

# Sustainability Appraisal of the Borough Local Plan 2013 - 2033

Royal Borough of Windsor and Maidenhead

## Addendum

January 2018



**LEPUS** CONSULTING  
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY

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Royal Borough of Windsor and Maidenhead

## Addendum

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# About this report & Notes for reader

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SEA and SA are tools for predicting potential significant effects. The actual effects may be different from those identified. Prediction of effects is made using an evidence-based approach and incorporates a judgement.

The assessments in this addendum are based on the best available information, including that provided to Lepus by the Council and information that is publicly available. No attempt to verify these secondary data sources has been made and they have assumed to be accurate as published.

Every attempt has been made to predict effects as accurately as possible using the available information. Many effects will depend on the size and location of development, building design and construction, proximity to sensitive receptors such as wildlife sites, conservation areas, flood risk areas and watercourses, and the range of uses taking place.

The report was prepared between November and December 2017 and is subject to and limited by the information available during this time.

This report has been produced to assess the sustainability effects of the Local Plan. It is not intended to be a substitute for Environmental Impact Assessment (EIA) or Appropriate Assessment (AA). For further information on the differences between the products please see [https://www.rspb.org.uk/Images/environmentalassessment\\_tcm9-257008.pdf](https://www.rspb.org.uk/Images/environmentalassessment_tcm9-257008.pdf)

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# 1 Introduction

## 1.1 Background

1.1.1 The Royal Borough of Windsor and Maidenhead (RBWM) are in the process of preparing their Borough Local Plan (BLP). The role of the BLP is to set out RBWM's vision for the next 20 years and to help shape and manage the future of the borough.

1.1.2 The Planning and Compulsory Purchase Act 2004 requires Sustainability Appraisals (SAs) to be carried out on Local Development Plan Documents and Local Development Documents.

1.1.3 The European Union Directive 2001/42/EC (SEA Directive) requires SEA to be prepared for a wide range of public plans and programmes, including Local Plans. This requirement is transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations).

1.1.4 It is therefore a legal requirement for an SA and SEA of the BLP to be prepared. Lepus Consulting Ltd (Lepus) has been instructed by the RBWM to prepare an SA of the emerging Borough Local Plan (BLP).

## 1.2 Purpose of this addendum report

1.2.1 This report is an addendum to the SA report that was published in July 2017. It should be read in conjunction with the Regulation 19 SA report<sup>1</sup>.

1.2.2 The BLP 2013 - 2033 Submission Version, Policies Maps, SA and other supporting documents were made available for inspection under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 from Friday 30 June 2017 to 5pm on Wednesday 27 September 2017.

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<sup>1</sup> Lepus Consulting (2017) Sustainability Appraisal of the Borough Local Plan 2013 - 2033, Royal Borough of Windsor and Maidenhead, July 2017

1.2.3 This addendum report has been prepared to provide information in response to comments received during the Regulation 19 consultation phase that relate to the plan making and sustainability appraisal process.

### 1.3 SA process to date

1.3.1 Lepus Consulting were first commissioned in 2016 by RBWM to assist with the SA of their BLP. In October 2016, Lepus prepared the SA Scoping Report (Stage A of **Figure 1.1**) of the BLP<sup>2</sup>. Since then, Lepus has prepared an SA of the Regulation 18 and Regulation 19 versions of the BLP (see **Table 1.1**).

**Table 1.1:** SA process to date

Milestone	Year											
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
First SA Scoping Report	█											
Revised Scoping Report. Consulted on for 5 weeks in Feb. 2008			█									
Local Development Framework options paper. Three Strategic Options considered				█								
Scoping Report update including Background papers A and B					█							
Updated SA Scoping Report (Nov. 2011). Consulted on for 5 weeks (Sept. 2011)						█						
Preparation of the Jan 2014 SA, including adding 4 objectives to the Scoping Report								█				
SA of the Borough Local Plan First Preferred Options Consultation (Jan 2014)									█			
Final SA Scoping Report. Consulted on for 5 weeks (Oct - Nov 2016)											█	

<sup>2</sup> Lepus Consulting (2016) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Borough Local Plan, Scoping Report, October 2016





## 1.4 Regulation 19 consultation outcome

1.4.1 A range of comments were received following the consultation period in summer 2017. These have prompted RBWM to prepare further SA information in relation to the following matters:

- Additional alternative housing number options to those previously assessed in the SA process;
- Additional alternative broad spatial options;
- Additional site allocation options.

## 1.5 Structure of this addendum report

1.5.1 **Table 1.2** illustrates the structure of this report. Each of the matters raised for additional appraisal are assessed using the criteria in Annex II of the SEA Directive and the SA Framework before considering mitigation.

**Table 1.2:** Using this document

Document contents	Location in report
SA of three housing number options	<b>Chapter 3</b>
SA of twelve broad spatial options	<b>Chapter 3</b>
SA of sixteen sites	<b>Appendix B</b>
SA of affordable housing policy	<b>Appendix C</b>
In-combination effects	<b>Chapter 4</b>
Mitigation and monitoring	<b>Chapter 4</b>

## 2 SA Methodology

### 2.1 Approach to assessment

2.1.1 SA uses geographic information, the SA Framework (see **Appendix B**) and established standards (where available) to prepare a robust and transparent assessment of the sustainability performance of the BLP.

#### SA Framework

2.1.2 The SA Framework is composed of objectives and decision-aiding questions. Acting as yardsticks of sustainability performance, the SA Objectives are designed to represent the topics identified in Annex 1(f) of the Directive. Consequently, the sixteen SA Objectives seek to reflect all subject areas to ensure the assessment process is transparent, robust and thorough. Each potential site allocation, policy and proposal of the BLP is assessed for its likely impacts on each SA Objective of the SA Framework. The SA Objectives are presented in Appendix A.

2.1.3 When a site allocation, policy or option (proposals) is anticipated to have an effect on an SA Objective, they are assigned a colour and corresponding symbol to reflect the level of significance of the effect and whether it is positive or negative. This is presented in the SA scoring matrix for each proposal (see **Table 2.1**).

2.1.4 The scoring matrices are intended to be an indicator only, and they should be read in conjunction with assumptions and limitations (see **Table 2.3**) as well as the assessment narrative which accompanies the matrix.

**Table 2.1:** Guide to impact significance matrix

Effect	Colour and symbol
Likely strong positive effect	++
Likely positive effect	+
Neutral/no effect	0
Likely adverse effect	-
Likely strong adverse effect	--
Uncertain effects	+/-

## 2.2 Impact magnitude

2.2.1 The effect of a proposal on an SA Objective is defined by the impacts of the proposals on relevant receptors. The magnitude of these impacts is determined by the susceptibility of the receptors to change as well as the perceived value of the receptors. Receptors in the borough are hugely varied and numerous and were established at the SA Scoping stage<sup>3</sup>. For example, a stand of Ancient Woodland in the borough may be considered to be a valued receptor because of its biodiversity value.

2.2.2 Proposals in the BLP would lead to various changes in the borough. The SA considers the form of these changes and the degree to which receptors will be affected by them. This takes into Annex II of the SEA Directive.

2.2.3 **For example**, a site allocated for residential development (proposal) adjacent to a stand of Ancient Woodland (receptor) may be anticipated to impact on the woodland through a reduction in air quality because of increased local car movements. The probability of this impact is very likely. Its duration would be for as long as additional car movements are polluting the local air (i.e. as long as residents are living there and driving non-electric cars). The frequency would be on a constant basis whilst the impact of excess atmospheric nitrogen deposition on the woodland ecosystem would be considered to be difficult, if even possible, to reverse.

<sup>3</sup> Lepus Consulting (2016) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Local Plan, October 2016

2.2.4 SA and SEA are concerned with likely significant effects. As such, if an effect is considered improbable, it will not be considered in assessment. It is considered that most effects cannot be predicted with absolute certainty, as many impacts depend on the design of development and may be subject to mitigation.

2.2.5 The precautionary principle is applied in decision making where there is scientific uncertainty but a risk of significant harm to a sensitive receptor. Greater risks, or greater potential for harm, requires greater reliability and certainty of baseline information.

### 2.3 Universal assumptions and limitations

2.3.1 Predicting effects requires an evidence based approach which incorporates professional judgement. Assessments are based on the best available information, including that provided by the client team and information that is publicly available. The various limitations and assumptions that are inherent features of the assessment process are addressed below.

#### Distances

2.3.2 Distances have been measured from the closest boundary of the site to the closest boundary of the receptor. This has been measured as the crow flies. Distances to facilities and amenities have been considered sustainable if they are within the maximum recommended distances stated in **Table 2.2**. All distances are approximate. Travel times, including those for driving and walking, have been sourced from Google Maps.

**Table 2.2:** Sustainable distances to facilities and amenities<sup>4</sup>. These distances are ‘as the crow flies’.

Features	Optimal distance	Target distance
Local park/ green space	400m	600m
Leisure centre	1.5km	2km
Doctor’s surgery	800m	1km
NHS Hospital	5km	8km
Primary school	800m	1km
Secondary school	1.5km	2km
Railway station	2km	3km
Bus stop	400m	n/a

### Habitat Regulations Assessment

2.3.3 The Council has prepared a Habitats Regulations Assessment of the BLP, which assesses the potential for likely significant effects (LSEs) of the proposed development on wildlife sites protected under EU law. Conclusions and outcomes from the HRA process have informed the SA assessments for the biodiversity SA objective.

2.3.4 As part of the HRA process, the Council has prepared air quality work to determine the impacts of the BLP, in-combination with other plans and projects, on EU sites as well as AQMAs. The air quality assessment update<sup>5</sup> concluded that an LSE, as a result of air pollution caused by the BLP alone and in-combination with other plans and projects, cannot be objectively ruled out for the following EU sites:

- Chiltern Beechwoods SAC;
- Thames Basin Heaths SPA;
- Thursley, Ash, Pirbright & Chobham SAC;
- Windsor Forest and Great Park SAC; and
- Burnham Beeches SAC.

<sup>4</sup> Barton, Grant & Guise (2010), Shaping neighbourhoods for local health and global sustainability

<sup>5</sup> Ricardo Energy & Environment (2018) Habitat Regulation and Air Quality Assessment update, 18 January 2018

- 2.3.5 Further screening and appropriate assessment work is ongoing with other councils, Natural England and interested parties to establish the need for Appropriate Assessment and to prepare mitigation measures in case they are needed. This could potentially determine that the impacts of the BLP, alone and in-combination with other plans and projects, will not be significantly adverse for any EU site.
- 2.3.6 Whilst future evidence prepared by the Council may ultimately determine there will be no LSE, the HRA process has not yet objectively ruled out an LSE on five EU sites. This means that the BLP, either alone or in-combination with other plans and projects, could potentially result in a significant impact on five EU sites which undermines their conservation status.
- 2.3.7 Should the HRA process conclude that an LSE can be objectively ruled out for all EU sites, the potential significant adverse impacts highlighted for the biodiversity SA objective in this report for each of the development quanta options can be discounted. However, until then, it is necessary for the SA to highlight the potential significant adverse impacts on each of the EU sites, and in order to do so a significant adverse score is awarded for each quanta option for the biodiversity SA objective.

### SA Objectives

- 2.3.8 Limitations and assumptions of the assessment process in relation to specific SA Objectives are presented in **Table 2.3**.

## 2.4 Mitigation

- 2.4.1 Due to the lack of precise locational detail for the spatial options, the opportunity to prescribe detailed mitigation is limited.
- 2.4.2 In terms of the site assessments, mitigation is discussed in detail in **Chapter 19** of the Regulation 19 SA report<sup>6</sup>.

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<sup>6</sup> Lepus Consulting (2017) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Borough Local Plan, Regulation 19. July, 2017.

**Table 2.3:** Assumptions and limitations of the SA

SA Objective	Assumptions and limitations
Climate Change	Sites with good public access, and with access to sustainable transport modes (including frequent and affordable bus and rail links) are considered to be less likely to lead to an increase in GHG emissions stemming from road transport increases.
Biodiversity & geodiversity	<p>No site visits have been undertaken as a part of the SA to survey and record habitat or species information at each site as this level of site-specific detail is not necessary at this stage. Without species-specific data for each site, assessment of impacts has concentrated on habitat presence and diversity.</p> <p>Where new residential development is either adjacent or in close proximity to biodiversity hotspots, it is assumed that there will be a risk of adverse effects on biodiversity as a result of, for example, predation from domestic cats, pollution (noise, air and light) and increased prevalence of disturbance from visitors.</p>
Landscape	Approximately 16,500ha of land within RBWM is designated as Green Belt land. This amounts to approximately 83% of the total area of the borough. The SA does not assess sites against the five original purposes of the Green Belt, but rather takes a holistic approach.
Cultural heritage	<p>It is assumed that all historic statutory designations, including Listed Buildings and conservation areas, will not be lost to development. The effects of a development on any given historic asset depends substantially on the design and implementation of development, with the potential for both positive and negative effects to occur.</p> <p>There is a risk of adverse effects occurring, some of which may be unavoidable. As such, this risk has been reflected in the assessment as a negative effect where sites are in close proximity to historic assets. The severity of the effect has been assigned based on the sensitivity of the historic asset in question.</p>
Use of resources	<p>It is assumed that development on previously developed land (brownfield) is preferable, provided that it is not of high environmental value. This is in accordance with the core planning principles of the NPPF<sup>7</sup>.</p> <p>It is assumed that where development is to take place on previously developed land, it will be remediated as required for the proposed use.</p> <p>The Agricultural Land Classification (ALC) system forms part of the planning system in England and Wales. It classifies agricultural land into five categories according to versatility and suitability for growing crops. The top three grades, Grade 1, 2 and 3a, are referred to as 'Best and Most Versatile' land. Where it is not known whether a site classified as Grade 3 under the Agricultural Land Classification system is Grade 3a, which is the best and most versatile agricultural land, or 3b, which is not, for the purposes of this assessment it has been assumed that they are within Grade 3a.</p>
Housing	It has been assumed that all sites put forward for residential development will make a contribution to fulfilling housing needs, including a contribution to affordable housing in accordance with the policy target.
Health	It has been assumed that all public rights of way will be retained or re-routed around the site.
Transport & accessibility	Residents are considered to be more likely to have a relatively high reliance on personal car usage, which is assumed to have adverse impacts on the climate change mitigation, transport, pollution and health objectives, when they are outside

<sup>7</sup> Department for Communities and Local Government (2012) National Planning Policy Framework. Available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

	the target distance of public transport links.
Education	<p>The Infrastructure Delivery Plan (IDP)<sup>8</sup> considers the existing demand for school places, the additional demand expected to arise from new housing and the surplus (5%) needed to allow parental choice.</p> <p>The IDP identified primary education capacity in Windsor and Ascot to meet future growth. A minor shortfall remains in Datchet/Wraysbury and in Maidenhead, which will be likely to be addressed by either bulge classes, accepting a lower surplus some years or increasing capacity in Windsor.</p> <p>The IDP has identified enough secondary education capacity in the BLP area to meet the forecasted growth.</p> <p>As such, the SA assumes there will be schooling capacity to meet the demands of the growing population. The SA assesses whether new homes will be situated within sustainable distances of schools.</p>
Waste	Waste generation per capita is not generally expected to increase, as any new residents are expected to live similar lifestyles to existing residents.
Economy & employment	Sites put forward for employment use will make a contribution to employment opportunities in the borough. Where a site is in existing employment use and also allocated for Employment in the BLP, it is assumed that levels of employment will be maintained or increased.

