
As %										45	55	

Scenario B: Not-yet-built sites according to BLP mix		Allocated site information				Not yet built				At end of BLP		
BLP	Sites within Neighbourhood Plan Area	Allocation	% Built	% 1/2 bed	% 3/4 bed	1&2-bed	3&4-bed	Town	Outer	1&2-bed	3&4-bed	Total
AL1	Nicholsons Centre	500	0	100	0	500	0			500		
AL2	Land between High Street and West Street	300	50	100	0	150	0			300		
AL3	St Mary's Walk	0	0	100	0	0	0			0		
AL4	York Road	450	50	100	0	225	0			450		
AL5	West Street Opportunity Area	240	0	100	0	240	0			240		
AL6	Methodist Church, High Street	50	0	100	0	50	0			50		
AL7	Maidenhead Railway station	150	0	100	0	150	0			150		
AL8	St Cloud Gate	Office										
AL9	St Cloud Way	550	100	100	0	0	0			550		
AL10	Stafferton Way Retail Park	350	0	100	0	350	0	1665		350		
AL11	Crossrail West Outer Depot	Industrial										
AL12	Land to East of Braywick Gate, Braywick Road	50	50	100	0	25	0			50	0	
AL13	Desborough, Harvest Hill Road, South West Mhd	2600	0	45	55	1170	1430			1170	1430	
AL23	St. Mark's Hospital	45	0	0	100	0	45			0	45	
AL25	Spencer's Farm	330	0	45	55	149	182			149	182	
AL26A	Osbornes Garage St Marks Road	20	100	0	100	0	0		3000	0	20	
Totals		**5635**				**3009**	**1657**			**3959**	**1677**	**5635**
As %										70	30	

Scenario C: Not-yet-built sites according to NP mix		Allocated site information				Not yet built				At end of BLP		
BLP	Sites within Neighbourhood Plan Area	Allocation	% Built	% 1/2 bed	% 3/4 bed	1&2-bed	3&4-bed	Town	Outer	1&2-bed	3&4-bed	Total
AL1	Nicholsons Centre	500	0	100	0	500	0			500		
AL2	Land between High Street and West Street	300	50	100	0	150	0			300		
AL3	St Mary's Walk	0	0	100	0	0	0			0		
AL4	York Road	450	50	100	0	225	0			450		
AL5	West Street Opportunity Area	240	0	100	0	240	0			240		
AL6	Methodist Church, High Street	50	0	100	0	50	0			50		
AL7	Maidenhead Railway station	150	0	100	0	150	0			150		
AL8	St Cloud Gate	Office										
AL9	St Cloud Way	550	100	100	0	0	0			550		
AL10	Stafferton Way Retail Park	350	0	100	0	350	0	1665		350		
AL11	Crossrail West Outer Depot	Industrial										
AL12	Land to East of Braywick Gate, Braywick Road	50	50	100	0	25	0			50	0	
AL13	Desborough, Harvest Hill Road, South West Mhd	2600	0	20	80	520	2080			520	2080	
AL23	St. Mark's Hospital	45	0	0	100	0	45			0	45	
AL25	Spencer's Farm	330	0	20	80	66	264			66	264	
AL26A	Osbornes Garage St Marks Road	20	100	0	100	0	0		3000	0	20	
Totals		**5635**				**2276**	**2389**			**3226**	**2409**	**5635**
As %										57	43	

Further evidence of the need for Larger/Family Dwellings can be found in the following sections of the Housing Needs Analysis in Appendix 1:

- **Executive Summary -30:** Waiting list evidence shows that rental demand is greatest for 3 and 4 bed housing. This is evidenced in **Table 4.7**.
- **Executive Summary-38:** High proportion of households with dependent children – Maidenhead 29.4% of households against 25.8% nationally.
- **Executive Summary-47:** There is evidence of a specific decline in the supply of 3 bed dwellings which should be a "priority" for future development. This is evidenced in **Table 5.3**.

- **Table 5.4:** Shows that Maidenhead has 32.9% of housing stock with 3 bedrooms, compared with 40.0% nationally. (Note: 28.4% 4-bed against 21.1% nationally). The combined 3 and 4-bed % is in line with national figures.
- **Table 5.13:** Shows that the Indicative Mix for 3 bed dwellings increases from 32.9% in the 2021 census to 36.3% in 2039. All other house sizes fall back in mix %.
- **Bullet Point 5.23:** Refers to the potential impact. of high density, smaller dwellings reducing choice for family households.
- **Bullet Points 5.46, 5.50 and 5.51** all refer to the need for more family housing – esp. 3-bed.
- **Overcrowding:** There is also evidence of overcrowding referred to in **5.21 to 5.24** and **5.48 and 5.49.** Whilst this supports the need for larger homes it applies to both the affordable sector and the open market sector.

APPENDIX 1 – Maidenhead Housing Needs Assessment

APPENDIX 2 – Evidence base to support net zero policy