<sup>8</sup> Inner Consulting (2018) Royal Borough of Windsor & Maidenhead Infrastructure Delivery Plan, Revision, January 2018



# 3 Housing numbers and spatial distribution

## 3.1 Previous housing number options

3.1.1 The 2016 SA Report<sup>9</sup> assessed four housing number options based on different levels of housing development over the plan period (see **Table 3.1**). The SA scores awarded for each of these housing number options are presented in **Table 3.2**. In summary, the options were as follows:

- **Option 1** – Urban sites delivering 8,586 homes;
- **Option 2** – Urban sites and brownfield sites delivering 9,361 homes;
- **Option 3** – Urban sites and brownfield sites, and low level Green Belt release, delivering 11,898 homes; and
- **Option 4** – Urban sites and brownfield sites, and moderate Green Belt release, delivering 14,298 homes.

## 3.2 Previous spatial distribution options

3.2.1 **Table 3.1** illustrates the previous broad spatial distribution options. In response to comments raised during the Regulation 19 consultation, the spatial distribution options have been revisited and expanded.

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<sup>9</sup> Lepus (2016) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Local Plan 2013-2033: Regulation 18 Report. Section 6.

**Table 3.1:** Housing number options assessed within the 2016 SA Report<sup>10</sup> based on an OAN of 712 dpa.

Total OAN	Option 1: Urban Sites	Option 2: Brownfield Sites	Option 3: Green Belt (lower)	Option 4: Green Belt (moderate)
Urban Sites				
Maidenhead Town Centre				
Ascot Regeneration				
Adjacent to excluded settlements				
Outside excluded settlements				
Green Belt (Lower)				
Green Belt (Moderate)				
Number of Units	2,687	3,462	5,999	8,399
Completions, commitments, small sites/windfalls	5,612	5,612	5,612	5,612
Sites identified in the HELAA	287	287	287	287
<b>Total Number of Units (Including Completions, commitments, small sites/windfalls)</b>	<b>8,586</b>	<b>9,361</b>	<b>11,898</b>	<b>14,298</b>

**Table 3.2:** Assessment scores of strategic scenarios assessed within the 2016 SA Report<sup>11</sup>.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
Option 1	0	-	-	0	0	0	+	--	+/-	+	+	+/-	0	+
Option 2	0	-	-	0	0	0	+	--	+/-	+	+	+/-	0	+
Option 3	0	-	-	-	-	0	-	+	+/-	+	+	+/-	0	+
Option 4	0	-	-	-	-	0	-	++	+/-	+	+	+/-	0	++

<sup>10</sup> Lepus (2016) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Local Plan 2013-2033: Regulation 18 Report.

<sup>11</sup> Lepus (2016) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Local Plan 2013-2033: Regulation 18 Report.

### 3.3 Additional housing number options and spatial distribution options

3.3.1 In response to comments raised during the Regulation 19 consultation, RBWM has identified three additional housing number options, and twelve additional spatial distribution options. The housing number options are as follows:

- **Option 5** – A revised OAN of 778dpa, as presented in the 2017 Planning for the Right Homes in the Right Places: Consultation Proposals report<sup>12</sup>;
- **Option 6** – The original OAN, in addition to an estimation of the lower end of Slough’s expected unmet housing need of 6,000 homes; and
- **Option 7** – The original OAN, in addition to an estimation of the Slough’s higher end of expected unmet housing need of approximately 11,000.

3.3.2 These are presented in **Table 3.3** together with the spatial distribution options that have been raised for each housing number option. Each spatial option in **Table 3.3** includes the quanta and distribution of Option 4 in **Table 3.1** in addition to that presented within the **Table 3.3**.

3.3.3 The spatial distribution options for each housing number option consider the use of various land use planning proposals, such as a new settlement or garden village, intensifying development across all sites or the release of additional sites from the Green Belt. Any potential new settlement would be likely to be located in the west or south west of the borough due to the significant constraints to development in other areas. Additional Green Belt sites would be likely to be on the edge of excluded settlements (see **Figure 3.1**).

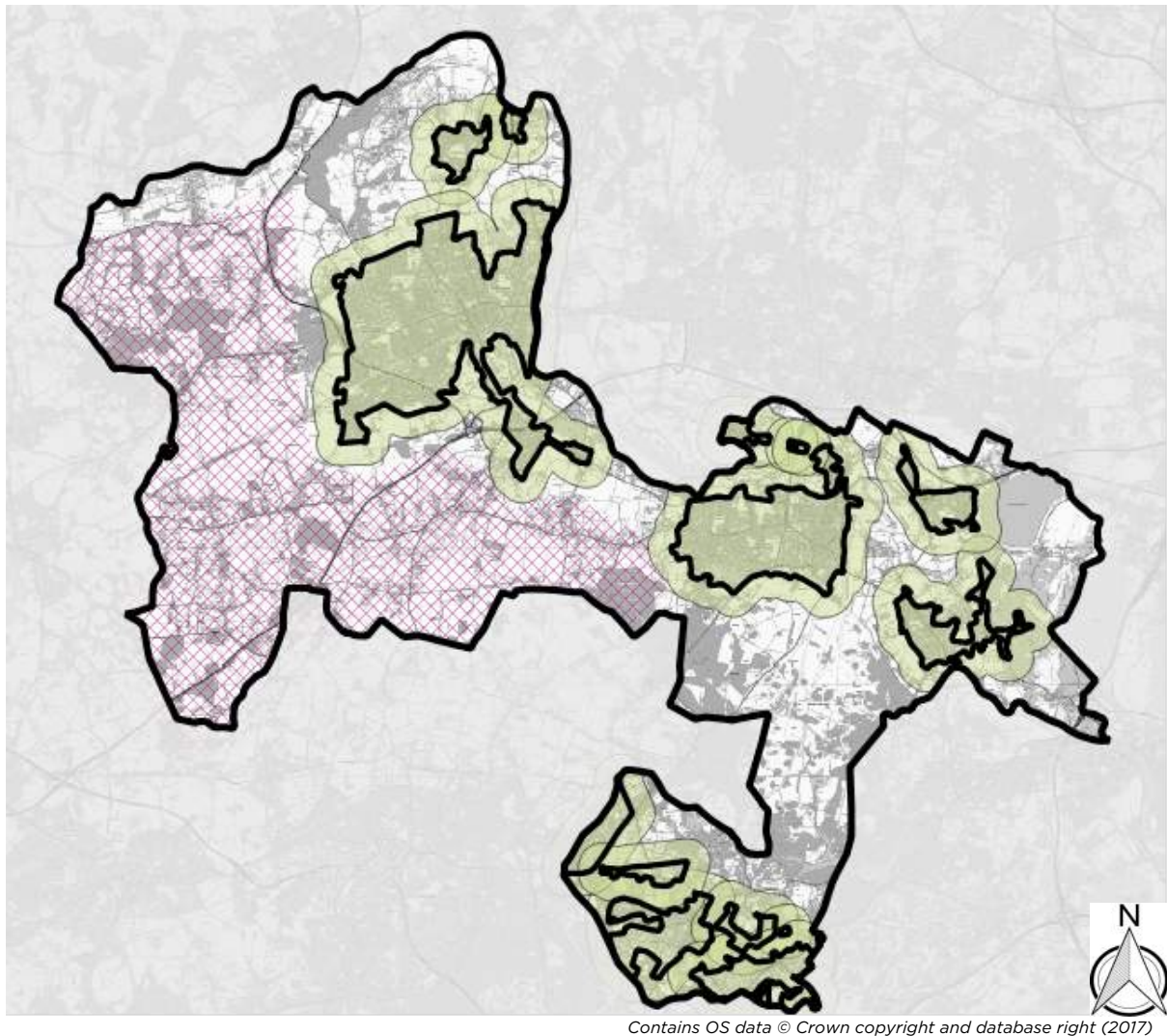
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<sup>12</sup> DCLG (2017) Planning for the right homes in the right places: consultation proposals. 14 September 2017. Available online at: <https://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals> . Accessed 08.12.17

3.3.4 A garden village would be anticipated to be in accordance with certain garden village principles developed by the Council due to the significant constraints that limit the delivery of such a quantum of development elsewhere in the borough (see **Table 3.4**). These principles, as set out in **Table 3.4**, would also ensure that a new garden village accords with the government’s criteria for garden villages.

**Table 3.3:** BLP quanta and distribution options assessed in this report

Housing number options			
	<b>Option 5:</b> Revised OAN. 15,560 homes	<b>Option 6:</b> Original OAN + Slough unmet need c. 20,000 homes	<b>Option 7:</b> Original OAN + Slough and C&SB unmet need c. 25,000 homes
Spatial distribution options			
	↓	↓	↓
A	Strong intensification of urban areas of Maidenhead, Windsor and Ascot	New garden village/ settlement of around 6,000 units	New garden village/ settlement of around 11,000 units
B	New garden village/ settlement of around 1,320 units	Intensification across all sites + New garden village/ settlement of 1,500-2,000 units	Intensification across all sites + Release of additional Green Belt sites on edge of existing excluded settlements. + New garden village/settlement of 2,000-4,000 units
C	Intensification of sites proposed for release from Green Belt on the edge of existing excluded settlements	Intensification across all sites, including around railway stations + New garden village/settlement of 4,000-5,000 units	Intensification across all sites + New garden village/settlement of around 8,000 units
D	Release of additional Green Belt sites on edge of existing excluded settlements, predominantly around Maidenhead	Release of a larger number of employment sites + New garden village/ settlement of 4,000-5,000 units	-
E	-	Intensification across all sites + Release of additional Green Belt sites on edge of existing excluded settlements.	-



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**Figure 3.1:** Potential locations of a new settlement and Green Belt sites



The purple hatched area of the map would be likely to be the general location of any potential new settlement or garden village.



Excluded settlements in green with a 500m buffer.

**Table 3.4:** Garden village principles

Theme	Principles
Government's Garden Village criteria	<ul style="list-style-type: none"> <li>Proposals for a new garden village must provide 1,500 – 10,000 homes and must be a new discrete settlement - not an extension;</li> <li>Good design is essential; and</li> <li>Innovative forms of delivery such as offsite construction or self-build.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>Linkages into existing public transport networks &amp; creation of extensions/additions to this network to support new settlement;</li> <li>Based on concept of walkable neighbourhoods, with dense network of pedestrian and cycling routes starting point for movement hierarchy; and</li> <li>Linkages from this sustainable network to key external focal points such as transport interchanges, service centres and public open spaces.</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>Significant quantity of full range of public open space, potentially meeting ANGSt (see <b>Box 3.1</b>). Communal greenspace as the key focal point for settlement, with amenity space threading off and through the settlement.;</li> <li>Mixed tenure homes and housing types that are genuinely affordable;</li> <li>Community ownership of land and long term stewardship of assets; and</li> <li>Wide ranging use of green infrastructure, including the incorporation of green roofs and walls.</li> </ul>
Strong community focal points to encourage social interaction	<ul style="list-style-type: none"> <li>Strong cultural and shopping facilities in vibrant and sociable neighbourhoods;</li> <li>New educational facilities where required, which can form part of a community hub consisting of small scale retail and community uses;</li> <li>Sustainable Urban Drainage (SUDs) and flood risk mitigation efforts (including pluvial flooding), such as swales; and</li> <li>Extensive electronic (telecoms) network linking to the external world.</li> </ul>
Design	<ul style="list-style-type: none"> <li>Distinctive, innovative and relatively self-contained;</li> <li>Exemplar design for high quality public realm, architecture &amp; materials;</li> <li>Permeable site layout that encourages walking and cycling;</li> <li>Sustainable construction that take into account renewable energy generation, including electric car charging points.</li> <li>Active frontages to key gateways</li> <li>Retention and enhancement of habitats to support diverse floral and faunal communities, such as ecological corridors; and</li> <li>A focus on green and blue infrastructure through the development to allow strong interactions between people and wildness.</li> </ul>
Uses	<ul style="list-style-type: none"> <li>Mixed communities, including in terms of age, ethnicity, socio economic backgrounds, education and household size;</li> <li>A community of active and working residents, not a dormitory suburb; and</li> <li>Mixed land uses with spaces for homes, jobs, food production, recreation, leisure, open space and retail.</li> </ul>

## 3.4 Assumptions and strategic assessment findings

### Uncertainty

- 3.4.1 It is important to note that there remains a large degree of uncertainty about the sustainability performance of several SA objectives. This is in part because the level of detail available for each housing and distribution option is somewhat limited, whilst impacts of development can be mostly dependent on its precise location. For example, determining the level of flood risk a spatial option would expose residents to, or the heritage assets which could potentially be impacted, is dependent on location specifics which are not available.

### SA scoring system

- 3.4.2 Strategic options which propose greater quantities of development would be more likely to have adverse impacts on most SA objectives, such as pollution, waste and climate change mitigation. However, the SA scoring matrix only displays adverse impacts with a single, or, when the effect is significant, a double negative score. Solely comparing scoring matrices between options is therefore not a reliable means of comparing their likely impacts on sustainability. The restricted range in scoring does not allow for meaningful comparison between numerous strategic options. As such, the assumptions, consistencies and narrative texts should be referred to heavily.

### Housing

- 3.4.3 All options would have a significant and positive impact on the housing objective due to the proposed quantity of housing being equal to or greater than the borough's OAN. Additionally, every option would have a significant and positive impact on the local economy due to new residents bringing new wealth to the district, as well as being potential employees for local businesses.

### **Climate Change**

- 3.4.4 All options were anticipated to have an adverse impact on climate change. This objective relates to minimizing the borough’s contribution towards the causes of climate change. It is difficult to not conclude that the construction and occupation of several thousand homes would not increase local greenhouse gas emissions and the carbon footprint of the borough. Policies in the BLP are thought to be likely to help mitigate this impact to some extent, such as by encouraging renewable energy generation or supporting sustainable transport options. However, the general absence of quantified data on how the borough’s carbon footprint will change should the BLP be adopted renders the assessment for this objective somewhat uncertain and the tangible impacts of climate change related policies remain unclear.

### **Water and flooding**

- 3.4.5 The impact of each option on the water and flooding objective is often uncertain as the extent to which new residents may be exposed to flood risk, or the extent to which new development may exacerbate flood risk, depends on the precise location of development. It is assumed that the BLP will lead to greater demands placed on water resources. Thames Water, which provides water for the Borough, anticipates a rise in demand due to population growth and plan to have capacity for this demand by improving water efficiency, such as by reducing leakage<sup>13</sup>.

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<sup>13</sup> Thames Water, Water Resources Management Plan, 2014. Available online at: <https://corporate.thameswater.co.uk/About-us/Our-strategies-and-plans/Water-resources/Our-current-plan-WRMP14>



## Pollution

3.4.6 Impacts on the pollution objective were consistently anticipated to be adverse for each option. This is in large part because it is considered to be likely that many new residents will be located near sources of air, noise and light pollution including busy roads and Air Quality Management Areas (AQMAs). Air quality in five areas of the borough exceed the national Air Quality Objective of 40  $\mu\text{g}/\text{m}^3$  for nitrogen dioxide, and these areas have therefore been declared as AQMAs<sup>14</sup>.

3.4.7 It is assumed under all options that the construction of new buildings, and the introduction of new residents and new businesses, would be likely to lead to a reduction in air quality in some locations of the borough. This would largely be the result of the anticipated increase in local car use and congestion. The greater the scale of the development, the less scope there is also considered to be for limiting the number of new residents being located within 200m of major or busy roads and therefore being exposed to poor air quality.

## Biodiversity

3.4.8 Overall, each option requires construction on a significant quantity of previously undeveloped land. It is likely that this will increase the occurrence of habitat destruction, fragmentation and degradation. A garden village that successfully accords with the design principles in **Table 3.4** could potentially enhance the biodiversity value of its precise location, whilst the biodiversity value of residential gardens can also be appreciable. However, a new garden village could potentially be located near Windsor Forest Great Park Special Area of Conservation (SAC). Introducing 15,000 – 25,000 homes and many new residents could potentially undermine the conservation status of the SAC, such as due to public access associated disturbances. Careful consideration should also be given to Thames Basin Heaths SPA, for which the qualifying features include various bird species. The general location of a new settlement would be expected to be closer to the SAC than the SPA, however both could be vulnerable to the pressure and threat of public access associated disturbances.

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<sup>14</sup> RBWM (2017) Map of AQMAs in the borough available online at: <https://mol.rbwm.gov.uk/mol/map/> Accessed 23.01.18

3.4.9 The Habitat Regulations Assessment process and subsequent air quality assessment update<sup>15</sup> has concluded that a likely significant effect on an EU site, as a result of air pollution caused by the BLP in-combination with other plans and projects, cannot be ruled out for the following sites (see **section 2.3.3 – 2.3.7**):

- Chiltern Beechwoods SAC;
- Thames Basin Heaths SPA;
- Thursley, Ash, Pirbright & Chobham SAC;
- Windsor Forest and Great Park SAC; and
- Burnham Beeches SAC.

3.4.10 Policies in the Local Plan will be likely to help protect and enhance the borough’s biodiversity, such as by offering protection for important wildlife designations or encouraging the retention of hedgerow and veteran trees. However, the extent to which this will successfully mitigate adverse impacts and help realise a net gain for biodiversity is largely uncertain. Ultimately, when applying the precautionary principle, it is difficult to not conclude that each distribution option would result in a net loss for the borough’s biodiversity to some extent.

### **Landscape**

3.4.11 Adverse impacts on the landscape were also consistently identified. The release and development of land from the Green Belt would place new development in largely rural and open landscapes where there is scope for adverse impacts on local character, openness and long distance views. Where a new settlement or garden village is proposed, significant adverse impacts on landscape were generally considered to be likely. This is because of the impact of 15,000 – 25,000 homes and associated infrastructure during both the construction and occupation phases of the development.

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<sup>15</sup> Ricardo Energy & Environment (2018) Habitat Regulation and Air Quality Assessment update, 18 January 2018

3.4.12 A new garden village would be likely to be located in the south west of the borough where Shurlock Row, Braywoodside, Holyport, Ockwells, Waltham and Littlewick Green are the prevalent landscape types<sup>16</sup>. These landscapes are predominantly flat to gently undulating, dominated by rural, arable and wooded landscapes. They are considered to be in a good but declining condition and to have a low capacity for change. Any new settlement would therefore be likely to impact on many long distance views and to significantly impact on local character. The scope for mitigating this impact is limited.

3.4.13 Furthermore, options which propose intensifying development would be likely to result in taller buildings. Windsor Castle is the dominant built feature of the wider landscape of RBWM and is an important sensitive receptor. Clusters of taller buildings may require careful usage of protective viewing corridors as it is anticipated that taller buildings will impact on the local townscape and landscape of the relatively flat borough. Views from the Chilterns Area of Outstanding Natural Beauty (AONB) may also be impacted.

#### **Cultural Heritage**

3.4.14 Impacts on the cultural heritage objective were consistently uncertain, as this is entirely dependent on the precise location of development. Options which focus on urban areas may have greater difficulty in avoiding impacts on heritage assets due to their greater prevalence in urban areas.

3.4.15 Careful consideration should be given to the setting of Windsor Castle as well as the Grade I Listed Building Cliveden House. The views from these nationally important heritage assets could be considered to be a key feature of their setting. Any development in the borough which alters views from Windsor Castle or Cliveden House may potentially adversely impact their setting. It is also important to preserve views of Windsor Castle, which is sat atop a steep hill. This is may be more likely under options that propose intense urban development which requires the use of taller buildings.

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<sup>16</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Final Report September 2004

### **Use of resources**

- 3.4.16 Each option is considered to be likely to adversely impact on the use of resources objective as a result of the quantity of previously undeveloped land that would be built upon. A new garden village would most likely be located in the south west of the borough, where the prevailing soils are Grade 2 and 3 ALC. As such, development here could potentially result in a significant loss of some of the borough's most versatile and productive soils.

### **Health, community and education**

- 3.4.17 Impacts on the health, community and education objectives are predominantly determined by the location of development and whether it is considered to be within a sustainable distance of the relevant key facilities and amenities. Where a new garden village is proposed, it is anticipated that in accordance with the principles of **Table 3.5** additional key facilities and services would be provided which increase the local capacity. Additionally, where development would be focused in existing urban areas, it is anticipated that new residents would have access to the prevalent services and amenities existing within the urban areas.

### **Waste**

- 3.4.18 Adverse impacts on the waste objective were anticipated for each option. The premise of the waste objective is to apply the waste hierarchy of reduce > reuse > recycle > recovery with disposal as a last resort. It is currently uncertain the degree to which this hierarchy will be followed and it is to some extent outside the influence of the BLP. However, the construction and operation of 15,000 – 25,000 homes, as well as the construction and operation of new businesses, would be expected to significantly increase the overall consumption and disposal of materials throughout the borough.

3.4.19 RBWM is currently in the process of preparing a joint Minerals and Waste Local Plan in co-operation with Bracknell Forest Council, Reading Borough Council and Wokingham Borough Council (collectively termed Central & Eastern Berkshire Authorities). The new Minerals and Waste Local Plan will replace the ‘The Replacement Minerals Local Plan’ (Incorporating the Alterations Adopted in in December 1997 and May 2001) and the ‘Waste local Plan for Berkshire’ adopted in December 1998<sup>17</sup>. The Joint Minerals & Waste Plan will guide minerals and waste decision-making in the Plan area for the period up to 2036.

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<sup>17</sup> Old minerals and waste plans available online at:  
[https://www3.rbwm.gov.uk/info/200414/local\\_development\\_framework/591/development\\_plan/4](https://www3.rbwm.gov.uk/info/200414/local_development_framework/591/development_plan/4)  
Accessed 08.12.17

### 3.5 Housing Option 5

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	-	--	-	+/-	-	++	+/-	+	+	+/-	-	++

3.5.1 This option is based on the revised standardised methodology for determining OAN which was released by DCLG in 2017 and which identified a need in the district of 15,560 dwellings (778dpa). The revised OAN methodology stems from the 2017 Planning for the right homes in the right places: consultation proposals report<sup>18</sup>.

3.5.2 This option would deliver 1,320 dwellings more than that which would be delivered under Housing Option 4. It would involve development in the Green Belt through the removal of sites which make a lower or medium contribution towards the purposes of the Green Belt. It would not involve releasing Green Belt land in addition to that which is currently proposed to be released in the emerging BLP. Development of sites in the Green Belt may make avoiding adverse impacts on the landscape more difficult.

3.5.3 It is also considered to be more likely that development in the Green Belt would impact on the natural environment and biodiversity assets such as grassland and hedgerow. Development on previously undeveloped land or land of a high agricultural value would also be considered to be an inefficient use of the district’s land with likely adverse consequences for the structure, fertility and quantity of local soil stocks.

<sup>18</sup> DCLG (2017) Planning for the right homes in the right places: consultation proposals. Available online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/652888/Planning\\_for\\_Homes\\_Consultation\\_Document.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/652888/Planning_for_Homes_Consultation_Document.pdf)

3.5.4 The quantum of development proposed in this option would be likely to lead to an increase in greenhouse gas (GHG) emissions and energy consumption in the borough. This is because of the use of materials in construction as well as the occupation of new homes, the operation of new businesses and the likely increases in road transport. The increase in the use of raw materials in the borough would also be likely to lead to an increase in local waste generation. Impacts on cultural heritage, health and education are uncertain as they are largely dependent on the precise location of new development. Should a lot of development be located in more rural locations, access to key services such as hospitals and schools may be more limited.

### 3.6 Distribution option 5A

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	-	--	-	+/-	+	++	+	+	+	+	-	++

3.6.1 This distribution option for delivering the houses proposed in housing Option 5 would still involve developing on sites which made a low to low medium contribution towards the purposes of the Green Belt and were released, but will focus development in the urban areas of Maidenhead, Windsor and Ascot. This would be likely to significantly intensify these urban areas. Placing new residents here would provide them with good access to key services and amenities but potentially risk the capacity of some services being put under pressure, which it might not be possible to mitigate.

3.6.2 By locating most new residents in the principal existing urban areas in the district, it is considered to be likely that they will have relatively accessible sustainable transport options, including frequent bus and rail services. It could potentially exacerbate congestion issues in these urban areas, which would subsequently have adverse impacts on local air quality.

3.6.3 Focusing development in existing urban areas would be likely to help avoid the use of previously undeveloped land or land of high agricultural value. Focusing development in existing urban areas may also help direct residents away from incompatible levels of flood risk, although it is uncertain the extent to which this may be the case, given that Windsor and Maidenhead are located on the River Thames.

3.6.4 Most cultural heritage assets are located within or adjacent to urban areas. This distribution option may therefore make avoiding adverse impacts on heritage assets, such as by altering their setting, more difficult. The extent to which this may be the case is reliant on the precise location of new development, which is at yet uncertain. The proposed intensification of development would be expected to require taller buildings, which would be likely to impact on heritage assets as well as local landscape and townscapes.

3.6.5 The construction and occupation/operation of new homes and businesses will be likely to adversely impact on climate change and waste due to increase energy and materials consumption.

### 3.7 Distribution option 5B

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	-	--	--	+/-	--	++	+	+	+	+	-	++

3.7.1 Distribution Option B for delivering the quantity of development proposed in housing Option 5 would involve developing on sites which made a low to low medium contribution towards the purposes of the Green Belt and were released. It would also involve the construction of a new Garden Village of approximately 1,320 units, which would be in accordance with the principles in **Table 3.4**. It is likely that a new settlement would need to be located on predominantly undeveloped fields and would therefore be likely to have adverse impacts on the natural resources objective.



3.7.2 Additionally, a new garden village would be likely to have significant landscape impacts should it be located in a predominantly rural area. Depending on the settlement’s location, it could have significant impacts on the risk of coalescence, the rural/urban fringe, local character and sense of place as well as significantly disrupt the tranquility of an area. Whilst biodiversity on-site would be severely impacted by a new settlement, a Garden Village set-up with careful layout and design could potentially offer areas of high biodiversity value.

3.7.3 Local air quality would be likely to be adversely impacted by the introduction of a new settlement. By focusing development in one location, it could potentially help ensure that new developments are directed away from areas at a high risk of flooding or near sensitive cultural heritage assets. It is anticipated that a new settlement would be of a size to include key services and amenities, such as educational, health and shopping facilities as well as some employment land. There would therefore be an opportunity to help ensure many new residents have easy access to key services and amenities.

### 3.8 Distribution option 5C

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	-	--	--	+/-	-	++	-	-	+	-	-	++

3.8.1 This distribution option would help deliver the quantity of housing proposed in Option 5, in large part through the intensification of sites proposed for release from the Green Belt on the edge of existing excluded settlements.

3.8.2 By intensifying development on the edge of existing settlements, it is considered to be likely that there would be significant impacts on local landscapes and character, with numerous extensions of urban built forms into the countryside and altered rural/urban fringes.

3.8.3 Residents at Green Belt sites on the edge of excluded settlements would be anticipated to have generally more limited access to a full range of key services and amenities, including schools, health facilities and shops. It is considered to be likely therefore that this option would lead to many new residents having relatively limited access to one or more of these key services.

3.8.4 Intensification of development may help to reduce the number of site allocations required to deliver the proposed quanta of development. This in turn could help avoid some adverse impacts on the landscape, biodiversity and use for resources objectives. However, careful consideration should be given to the impacts of intensification on population density. It would result in additional pressures placed on the capacity of key services, amenities, facilities and open spaces. Areas of high population density generally experience more crime and greater levels of deprivation.

### 3.9 Distribution option 5D

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	-	-	--	--	+/-	-	++	+	+	+	+	-	++

3.9.1 This distribution option would help deliver the quantity of housing proposed in Option 5 in part by releasing additional Green Belt sites on edge of existing excluded settlements, predominantly around Maidenhead, in addition to the distribution of Option 4.

3.9.2 This strategy would involve extra release of land from the Green Belt and will be likely to increase the quantity of previously undeveloped land being built on. With more sites removed from the Green Belt and developed on, there is also greater scope for impacts on the landscape. However, the development may be less intense than that proposed in Option 5C, which could potentially provide an opportunity for careful layout and design that minimises adverse impacts on landscapes.

- 3.9.3 The land surrounding Maidenhead contains various constraints. Development in Green Belt sites in this area of the Borough could potentially place some residents in an active flood plain, or increase the risk of contamination or pollution of the River Thames and its tributaries, although the extent to which this would be the case is largely uncertain.
- 3.9.4 Development here would be likely to adversely impact on the landscape by altering the urban/rural fringe, extending the built form into a rural and open countryside and by altering the local character. The network of major roads in the vicinity, including the M4 and the A404, provide prospective residents with excellent access to areas throughout the country. However, these roads also constitute a significant source of air pollution. Residents in the vicinity of Maidenhead would be anticipated to have access to the full range of key services and amenities, including education, health and shopping facilities, on offer throughout the town.

### 3.10 Housing Option 6

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	+/-	+	+	+/-	--	++

3.10.1 Housing Option 6 would involve the BLP delivering a total of approximately 20,000 dwellings (1,000dpa). This would be comprised of the original OAN for the district of 712dpa plus the anticipated lower end of the unmet housing need for Slough.

3.10.2 Delivering 1,000dpa would be a significant increase in the number of houses being built in the borough each year. Adverse impacts on infrastructure capacity as a result of this are considered to be likely. Impacts on water and flooding, cultural heritage, health and education remain uncertain as they are largely dependent on the precise location of development. It is important to note that this quantum of housing could support a population increase which places extra pressure on water resources.

3.10.3 This scale of development would be likely to lead to a significant net increase in GHG emissions and energy consumption in the borough. The increase in residents and car driving in the borough, in addition to the scale of the required construction, would have adverse impacts on local air quality. Adverse impacts on biodiversity and landscape would also be more difficult to avoid with either more sites being built upon, or sites being built upon more intensely. Furthermore, a significant increase in waste generation in the borough would be a likely outcome of this scale of construction and the number of new residents each year. The additional sites that would be required to deliver this quantity of housing would be anticipated to lead to significant losses of previously undeveloped land, with subsequent impacts on local biodiversity and soils.

3.10.4 Option 6 would meet the housing need in the borough, as well as support the housing need of a neighbouring authority. It would therefore be significantly positive for the housing objective. The delivery of these houses and the increase in local population would be anticipated to provide a significant boost to the local economy.

### 3.11 Distribution Option 6A

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	+	+	+	+	--	++

3.11.1 Distribution Option A for housing Option 6 would involve the delivery of a new settlement, potentially in the form of a Garden Village, of approximately 6,000 units.

3.11.2 A new settlement of this scale would be anticipated to significantly impact on the local landscape, wherever it is located, in a way in which cannot be mitigated substantially and is permanent. It would help focus development in a specific location, rather than at more but smaller sites, which could potentially help avoid widespread impacts on the borough’s biodiversity. It is considered that the new settlement would be located on predominantly previously undeveloped land and would therefore lead to a significant loss of land and soils.

3.11.3 It is assumed that the new settlement would be of a size to provide the key services and amenities necessary to residents, including education, health and shopping facilities. It would also provide new employment opportunities to local residents and may therefore help to ensure the local community is a sustainable one i.e. a place where people want to live and work.

3.11.4 Impacts on water and flooding, as well as cultural heritage, are currently uncertain and would largely depend on the location of the new settlement and other sites allocated for development. However, it should be noted that by focusing most development in one location, there is an opportunity to direct a significant portion away from sensitive heritage assets as well as the active floodplain.

### 3.12 Distribution Option 6B

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	-	-	-	+/-	--	++

3.12.1 Distribution Option B for housing Option 6 would involve delivering approximately 20,000 homes, in part by intensifying all sites allocated for development whilst also creating a new settlement or garden village of approximately 1,500 – 2,000 units.

3.12.2 The requirement to intensify development at all sites would lead to greater population densities in many urban areas of the borough. Greater population density has adverse consequences on numerous aspects of health and wellbeing. For example, pressures on the capacity of key services and amenities such as health centres may become exacerbated. It would also place greater pressure on infrastructure generally, an issue also identified in the Infrastructure Delivery Plan, which it might not be possible to mitigate. Residents may face longer wait times to see doctors, longer queues on a daily basis or less availability of recreational facilities such as playgrounds. Additionally, densely populated areas generally experience more crime.

3.12.3 Intensification of all sites would also place greater pressure on transport links and the risk of road transport congestion would be likely to increase due to a greater number of residents in the local area.

3.12.4 Impacts of a new settlement on the local landscape, biodiversity and natural resources would also be anticipated, albeit to a lesser extent than under Option 6a where the settlement would house three times as many residents. Intensifying sites could potentially help minimize adverse impacts on natural resources, biodiversity and landscape by focusing development in a more limited number of locations. This would reduce the number of previously undeveloped sites being built upon as a result of the BLP. However, the adverse impacts of a new settlement, whilst also intensifying sites, would be very likely to outweigh the benefits.

### 3.13 Distribution Option 6C

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	-	-	+	+/-	--	++

3.13.1 Distribution Option C for housing Option 6 would involve intensification across all sites, including around railway stations, whilst also delivering a new settlement or garden village of approximately 4,000 – 5,000 units.

3.13.2 This option would locate many new residents in close proximity to railway stations across the borough. There are bus stops in close proximity to most railway stations in the borough. It is therefore considered to be likely that this option would help ensure that many new residents in the borough have good access to sustainable transport modes which could take them to locations throughout and beyond the borough. This would also help avoid congestion being exacerbated by relatively high population densities. Increased uptake of sustainable transport will also help mitigate adverse impacts of the BLP on air pollution and climate change.

3.13.3 This option would involve intensifying across all sites and therefore the adverse impacts of densely populated urban areas on many SA Objectives, particularly health and community as identified for Option 6b, would be anticipated.

3.13.4 A new settlement of this scale would be anticipated to significantly impact on the local landscape, wherever it is located, in a way in which cannot be mitigated substantially and is permanent. It would help focus development in a specific location, rather than at more but smaller sites, which could potentially help avoid widespread impacts on the borough’s biodiversity. It is considered that the new settlement would be located on predominantly previously undeveloped land and would therefore lead to a significant loss of land and soils.

### 3.14 Distribution Option 6D

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	+	+	-	+	--	-

3.14.1 Distribution Option D for housing Option 6 would involve releasing sites currently allocated for employment purposes to be developed for residential purposes, whilst also delivering a new settlement or garden village of approximately 4,000 – 5,000 units.

3.14.2 Residential development of sites currently allocated for employment purposes would reduce the quantum of employment opportunities on offer to local residents under this option. With a more limited number of employment locations, it is also more likely that residents will need to travel further distances to reach their place of work, which would have adverse impacts on the transport and air pollution objectives. This make it more difficult for the council to develop sustainable communities as opposed to dormitory towns.

3.14.3 Adverse impacts on climate change would still be anticipated due to the scale of the required construction. The impact of this construction, as well as the operation of all new business and the occupation of new homes, would be anticipated to reduce air quality in the local area.



3.14.4 A new settlement for 4,000 – 5,000 residents would be anticipated to significantly impact on the local landscape, wherever it is located, in a way in which is permanent and cannot be mitigated substantially. It would help focus development in a specific location, rather than at more but smaller sites, which could potentially help avoid widespread impacts on the borough’s biodiversity. It is considered that the new settlement would be located on predominantly previously undeveloped land and would therefore lead to a significant loss of land and soils.

3.14.5 However, it is anticipated that a new settlement would provide key services and amenities for local residents, including health, education and shopping facilities. Impacts on water and flooding and cultural heritage remain uncertain as they are largely dependent on the precise location of new development.

### 3.15 Distribution Option 6E

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	-	-	-	+/-	--	++

3.15.1 Distribution Option E for housing Option 6 would involve intensification across all sites, in addition to the release of additional Green Belt sites on the edge of existing excluding settlements. This option would be to deliver approximately 20,000 homes over the plan period.

3.15.2 This strategy would involve extra release of land from the Green Belt and will be likely to increase the quantity of previously undeveloped land being built on. With more sites removed from the Green Belt and developed on, there is also greater scope for impacts on the landscape. However, the development could potentially provide an opportunity for careful layout and design that minimises adverse impacts on landscapes.

- 3.15.3 The requirement to intensify development across all sites would lead to greater population densities in many urban areas of the borough. Greater population density has adverse consequences on numerous aspects of health and wellbeing. For example, pressures on the capacity of key services and amenities such as health centres and public transport modes are exacerbated. With a greater density of local residents, roads may experience more congestion which has implications for air pollution and climate change mitigation efforts. Residents may face longer wait times to see doctors, longer queues on a daily basis or less availability of recreational facilities such as playgrounds. Additionally, densely population areas generally experience more crime.
- 3.15.4 Impacts on water and flooding, cultural heritage and education remain uncertain as they are predominantly dependent on the precise location of new development.

### 3.16 Housing Option 7

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	+/-	+	-	+/-	--	++

- 3.16.1 Housing Option 7 would involve the BLP delivering the original OAN for the borough in addition to helping Slough meet its upper end expected unmet need. Overall, it would deliver approximately 25,000 dwellings over the BLP period (1,250dpa).
- 3.16.2 Impacts on water and flooding, cultural heritage, health and education remain uncertain as they are mostly dependent on the precise location of new development. This option would deliver a significant quantity of houses that not only meets the needs of the borough, but also supports neighbouring authorities in meeting their unmet need. This would also be anticipated to provide a significant boost to the local economy due to the creation of jobs and the influx of potential employees.
- 3.16.3 The proposed quantum of development under this option would be anticipated to lead to significant rises in GHG emissions and energy consumption in the borough. Likely increases in road transport will increase the threat of congestion as well as air pollution. Without significant investment in public transport infrastructure, the capacity of local rail and bus links may be placed under significant pressure.
- 3.16.4 Development at this scale would also be anticipated to lead a significant rise in waste generation in the borough, such as during the construction phase as well as during the operation phase of the 25,000 new dwellings. Significant efforts would be required in encouraging reducing, reusing and recycling materials to help avoid this rise in waste.
- 3.16.5 Development at this scale would also require building on a large number of sites. The risk of loss of soils and previously undeveloped land is therefore greater.

### 3.17 Distribution Option 7A

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	+	+	-	+	--	++

3.17.1 Distribution Option A for housing Option 7 would involve the delivery of a new settlement or garden village of approximately 11,000 dwellings. This would make a significant contribution towards the 25,000 homes target of Option 7.

3.17.2 A new settlement of this scale would be anticipated to have significant impacts on the local landscape at its location, and options for avoiding or mitigating these impacts would be likely to be very limited. It would also require building on a large site of predominantly undeveloped land. It is unlikely that a new settlement of this scale could be constructed without adversely impacting on local biodiversity, whether it is the biodiversity of designated wildlife sites or valuable habitats such as hedgerow or veteran trees. However, should the new settlement be of a garden village design with careful layout that allows for large areas of greenspace and habitats, there could potentially be an opportunity to enhance local biodiversity value in some areas of the borough.

3.17.3 It is assumed that a new settlement of this scale would provide residents with access to key services and amenities, including health, education and shopping facilities. The impacts of this option on cultural heritage and water and flooding are currently uncertain as they are dependent on the location of the new development, which is as yet unclear.

3.17.4 The increase in residents that this option would constitute would be anticipated to have serious ramifications for the capacity of public transport links, particularly in the absence of significant investment. A significant increase in road transport in the borough would be anticipated, with a likely increase in the risk of congestion. This in turn would have adverse impacts on the threat of air pollution as well as climate change mitigation.

### 3.18 Distribution Option 7B

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	-	-	-	-	--	++

3.18.1 Distribution Option B for housing Option 7 would involve intensification of all sites, in addition to the release of additional Green Belt sites on edge of existing excluded settlements as well as the construction of a new settlement or garden village of approximately 2,000 – 4,000 units.

3.18.2 Overall, this option would be anticipated to have adverse impacts on most objectives. As discussed for previous distribution options, a new settlement can help ensure residents have good access to key services and amenities. However, adverse impacts on landscape, biodiversity and natural resources at the location of a new settlement would be highly likely and very difficult to mitigate.

3.18.3 Furthermore, the release of additional sites from the Green Belt would increase the number of previously undeveloped sites being built upon. These sites would be likely to have some biodiversity value, whether that is in the form of designated wildlife sites or hedgerow and veteran trees.

3.18.4 The process of intensification across all sites would also be likely to increase population density in many areas of the borough, with additional pressure thus placed on the capacity of key services and amenities. Green Belt sites are often relatively more isolated from public transport options and residents there may rely heavily on personal car use. Intensification of sites would be likely to increase the risk of congestion in local areas due to the greater number of residents.

3.18.5 The scale of construction that would be required in this option, in addition to the occupation of 25,000 dwellings and the operation of new businesses, would be anticipated to increase the borough's contribution towards climate change whilst also exacerbating air pollution.

### 3.19 Distribution Option 7C

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+/-	--	--	--	+/-	--	++	-	-	-	-	--	++

3.19.1 Distribution Option C for housing Option 7 would involve intensification of all sites, in addition to the construction of a new settlement or garden village of approximately 8,000 units.

3.19.2 Overall, this option would be anticipated to have adverse impacts on most objectives. A new settlement can help ensure residents have good access to key services and amenities. However, adverse impacts on landscape, biodiversity and natural resources at the location of a new settlement would be highly likely and very difficult to mitigate.

3.19.3 The process of intensification across all sites would also be likely to increase population density in many areas of the borough, with additional pressure thus placed on the capacity of key services and amenities. Green Belt sites are often relatively more isolated from public transport options and residents there may rely heavily on personal car use. Intensification of sites would be likely to increase the risk of congestion in local areas due to the greater number of residents.

3.19.4 The scale of construction that would be required in this option, in addition to the occupation of 25,000 dwellings and the operation of new businesses, would be anticipated to increase the borough’s contribution towards climate change whilst also exacerbating air pollution.

### 3.20 Best performing option

3.20.1 The scoring matrices for each housing option, and associated distribution options are presented in **Table 3.5**. The scoring matrices are intended to be an indicator only, and they should be read in conjunction with assumptions and limitations in **Table 2.3** and the narrative explanatory text in **Section 3.5 – Section 3.20**.

- 3.20.2 It is difficult to identify an outright best performing option for either the housing number options or the spatial options. Each option is likely to result in a mix of positive and adverse effects. Allowing for the constraints of assessment and level of detail presented in the options, the results indicate that Housing Option 4 is the best performing housing option when compared to the others, and spatial distribution 4 is the best performing spatial option.
- 3.20.3 Of the new spatial options, 5a is the best performing spatial option.
- 3.20.4 See the Conclusion (**Chapter 5**) for details of how all of the additional information assessments perform overall, including the site assessments.

**Table 3.5:** Scoring matrices for all quanta and spatial options assessments

Option	1 Climate change	2 Water and flooding	3 Air and noise Pollution	4 Biodiversity	5 Landscape quality	6 Cultural Heritage	7 Use of resources	8 Housing	9 Health	10 Community	11 Transport	12 Education	13 Waste	14 Economy & employment
1	0	-	-	0	0	0	+	--	+/-	+	+	+/-	0	+
2	0	-	-	0	0	0	+	--	+/-	+	+	+/-	0	+
3	0	-	-	-	-	0	-	+	+/-	+	+	+/-	0	+
4	0	-	-	-	-	0	-	++	+/-	+	+	+/-	0	++
5	-	+/-	-	--	-	+/-	-	++	+/-	+	+	+/-	-	++
5A	-	+/-	-	--	-	+/-	+	++	+	+	+	+	-	++
5B	-	+/-	-	--	--	+/-	--	++	+	+	+	+	-	++
5C	-	+/-	-	--	--	+/-	-	++	-	-	+	-	-	++
5D	-	+/-	-	--	--	+/-	-	++	+	+	+	+	-	++
6	-	+/-	--	--	--	+/-	--	++	+/-	+	+	+/-	--	++
6A	-	+/-	--	--	--	+/-	--	++	+	+	+	+	--	++
6B	-	+/-	--	--	--	+/-	--	++	-	-	-	+/-	--	++
6C	-	+/-	--	--	--	+/-	--	++	-	-	+	+/-	--	++
6D	-	+/-	--	--	--	+/-	--	++	+	+	-	+	--	-
6E	-	+/-	--	--	--	+/-	--	++	-	-	-	+/-	--	++
7	-	+/-	--	--	--	+/-	--	++	+/-	+	-	+/-	--	++
7A	-	+/-	--	--	--	+/-	--	++	+	+	-	+	--	++
7B	-	+/-	--	--	--	+/-	--	++	-	-	-	-	--	++
7C	-	+/-	--	--	--	+/-	--	++	-	-	-	-	--	++



## 4 Site assessments

### 4.1 Call for Sites process

4.1.1 Between 14<sup>th</sup> July and 27<sup>th</sup> August 2017, the Council undertook a ‘Call for Sites’ as part of the process of updating the HELAA. A total of 15 sites has been put forward which could potentially be allocated for development in the BLP. These have consequently been assessed in this report (see **Table 4.1**).

4.1.2 It is important to note that not all sites which have been identified through the Call for Sites process have been assessed in this addendum. The sites assessed in this report were considered to be worth examining in greater detail for their potential sustainability performance by RBWM. This followed an initial screening of each site based on key criteria, such as whether the site is in Flood Zone 3b, to remove any sites which are clearly unreasonable options from further consideration.

4.1.3 The assessments include an SA Scoring matrix for each site followed by explanatory narrative text (see **Appendix B**). The purpose of these assessments is to prepare a robust appraisal of each site’s sustainability performance to help inform the Council’s decision making process.

### 4.2 Overview of assessments

4.2.1 The scoring matrices for all 15 sites have been brought together and are presented in **Table 4.1**. Explanatory narratives for all scores are in **Appendix B**. Adverse impacts on climate change, pollution, biodiversity, landscape and use of resources were regularly identified. In general, mostly positive impacts were anticipated for the housing, health, community, transport, education and employment objectives.

4.2.2 Some significant adverse impacts were anticipated on the water and flooding objective at four of the sites assessed in this report. This was because the sites are partially or entirely located within Flood Zones 3a or 3b where the risk of flooding would be likely to be incompatible with residential development.

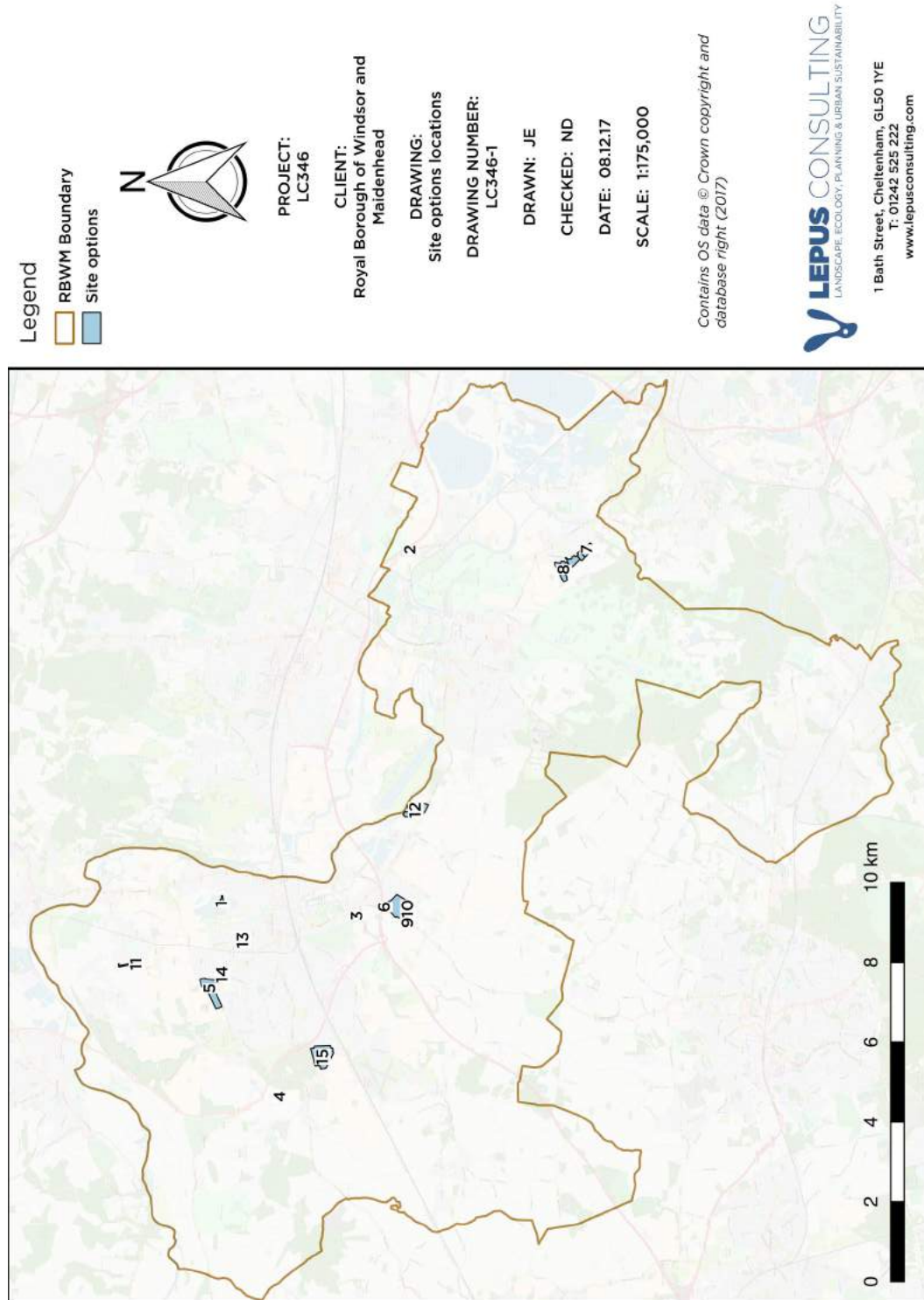
4.2.3 Significant adverse impacts on the landscape objective were anticipated for six sites due to the likely significant impacts of development at these locations on local landscape character. Assessments for the landscape objective also factor into account the impact of development at these locations on the sites’ contribution towards preventing unrestricted urban sprawl, protecting the countryside from encroachment and preventing the merging of urban areas<sup>19</sup>. Site assessments are presented in their entirety in **Appendix B**.

**Table 4.1:** SA scoring matrices for all sites promoted for proposed residential development assessed in this report\*

site	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
1	-	--	0	-	-	0	-	+	+	-	++	+	0	+
2	-	--	-	0	0	0	-	+	+	+	++	+	0	+
3	0	+	-	0	-	0	+	+	+	+	++	++	0	+
4	-	+	0	-	-	-	-	+	-	+	-	++	0	-
5	-	+	-	-	--	0	-	++	++	+	+	++	0	++
6	-	-	-	-	--	-	-	++	+	+	+	++	0	+
7	-	-	-	-	--	0	-	++	+	+	-	++	0	+
8	-	--	-	-	-	-	-	++	+	+	-	++	0	+
9	-	+	-	-	0	-	-	+	+	+	+	++	0	+
10	-	+	-	-	0	-	-	+	+	+	+	++	0	+
11	-	+	0	-	--	0	-	+	+	+	++	+	0	+
12	-	--	-	-	--	-	-	++	-	+	-	-	0	0
13	-	+	-	0	0	0	-	++	++	+	++	++	0	-
14	0	+	-	0	0	0	+	+	++	+	++	++	0	-
15	-	+	-	-	--	-	-	++	++	+	-	++	0	+

1. Land to the north of Summerleaze Road	2. Land at Whites Lane, Datchet
3. Harvest Hill House, Adam Cottage & Grove House, Harvest Hill Road	4. Stubbings Estate Compound
5. Land North of Furze Platt Road	6. Land at Lodge Farm, Holyport
7. Land adjacent to Crimp Hill, Old Windsor	8. Land off Burfield Road
9. Land to the rear of Holyport Street, Site A	10. Land to the rear of Holyport Street, Site B
11. Land West of Whyteladies Lane	12. Water Oakley
13. Clivemont House, Clivemont Road	14. Clean Linen Services, 54 Furze Platt Road
15. Ridgeway Site Cannon Lane.	

<sup>19</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)



**Figure 4.1:** Location of site options assessed in this addendum

1. Land to the north of Summerleaze Road;
2. Land at Whites Lane, Datchet;
3. Harvest Hill House, Adam Cottage & Grove House, Harvest Hill Road;
4. Stubbings Estate Compound;
5. Land North of Furze Platt Road;
6. Land at Lodge Farm, Holyport;
7. Land adjacent to Crimp Hill, Old Windsor;
8. Land off Burfield Road;
9. Land to the rear of Holyport Street, Site A;
10. Land to the rear of Holyport Street, Site B;
11. Land West of Whyteladies Lane;
12. Water Oakley;
13. Clivemont House, Clivemont Road;
14. Clean Linen Services, 54 Furze Platt Road; and
15. Ridgeway Site Cannon Lane.

### 4.3 In-combination effects

4.3.1 The Regulation 19 SA report<sup>20</sup> provided an assessment of the cumulative impacts of all sites in-combination, presented in Chapter 19. The following section will address how sites assessed in **Appendix B** of this report may alter these cumulative impacts.

#### **Air**

4.3.2 Most adverse impacts in relation to air are due to sites being located in close enough proximity to busy and major roads that it is likely that residents will be exposed to poor air quality as a result of road transport emissions. None of the sites assessed in this report are within or adjacent to AQMAs. It is expected that, should any sites assessed in this report be allocated for residential development, there would be a cumulative impact of all sites in-combination which results in an increase in local car use. This would be likely to reduce air quality.

#### **Biodiversity, flora and fauna**

4.3.3 Should any sites assessed in this report be allocated for residential development, it is anticipated that the cumulative impact with all sites allocated in the BLP would be further fragmentation of the borough's habitats. Many sites have some biodiversity value due to the presence of hedgerow, mature trees and other priority habitats. The cumulative impact of diminished biodiversity value across a large number of sites could potentially result in an overall net loss for biodiversity in the borough.

#### **Climate and water**

4.3.4 The cumulative impact of all sites in-combination will be likely to increase GHG emissions in the borough and thereby exacerbate its carbon footprint. This would increase the borough's contribution to the causes of climate change.

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<sup>20</sup> Lepus (2017) Sustainability Appraisal of the Royal Borough of Windsor and Maidenhead Borough Local Plan, July 2017

4.3.5 It is expected that no development will be situated in an area of flood risk with which it is incompatible and that all development will accord with the requirements for the flood risk sequential and exception tests.

4.3.6 Should any sites assessed in this report be allocated for residential development, it is expected that there will be greater pressures placed on water resources in the borough.

### **Human health**

4.3.7 Sites assessed in this report were generally considered to offer prospective residents with good access to a GP, an NHS hospital, leisure centres, the countryside and natural habitats. It is therefore likely that should any sites assessed in this report be allocated for development they would help ensure that new residents of the borough can conveniently pursue a healthy lifestyle.

### **Landscape**

4.3.8 It is expected that, should sites assessed in this report be allocated for development, the cumulative impact of all sites in-combination would be to alter the rural urban fringe of several areas of the borough. Some sites currently make a very strong contribution towards preventing encroachment into the countryside, unrestricted urban sprawl and the merging of two or more urban areas. Development at these locations may cumulatively result in a loss of local landscape and townscape characters and lead to less distinct transitions between settlements. Where development would be relatively intense, it is expected that tall buildings will be involved. Considering the relatively flat landscape of the borough, there is considerable scope for tall buildings to adversely impact on local townscapes, landscapes and long distance views.

### **Population and material assets**

4.3.9 It would be considered to be likely that, should sites assessed in this report be allocated for residential development, they would help to ensure that new residents of the borough have sustainable access to education facilities as well as areas of employment opportunities.

## Soil

- 4.3.10 Most sites assessed in this report are previously undeveloped land. Development at all sites in-combination would therefore be likely to result in the loss of large quantities of the borough's soils.

## 4.4 Mitigation and monitoring

### Mitigation

- 4.4.1 Some adverse effects of sites assessed in this report are not thought possible to be readily mitigated. For example, residential development of a site which currently makes a strong contribution towards preventing the coalescence of urban areas would diminish the site's contribution and the risk of coalescence would be likely to rise. The scope for mitigating this impact is considered to be severely limited.

- 4.4.2 However, it is important to note that there are policies proposed in the BLP which would be expected to help mitigate some of the adverse impacts of site allocations. Whilst it is largely uncertain the extent to which the BLP will help mitigate adverse impacts, it is expected that sites assessed in this report would be more sustainable as a result of the policies.

- 4.4.3 To help further ensure that the BLP promotes sustainable development in the borough, the Regulation 19 SA makes recommendations for further mitigation measures which could be considered by the Council.

- 4.4.4 Site assessments discussed in **Chapter 4** and **Appendix B** are in the absence of mitigation.

### Monitoring

- 4.4.5 Monitoring is a requirement of the SEA Directive, as per Article 10.1:

*“Member states shall monitor the significant environmental effects of the implementation of plans and programmes... in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.”*

- 4.4.6            The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the Plan's objectives. Chapter 20 (Table 20.1) of the Regulation 19 SA report subsequently identifies an appropriate monitoring strategy for the Council.

# 5 Conclusions

## 5.1 Sustainability performance

- 5.1.1 Assessments of potential housing number options and spatial distribution options that the Council may propose in the BLP are presented in **Chapter 3**. All options for the quanta and distribution of development were anticipated to have a variety of positive and adverse impacts. Where greater quantities of development were proposed, more adverse impacts were generally anticipated. Intensification of development can help avoid adverse impacts on sensitive receptors in some locations, but make avoiding them in other locations more difficult.
- 5.1.2 Allowing for the constraints of assessment and level of detail presented in the options, the results indicate that Housing Option 4 is the best performing housing option when compared to the others, and spatial distribution 4 is the best performing spatial option.
- 5.1.3 Assessments of potential site allocations are presented in **Appendix B**. Adverse impacts of site allocations were considered to be likely for SA objectives which are more related to the natural world, such as biodiversity, landscape, natural resources, air and climate change. In contrast, more positive impacts were commonly anticipated for objectives such as economy, housing, education and health.
- 5.1.4 The results of these assessments demonstrate that the potential proposals can vary significantly in terms of their sustainability performance. Some common themes identified during the assessments of quanta and distribution options show that significant positive impacts on the housing and economic objectives are likely. Achieving positive impacts on objectives related to the natural environment, such as the biodiversity, landscape and natural resources objectives, are more difficult. This is primarily because the borough has a large quantity of natural constraints, such as protected landscapes, wildlife sites designated under international and national law as well as extensive areas of previously undeveloped land. These receptors are relatively sensitive to the impacts of development.





Ecological Services

Green Infrastructure

Landscape and Visual Impact Assessment

Landscape Character Assessment

Habitat Regulations Assessment

Strategic Environmental Assessment

Sustainability Appraisal



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Appendix A

SA Framework

## RBWM Local Plan SA Framework

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
1	<p><b>Climate change:</b> Minimise the borough's contribution to climate change and plan for the anticipated levels of climate change.</p>	<p>Contribute to reducing emissions of greenhouse gases and ensuring that the borough is prepared for the impacts of climate change.</p>	<ul style="list-style-type: none"> <li>• Area of GI created per capita</li> <li>• Implementation of adaptive techniques e.g. SUDs and passive heating / cooling</li> <li>• Proximity to, quality of, and patronage of, public transport services</li> <li>• Proportion of energy generated from renewable sources</li> </ul>
2	<p><b>Water and Flooding:</b> Protect, enhance and manage RBWM's waterways and to sustainably manage water resources.</p>	<p>To promote sustainable design and construction measures which reduce water consumption and result in decreased run-off of polluted water (including during construction phase).</p>	<ul style="list-style-type: none"> <li>• Area of new greenspace per capita.</li> <li>• Length of watercourses of good biological and chemical quality.</li> <li>• Daily Domestic Water Use (per capita consumption)</li> <li>• Number of applications using SUDS</li> <li>• Number of properties at risk of flooding</li> </ul>
		<p>Reduce risk of localised flooding, including fluvial and surface water flooding.</p>	
		<p>Reduce unsustainable practice agricultural practices, particularly in Nitrate Vulnerable Zones to reduce diffuse pollution or poor quality effluent returns.</p>	
		<p>Ensure new development incorporates SUDS where appropriate.</p>	

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
		Maintain and improve the qualitative status of groundwater of RBWM, particularly the chemical groundwater.	
3	<b>Air and noise pollution:</b> Manage and reduce the risk of pollution, including air and noise pollution.	Reduce air, noise and odour pollution.	<ul style="list-style-type: none"> <li>• Proximity to an AQMA</li> <li>• Capacity of wastewater treatment works</li> <li>• Percentage change in pollution incidents</li> </ul>
4	<b>Biodiversity and geodiversity:</b> Protect, enhance and manage the natural heritage of the borough.	Conserve and enhance biodiversity and geodiversity.	<ul style="list-style-type: none"> <li>• Number and diversity of European conserved Species, BAP species and Section 41 species in the plan area.</li> <li>• Area and condition of BAP priority habitats</li> <li>• Area and condition of sites designated for biological interest</li> </ul>
5	<b>Landscape quality:</b> Conserve, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening its distinctiveness.	Conserve and enhance the countryside and the landscape.	<ul style="list-style-type: none"> <li>• Landscape Character Assessment - key characteristics</li> <li>• Risk of coalescence</li> <li>• Source and type of materials used in construction</li> </ul>
		Conserve and enhance local distinctiveness, including townscape character.	
		Promote high quality design and sustainable construction materials and techniques.	

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
6	<p><b>Cultural heritage:</b> Conserve, enhance and manage sites, features and areas of historic and cultural importance.</p>	<p>Conserve and enhance the historic environment and cultural heritage (including architectural and archaeological heritage). This includes its setting, enjoyment of and access to it.</p>	<ul style="list-style-type: none"> <li>• Number and condition of features and areas of historic designations in the borough (Listed Buildings, Conservation Areas, Scheduled Ancient Monuments, Historic Parks and Gardens, Archaeological Notification Sites).</li> <li>• Number and condition of statutory and non-statutory sites in the Historic Environment Record (HER)</li> <li>• Number of historic assets on the Heritage at Risk register</li> </ul>
7	<p><b>Use of resources:</b> Ensure protection, conservation and efficient use of natural and man-made resources in the borough.</p>	<p>Ensure the effective use of land by reusing land that has been previously developed and reusing buildings.</p> <hr/> <p>Conserve and enhance soil quality.</p> <hr/> <p>Ensure the prudent use and sustainable management of man-made and natural resources.</p>	<ul style="list-style-type: none"> <li>• Re-use of previously developed land and existing buildings</li> <li>• Area of best and most versatile agricultural land lost to development</li> <li>• Area of Mineral Safeguarding Area(s) developed</li> </ul>
8	<p><b>Housing:</b> Provide a range of housing to meet the needs of the community.</p>	<p>Ensure that everyone has the opportunity to live in a decent and affordable home.</p>	<ul style="list-style-type: none"> <li>• Variety of housing mix</li> <li>• Percentage of dwellings delivered as affordable housing</li> <li>• Number of extra care homes</li> <li>• Number of lifetime homes</li> <li>• Number of people on the housing register</li> </ul>

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
9	<b>Health:</b> Safeguard and improve physical and mental health of residents.	Protect and improve the health and well-being of the population and reduce inequalities in health.	<ul style="list-style-type: none"> <li>Distance to nearest health centre and hospital and accessibility of these by public transport</li> <li>Provision of and accessibility of accessible greenspace</li> <li>Accessibility to sport and recreation facilities e.g. football pitches, playing fields, tennis courts and leisure centres</li> </ul>
		Encourage increased engagement in recreational and sporting activity across all sectors of the community.	
10	<b>Community safety and wellbeing:</b> Reduce poverty and social deprivation and increase community safety.	Reduce poverty and social exclusion and close the gap between the most deprived areas and the rest.	<ul style="list-style-type: none"> <li>Crime Deprivation Index</li> <li>Number of people living in poverty</li> <li>Index of Multiple Deprivation</li> </ul>
		Prevent and reduce crime and disorder, and the fear of crime.	
11	<b>Transport and accessibility:</b> Improve choice and efficiency of sustainable transport in the borough and reduce the need to travel.	Improve travel choice, reduce the need for travel by car and shorten the length and duration of journeys.	<ul style="list-style-type: none"> <li>Distance to local amenities and key services</li> <li>Proximity to, quality of, and patronage of, public transport services</li> <li>Proximity and connectivity of walking and cycling links</li> </ul>
		Improve accessibility to key services and facilities.	
12	<b>Education:</b> Improve education, skills and qualifications in the borough.	Raise educational achievement levels and develop opportunities for everyone to acquire skills needed to find and remain in work.	<ul style="list-style-type: none"> <li>Average highest qualifications</li> <li>% of the population with no or low qualifications</li> <li>% of Year 11 pupils achieving 5 or more GCSEs grade A-C</li> <li>Rate at which those leaving education find employment</li> </ul>

#	SA Objective	Decision making criteria: Will the option/proposal...	Indicators (this list is not exhaustive)
13	<b>Waste:</b> Ensure the sustainable management of waste.	Manage waste more sustainably by applying the waste hierarchy of reduce, reuse, recycle and recovery, with disposal as the last resort.	<ul style="list-style-type: none"> <li>• Number and capacity of waste management facilities</li> <li>• Reuse of recycled materials</li> <li>• Number and effectiveness of initiatives to encourage reduction, reusing and recycling of waste</li> </ul>
14	<b>Economy and employment:</b> To support a strong, diverse, vibrant and sustainable local economy to foster balanced economic growth.	<p>Ensure high and stable levels of employment.</p> <p>Sustain and promote economic growth and competitiveness.</p> <p>Encourage smart economic growth.</p> <p>Sustain and promote the visitor economy and its attraction.</p> <p>Promote and support the rejuvenation of Maidenhead town centre.</p>	<ul style="list-style-type: none"> <li>• Number of residents working within the borough and out-commuting rates</li> <li>• % of economically active population in employment</li> <li>• Number of new business start-ups as a result of the development</li> <li>• Carbon footprint of businesses in the borough</li> <li>• Tourism expenditure in the borough</li> <li>• Expenditure in Maidenhead town centre</li> </ul>



# Appendix B

## Site Assessments

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## 1.1 Background

1.1.1 This section presents assessments of fifteen potential residential site allocations, including:

- Land to the north of Summerleaze Road;
- Land at Whites Lane, Datchet;
- Harvest Hill House, Adam Cottage & Grove House, Harvest Hill Road;
- Stubbings Estate Compound;
- Land North of Furze Platt Road;
- Land at Lodge Farm, Holyport;
- Land adjacent to Crimp Hill, Old Windsor;
- Land off Burfield Road;
- Land to the rear of Holyport Street, Site A;
- Land to the rear of Holyport Street, Site B;
- Land West of Whyteladyes Lane;
- Water Oakley;
- Clivemont House, Clivemont Road;
- Clean Linen Services, 54 Furze Platt Road; and
- Ridgeway Site Cannon Lane.

1.1.2 Site assessments should be read in conjunction with the assumptions and limitations presented in **Table 2.3** in the main body of this report.

1.1.3 The scoring matrix for each site assessment has been brought together and is presented in **Table B.1**.

**Table B.1:** SA scoring matrices for all potential site allocations assessed in this report\*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
site	Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
1	-	--	0	-	-	0	-	+	+	-	++	+	0	+
2	-	--	-	0	0	0	-	+	+	+	++	+	0	+
3	0	+	-	0	-	0	+	+	+	+	++	++	0	+
4	-	+	0	-	-	-	-	+	-	+	-	++	0	-
5	-	+	-	-	--	0	-	++	++	+	+	++	0	++
6	-	-	-	-	--	-	-	++	+	+	+	++	0	+
7	-	-	-	-	--	0	-	++	+	+	-	++	0	+
8	-	--	-	-	-	-	-	++	+	+	-	++	0	+
9	-	+	-	-	0	-	-	+	+	+	+	++	0	+
10	-	+	-	-	0	-	-	+	+	+	+	++	0	+
11	-	+	0	-	--	0	-	+	+	+	++	+	0	+
12	-	--	-	-	--	-	-	++	-	+	-	-	0	0
13	-	+	-	0	0	0	-	++	++	+	++	++	0	-
14	0	+	-	0	0	0	+	+	++	+	++	++	0	-
15	-	+	-	-	--	-	-	++	++	+	-	++	0	+

\* **1.** Land to the north of Summerleaze Road; **2.** Land at Whites Lane, Datchet; **3.** Harvest Hill House, Adam Cottage & Grove House, Harvest Hill Road; **4.** Stubbings Estate Compound; **5.** Land North of Furze Platt Road; **6.** Land at Lodge Farm, Holyport; **7.** Land adjacent to Crimp Hill, Old Windsor; **8.** Land off Burfield Road; **9.** Land to the rear of Holyport Street, Site A; **10.** Land to the rear of Holyport Street, Site B; **11.** Land West of Whyteladies Lane; **12.** Water Oakley; **13.** Clivemont House, Clivemont Road; **14.** Clean Linen Services, 54 Furze Platt Road; and **15.** Ridgeway Site Cannon Lane.

## 1.2 Land to the north of Summerleaze Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	--	0	-	-	0	-	+	+	-	++	+	0	+

- 1.2.1 This 1.33ha Green Belt site located in Maidenhead is currently used by a leisure sailing club. It has been put forward for a proposed development of 25 dwellings.
- 1.2.2 The construction and occupation of 25 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 3a. Close attention should be paid to the risk of contaminating Gravel Pit lake adjacent to the site’s northern perimeter (SA Objective 2).
- 1.2.3 The site is adjacent to, and partially located within, the Summerleaze Gravel Pits LWS, which is a lake used for recreational purposes such as by the sailing club that currently occupies the site. The proposed construction of 25 dwellings at this location increases the risk of contaminating the LWS whilst increasing the density of urban development on its perimeter (SA Objective 4).
- 1.2.4 The site is within the Summerleaze LCA, which is a settled developed floodplain landscape. It is defined by the wide and slow moving river, a broad, flat and open floodplain of expansive naturalized and resorted man-made wetland landscapes. It is of a declining to derelict condition, with a declining strength of character, and is considered to have a medium capacity for change.

- 1.2.5 The proposed construction of 25 dwellings here could potentially impact on views of the Gravel Pit for local residents, as well as diminish from the local sense of tranquility. The site has an urban fringe character, being predominantly hard standing but with limited built form, which makes a lower contribution towards preventing unrestricted sprawl of the built-up area<sup>1</sup> (SA Objective 5).
- 1.2.6 The proposed construction of 25 dwellings at this location would not be anticipated to impact on the borough's heritage assets (SA Objective 6).
- 1.2.7 The site is located within a Mineral Extraction Site, where sand and gravel is extracted from Summerleaze Pit. The site is not in use for mineral extraction however. The site is located on Grade 4 ALC land which has been previously developed. The construction of 25 dwellings here would therefore be considered to be a relatively efficient use of the borough's land (SA Objective 7).
- 1.2.8 The site is within the target distance of a leisure centre and an NHS hospital but outside the target distance of a GP surgery. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9). The loss of the sailing club which currently occupies the site would be expected to adversely impact the local community (SA Objective 10).
- 1.2.9 The site is within the target distance of a railway station, with Furze Platt 1.4km south west. It is also within the 400m target distance of bus stops along Whyteladies Lane, where the 37 bus service can be caught which runs once an hour between Maidenhead Town Centre and High Wycombe. The site is situated behind existing residential development and access is therefore currently limited. It is unclear how this might change following development. However, the B447 sits just 250m north of the site. A full range of amenities and services, as well as employment opportunities, are available nearby in Cookham Rise as well as in Maidenhead (SA Objectives 11 and 14).

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<sup>1</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel M7. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

- 1.2.10            The site is within the target distance of Cookham Road primary school, but outside the target distance of a secondary school. The nearest secondary, Furze Platt Senior School, is 2.3km west (SA Objective 12).

### 1.3 Land at Whites Lane, Datchet

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	--	-	0	0	0	-	+	+	+	++	+	0	+

- 1.3.1 This 2.22ha Green Belt site located in Datchet is currently used as grazing land. It has been promoted for a proposed development of 75 dwellings.
- 1.3.2 The construction and occupation of 75 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 3a (SA Objective 2).
- 1.3.3 The site is sandwiched between the M4 and the B376. Residents at this location would therefore be expected to be exposed to poor air quality associated with road transport emissions as well as road associated noise and light pollution (SA Objective 3).
- 1.3.4 The site is a greenfield currently used for grazing. It is considered to have relatively limited biodiversity value, predominantly stemming from the hedgerow and trees delineating its perimeter. Approximately 425m north east of the site is Upton Court Park Wetland LWS. Adverse impacts on this LWS as a result of the proposed development are thought to be unlikely due to the M4 preventing easy access to the LWS for prospective residents (SA Objective 4).



- 1.3.5 The site is within the Datchet LCA, which is a settled and farmed floodplain. Its key features and attributes include a wide, meandering river with natural and diverse riparian habitats and a flat and open floodplain of mixed agriculture and linear woodlands. It is of a good but declining condition, with a moderate strength of character and a low capacity for change<sup>2</sup>. The site sits between the B376 and the M4. It is considered to make no contribution towards preventing unrestricted sprawl of the built form, whilst also making a lower contribution towards preventing merging of areas of built form as well as preventing the encroachment of the built form into the countryside<sup>3</sup>. Residential development at this location would be considered to be in keeping with the existing setting and would be unlikely to detract from the local character (SA Objective 5).
- 1.3.6 The proposed construction of 75 dwellings at this location would not be anticipated to impact on the borough's heritage assets (SA Objective 6). The site is mostly located on Grade 1 ALC land which has not been previously developed. The construction of 75 dwellings at this location would therefore not be considered to be an entirely efficient use of land (SA Objective 7).
- 1.3.7 The site is outside the target distance of a GP surgery and a leisure centre, but within the target distance of an NHS hospital. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9).

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<sup>2</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

<sup>3</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel D4. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

- 1.3.8 The site is within the target distance of two railway stations, namely Windsor & Eton Riverside as well as Datchet. Residents would also be within the 400m target distance of bus stops along the B376, where the number 10 bus service runs once an hour between Slough Town Centre and Heathrow Airport Terminal 5. The site is adjacent to the B376, which offers excellent access into the site via road and car. A full range of amenities and services, as well as employment opportunities, are easily accessed in Datchet as well as Slough for prospective residents (SA Objectives 11 and 14).
- 1.3.9 The site is within the target distance of Churchmead CofE secondary school, but outside the distance of a primary school. The nearest primary, Datchet St Mary's CofE Primary School, The Green, is 1.25km south east (SA Objective 12).

## 1.4 Harvest Hill House, Adam Cottage & Grove House

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
0	+	-	0	-	0	+	+	+	+	++	++	0	+

- 1.4.1 This 1.942ha Green Belt site located in Maidenhead is currently used for housing. It has been promoted for a proposed development of 60 dwellings. This proposal constitutes a combined submission for three sites.
- 1.4.2 The construction and occupation of 60 dwellings would not be anticipated to notably increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.4.3 The site sites 350m north west of the Bray/M4 AQMA. This could potentially make achieving air quality improvements within the AQMA more difficult whilst also exposing new residents to hazardous air pollution. The site is also adjacent to the A308(M), which is expected to be a source of road transport emissions as well as noise and light pollution (SA Objective 3).
- 1.4.4 Given the site’s existing use for housing it is considered to have limited biodiversity value. No adverse impacts on designated wildlife sites would be anticipated. It is considered to be unlikely that the proposed development would improve the biodiversity value of the site (SA Objective 4).

- 1.4.5 The site is located within the Ockwells LCA which is a settled farmed sands and clays landscape. Key features and attributes include mixed farmland and permanent pasture, remnant woodlands and intact hedgerows as well as rural villages and farmsteads. It is of a good but declining condition, with a moderate strength of character and a low capacity for change<sup>4</sup>. Residential development at this location would be considered to be in-keeping with the existing setting, although it may impact on westward views of a rural landscape for residents to the east of the site (SA Objective 5).
- 1.4.6 80m north east of the site is the Grade II\* Listed Building 'Braywick House'. This Listed Building is surrounded by built form and is adjacent to the A308 whilst also being within close proximity to the A308(M). The construction of 60 dwellings at this location would be unlikely to adversely alter the setting of 'Braywick House' (SA Objective 6).
- 1.4.7 The site is located on non-agricultural land and has been previously developed. It would therefore be considered to be a relatively efficient use of land to build 60 dwellings here (SA Objective 7).
- 1.4.8 The site is within the target distance of a leisure centre and an NHS hospital but outside the target distance of a GP surgery. Residents here would have good access into the countryside and a variety of natural habitats, such as via the local PRoW network (SA Objective 9). The site sits within the target distance of both primary and secondary schools (SA Objective 12).

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<sup>4</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

- 1.4.9            The site is within the target distance of Maidenhead Railway Station. Residents here would also be within the 400m target distance of bus stops along Windsor Road, where the 53 bus service runs once an hour between Wexham Court and Bracknell. The site has excellent access via road and car, with the A308(M) / A308 roundabout nearby. For a full range of amenities, services and employment opportunities, residents may need to travel approximately 2km north towards Maidenhead (SA Objectives 11 and 14).

## 1.5 Stubbings Estate Compound

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+	0	-	-	-	-	+	-	+	-	++	0	-

- 1.5.1 This 2.35ha Green Belt site located in Maidenhead is currently in use by a garden centre and nursery. It has been promoted for a proposed development of up to 30 dwellings.
- 1.5.2 The construction and occupation of 30 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.5.3 The site is considered to have some biodiversity value due to the presence of trees within the site perimeter as well as the Maidenhead Thicket LWS woodland adjacent to the site’s eastern perimeter. Additionally, the biodiversity value of a garden centre stemming from the collection of flora and the benefits this brings for local insects cannot be discounted and this would be lost as a result of development (SA Objective 4).
- 1.5.4 The site is within the Burchett Green LCA, a farmed chalk slopes landscape of arable, pasture and woodland landscapes, ecologically rich grasslands as well as long distance views of a rural chalk landscape and the Thames river floodplain. This LCA is of a good but declining condition, with a moderate character that is considered to have a low capacity for change<sup>5</sup>. The site has been in use by a garden centre and nursesey. Residential development would be likely to be more discordant with the existing setting and local landscape character than the current site use (SA Objective 5).

<sup>5</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

- 1.5.5 Adjacent to the site's south eastern perimeter is the Grade II Listed Building 'Stubblings House'. Replacing the nursery and garden centre with 30 dwellings at this location would be anticipated to adversely alter the setting of his heritage asset, although there is considered to be good scope for careful layout and design to mitigate these impacts (SA Objective 6).
- 1.5.6 The site is located on Grade 2 ALC land. The site is in use by a nursery and is therefore not considered to be previously developed land. The construction of 30 dwellings at this location would therefore not be considered to be an entirely efficient use of land (SA Objective 7).
- 1.5.7 The site is outside the target distance of a GP surgery and a leisure centre, but within the target distance of an NHS hospital. Residents here would have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9). The site sits within the target distance of both primary and secondary schools (SA Objective 12).
- 1.5.8 The site is outside the target distance of a railway station, the nearest being 4km north east at Furze Platt. The nearest bus stops are also outside the target distance, being approximately 800m south on Bath Road where the twice-daily 4a and 127 bus services can be caught. Whilst the site is relatively near the A404, accessing the dual carriageway requires driving 1.7km south east to reach the roundabout. Access to key services, amenities and employment opportunities is also more limited from the site location, and it would be likely to require driving more than 2km into Maidenhead. The change in site use from garden centre and nursery to residential development could potentially result in the loss of a local employer (SA Objectives 11 and 14).

## 1.6 Land north of Furze Platt Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+	-	-	--	0	-	++	++	+	+	++	0	++

- 1.6.1 This 16.37ha Green Belt site located in Maidenhead is currently undeveloped open space. It has been promoted for a proposed development of 400 dwellings.
- 1.6.2 The construction and occupation of 400 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.6.3 The site is adjacent to the A308. Residents at this location would therefore be anticipated to be exposed to poor air quality as a result of road transport emissions as well as road associated noise and light pollution (SA Objective 3).
- 1.6.4 The biodiversity value of this undeveloped greenfield site is limited to the hedgerow delineating its perimeter. Cannon Court Wood LWS sits 75m north of the site, whilst Cannoncourt Farm Pit SSSI sits 120m east. Each of these biodiversity hotspots could potentially be exposed to increased disturbances associated with public access as well as a reduction in air quality caused by increases in local road traffic (SA Objective 4).
- 1.6.5 The site is within the Cookham Rise LCA, which is a farmed chalk slopes landscape of arable, pasture and woodland landscapes, ecologically rich grasslands as well as long distance views of a rural chalk landscape and the Thames river floodplain. This LCA is of a good but declining condition, with a moderate character that is considered to have a low capacity for change<sup>6</sup>.

<sup>6</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004



- 1.6.6 The proposed construction of 400 dwellings at this location would alter the rural urban fringe in the local area and extend the urban built form northwards into the countryside. It would also be considered to be at odds with the LCA strategy and guidelines. The site currently makes a strong contribution towards preventing unrestricted sprawl of the built form, as well as a very strong contribution towards preventing the merging of urban areas and a very strong contribution towards preventing encroachment into the countryside<sup>7</sup> (SA Objective 5).
- 1.6.7 60m south east of the site is the Grade II Listed Building ‘Church of St Peter’. The church is currently surrounded by dense built form on all sides, including the nearby industrial estate. The proposed development would not be viewable from the church and would not be expected to impact on its setting (SA Objective 6).
- 1.6.8 The site is predominantly located on Grade 2 ALC land and partly urban land. The site has not been previously developed. The construction of 400 dwellings at this location would therefore not be considered to be an entirely efficient use of land (SA Objective 7).
- 1.6.9 The site is within the target distance of a leisure centre, a GP surgery and an NHS hospital. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9). The site sits within the target distance of both primary and secondary schools (SA Objective 12).
- 1.6.10 The site is situated within the 2km target distance of Furze Platt Railway Station. Residents here would also be within the 400m target distance of bus stops along the A308, although the only bus service which can be caught here is the 155 which runs twice a day between Maidenhead and Marlow. Access into the site via road and car is highly convenient as it is adjacent to the A308. The site also offers prospective residents excellent access to a full range of amenities and services, as well as employment opportunities, in Maidenhead (SA Objectives 11 and 14).

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<sup>7</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel M1. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

## 1.7 Land at Lodge Farm, Holyport

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	-	-	-	--	-	-	++	+	+	+	++	0	+

- 1.7.1 This 18.12ha Green Belt site located in Holyport is currently unused farmland. It has been promoted for a proposed development of 150 dwellings.
- 1.7.2 The construction and occupation of 150 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is predominantly located in Flood Zone 1 but partially located in Flood Zone 2 (SA Objective 2).
- 1.7.3 The site sites 175m south west of the Bray/M4 AQMA. It may make achieving air quality improvement targets at this AQMA more difficult. New residents will be located within close proximity of a location known to be of poor air quality. The site is also partially adjacent to the M4, which is expected to be a source of road transport emissions as well as noise and light pollution (SA Objective 3).
- 1.7.4 The unused agricultural fields comprising this site are considered to have some biodiversity value due to the presence of hedgerow and trees as well as areas of long grass. These would be expected to be mostly lost as a result of the construction and occupation of 150 dwellings here (SA Objective 4).

- 1.7.5 The site is within the Holyport LCA, a settle farmed sands and clays landscape. Key features and attributes include mixed farmland and permanent pasture, remnant woodlands and intact hedgerows as well as rural villages and farmsteads. It is of a good but declining condition, with a moderate strength of character and a low capacity for change<sup>8</sup>.
- 1.7.6 The construction and occupation of 150 dwellings at this location would be in-keeping with the existing residential built form on all sides. However, it would be anticipated to adversely impact on views of an open and green landscape for many local residents. The site currently makes a very strong contribution towards preventing unrestricted sprawl of the built form, as well as a very strong contribution towards preventing the merging of urban areas and a strong contribution towards preventing encroachment on the countryside<sup>9</sup> (SA Objective 5).
- 1.7.7 The site is situated within the Holyport Conservation Area. This area was designated in 1968 (amended 1994) because of the evidential and aesthetic value of the village, such as the prevalent vernacular buildings, as well as the historical value of a village which was first recorded in the 13<sup>th</sup> century<sup>10</sup>. The construction of 150 dwellings could potentially alter the evidential and aesthetic value of the local townscape.
- 1.7.8 The site is within 300m of 19 Grade II Listed Buildings dotted throughout the village of Holyport, the closest being ‘Moor House Farmhouse’, ‘1, 2, 3 & 4 Ascot Road’, ‘Coventry Cottage’, ‘Goffs Cottage’, ‘Hamble Cottage’ and ‘Royal County of Berks Real Tennis Club’. The site has not been previously developed and the construction of 150 dwellings at this location would be viewable from several Listed Buildings, likely detracting from the character of their setting. There is considered to be some scope for mitigating this through careful layout and design and the use of local materials to a limited extent (SA Objective 6).

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<sup>8</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

<sup>9</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel M34. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

<sup>10</sup> Royal Borough of Windsor and Maidenhead (2016) Conservation Area Appraisal – Holyport. Adopted July 2016.

- 1.7.9 The site is predominantly located on Grade 3 ALC and partially on non-agricultural land and it has for the most part not been previously developed. The construction of housing at this location would therefore not be considered to be an entirely efficient use of land (SA Objective 7).
- 1.7.10 The site is within the target distance of a GP surgery and an NHS hospital but outside the target distance of a leisure centre. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9). The site sits within the target distance of both primary and secondary schools (SA Objective 12).
- 1.7.11 The site is outside the target distance of a railway station, the nearest being 2.9km north in Maidenhead. Residents here would be within 400m of bus stops along Holyport Road, where the 16 and 53 services provide frequent access to Windsor, Wexham Court, Maidenhead and Bracknell. The site has excellent access via road and car, with the M4 and A308(M) roundabout 1km north west. For a full range of amenities and services, as well as employment opportunities, residents may need to travel over 2km north west into Maidenhead (SA Objectives 11 and 14).

## 1.8 Land adjacent to Crimp Hill, Old Windsor

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	-	-	-	--	0	-	++	+	+	-	++	0	+

- 1.8.1 This 24.66ha Green Belt site located in Old Windsor is currently undeveloped open space. It has been promoted for a proposed development of 244 dwellings.
- 1.8.2 The construction and occupation of 244 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is predominantly located in Flood Zone 1 although a relatively minor portion of the site is located in Flood Zone 2 (SA Objective 2).
- 1.8.3 The site is within close proximity to the B3021 Burfield Road. Residents here would therefore be expected to be exposed to poor air quality as a result of road transport emissions, as well as road associated noise and light pollution (SA Objective 3).
- 1.8.4 The site could potentially place pressure on the habitats of Windsor Forest Great Park SAC & SSSI, which sit within 200m south west of the site, due to increased public access associated disturbances and a reduction in air quality. The site is also within 430m of Old Windsor Wood, a stand of Ancient Woodland. Adverse impacts on the Ancient Woodland habitat, such as due to recreational disturbances or air pollution, are possible. The site is considered to have some biodiversity value due to the presence of hedgerow and field boundaries, which is likely to be lost as a result of development (SA Objective 4).

- 1.8.5 The site is within an Area of Special Landscape Importance and development will therefore not be permitted at this location should it detract from the qualities of the local landscape. The site is also within the Old Windsor LCA, which is a farmed parkland landscape. Key features and attributes include a historic landscape with remnants of 17<sup>th</sup> century landscaped parkland, deciduous woodland, long and medium distance views of an undulating landscape and a strong sense of royal patronage. It is considered to be in an excellent condition with a strong sense of character, but a low capacity for change<sup>11</sup>.
- 1.8.6 Development at this location would extend the residential built form south west into the countryside, whilst also adversely impacting on long distance rural views for residents of Old Windsor. The site currently makes a strong contribution towards preventing unrestricted sprawl of the built form, as well as a very strong contribution towards preventing encroachment on the countryside. It also makes a strong contribution towards protecting the local historic character<sup>12</sup> (SA Objective 5).
- 1.8.7 The site is within 500m of twelve Grade II Listed Buildings, most of which are within Old Windsor, the nearest being ‘The Fox & Castle Public House’ and ‘No. 102 Rosemary House’. These heritage assets are within a residential built form on all sides. The proposed development would not be viewable from their location and their setting will therefore be unaffected. 370m west of the site is the Grade II Listed Building ‘King Edward VII Hospital’ as well as the Grade II Listed Building ‘Former Secure Accommodation Unit’. The rural setting and long distant views are key features of the setting of these heritage assets. The proposed development would not be viewable from their location and they too would be unlikely to be impacted (SA Objective 6).

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<sup>11</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

<sup>12</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel OW5 & OW6. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

- 1.8.8 The site is predominantly located on Grade 3 ALC, and partially located on urban land. It has not been previously developed and the construction of 244 dwellings at this location would therefore not be considered to be an efficient use of the borough’s land (SA Objective 7).
- 1.8.9 The site is within the target distance of a GP surgery and an NHS hospital but outside the target distance of a leisure centre. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9). The site sits within the target distance of both primary and secondary schools (SA Objective 12).
- 1.8.10 The site is outside the target distance of a railway station, the nearest being 2.6km north east at Sunnymeads. Residents here would also be outside the 400m target distance of bus stops, the nearest being 650m east on the A308 where the number 8 bus, which runs frequently between Heathrow Airport Terminal 5 and Slough Centre, can be caught. The site is situated behind existing residential buildings and it is unclear how access for new residents will be provided. 650m east of the site is the A308 which offers excellent access to areas throughout and beyond the borough via road and car. Some key services and amenities are available in Old Windsor, although residents may find they need to travel 4km north west into Windsor for some services as well as employment opportunities (SA Objectives 11 and 14).

## 1.9 Land off Burfield Road

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	--	-	-	-	-	-	++	+	+	-	++	0	+

- 1.9.1 This 8.5ha Green Belt site located in Old Windsor is currently greenfield. It has been promoted for a proposed development of 150 - 250 dwellings.
- 1.9.2 The construction and occupation of 244 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is predominantly located in Flood Zone 1 but a portion of the site is located in Flood Zones 2 and 3 (SA Objective 2).
- 1.9.3 The site is within close proximity to the B3021 Burfield Road. Residents here would therefore be expected to be exposed to poor air quality as a result of road transport emissions, as well as road associated noise and light pollution (SA Objective 3).
- 1.9.4 The site could potentially place pressure on the habitats of Windsor Forest Great Park SAC & SSSI, which sit within 430m south west of the site, due to increased public access associated disturbances and a reduction in air quality. The site is also within 420m of Old Windsor Wood, a stand of Ancient Woodland. Adverse impacts on the Ancient Woodland habitat, such as due to recreational disturbances or air pollution, are possible. The site is considered to have some biodiversity value due to the presence of hedgerow and field boundaries, which is likely to be lost as a result of development (SA Objective 4).



- 1.9.5 The site is within an Area of Special Landscape Importance and development will therefore not be permitted at this location should it detract from the qualities of the local landscape. The site is also within the Old Windsor LCA, which is a farmed parkland landscape. Key features and attributes include a historic landscape with remnants of 17<sup>th</sup> century landscaped parkland, deciduous woodland, long and medium distance views of an undulating landscape and a strong sense of royal patronage. It is considered to be in an excellent condition with a strong sense of character, but a low capacity for change<sup>13</sup>.
- 1.9.6 Development at this location would extend the residential built form south west into the countryside, whilst also adversely impacting on long distance rural views for residents of Old Windsor. The site currently makes a strong contribution towards preventing unrestricted sprawl of the built form, as well as a very strong contribution towards preventing encroachment on the countryside. It also makes a strong contribution towards protecting the local historic character<sup>14</sup> (SA Objective 5).
- 1.9.7 The site is within 500m of twelve Grade II Listed Buildings as well as two Grade II\* Listed Buildings, namely the Grade II\* ‘Beaumont College’ and the Grade II\* ‘War Memorial at Beaumont College’, both 370m south east of the site. A strip of woodland lays between these two Grade II\* Listed Buildings and the site and they are therefore likely to remain unaffected by the proposed development. However, within 20m east of the site on the opposing side of Burfield Road are the Grade II Listed Buildings ‘Burfield Lodge’ and ‘The Gatehouse’. These buildings currently have long distant westward views of an open landscape, which will be lost as a result of the construction and occupation of 150 – 250 dwellings at the site location (SA Objective 6).

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<sup>13</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

<sup>14</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel OW5 & OW6. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

- 1.9.8 The site is predominantly located on Grade 3 ALC, and partially located on urban land. It has not been previously developed and the construction of 150 - 250 dwellings at this location would therefore not be considered to be an efficient use of the borough's land (SA Objective 7).
- 1.9.9 The site is within the target distance of a GP surgery and an NHS hospital but outside the target distance of a leisure centre. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9).
- 1.9.10 The site is outside the target distance of a railway station, the nearest being 2.6km north east at Sunnymeads. Residents here would also be outside the 400m target distance of bus stops, the nearest being 650m east on the A308 where the number 8 bus, which runs frequently between Heathrow Airport Terminal 5 and Slough Centre, can be caught. The site is situated behind existing residential buildings and it is unclear how access for new residents will be provided. 650m east of the site is the A308 which offers excellent access to areas throughout and beyond the borough via road and car. Some key services and amenities are available in Windsor, although residents may find they need to travel 4km north west into Windsor for some services as well as employment opportunities (SA Objectives 11 and 14).

## 1.10 Land to the rear of Holyport Street, Site A

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+	-	-	0	-	-	+	+	+	+	++	0	+

- 1.10.1 This 0.89ha Green Belt site located in Maidenhead is currently used by a single derelict house. It has been promoted for a proposed development of 30 dwellings.
- 1.10.2 The construction and occupation of 30 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.10.3 The site is within 130m of the A330, which would be expected to be a source of road transport emissions as well as noise and light pollution (SA Objective 3).
- 1.10.4 The proposed development would be anticipated to diminish the site's biodiversity value, which currently stems from the presence of hedgerow, trees and shrubbery as well as long grasses (SA Objective 4).
- 1.10.5 The site is within the Holyport LCA, a settle farmed sands and clays landscape. Key features and attributes include mixed farmland and permanent pasture, remnant woodlands and intact hedgerows as well as rural villages and farmsteads. It is of a good but declining condition, with a moderate strength of character and a low capacity for change<sup>15</sup>. The construction and occupation of 30 dwellings at this location would be in-keeping with the existing residential built form on all sides (SA Objective 5).

<sup>15</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

- 1.10.6 The site is situated within the Holyport Conservation Area. This area was designated in 1968 (amended 1994) because of the evidential and aesthetic value of the village, such as the prevalent vernacular buildings, as well as the historical value of a village of which the first record dates back to the 13<sup>th</sup> century<sup>16</sup>. The construction of 30 dwellings could potentially alter the evidential and aesthetic value of the local townscape.
- 1.10.7 The site is within 300m of 19 Grade II Listed Buildings dotted throughout the village of Holyport, the closest being ‘Post Office Cottage, ‘1, 2, & 3 Ascot Road, The Green’, ‘Coventry Cottage’, ‘Goffs Cottage’, ‘Hamble Cottage’ and ‘Royal County of Berks Real Tennis Club’. The site has for the most part not been previously developed and the construction of 30 dwellings at this location would be viewable from several Listed Buildings, likely detracting from the character of their setting. There is considered to be some scope for mitigating this through careful layout and design and the use of local materials to a limited extent (SA Objective 6).
- 1.10.8 The site is located on Grade 3 ALC and has for the most part not been previously developed. The construction of housing at this location would therefore not be considered to be an entirely efficient use of land (SA Objective 7).
- 1.10.9 The site sits within the target distance of both primary and secondary schools (SA Objective 12). The site is within the target distance of a GP surgery and an NHS hospital but outside the target distance of a leisure centre. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRoW network (SA Objective 9).

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<sup>16</sup> Royal Borough of Windsor and Maidenhead (2016) Conservation Area Appraisal – Holyport. Adopted July 2016.

- 1.10.10            The site is outside the target distance of a railway station, the nearest being 3km north in Maidenhead. Residents here would be within 400m of bus stops along Holyport Road, where the 16 and 53 services provide frequent access to Windsor, Wexham Court, Maidenhead and Bracknell. The site has excellent access via road and car, with the M4 and A308(M) roundabout 1km north west. For a full range of amenities and services, as well as employment opportunities, residents may need to travel over 2km north west into Maidenhead (SA Objectives 11 and 14).

## 1.11 Land to the rear of Holyport Street, Site B

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+	-	-	0	-	-	+	+	+	+	++	0	+

- 1.11.1 This 0.56ha Green Belt site located in Maidenhead is currently vacant and derelict. It has been promoted for a proposed development of 30 dwellings.
- 1.11.2 The construction and occupation of 30 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.11.3 The site is within 130m of the A330, which would be expected to be a source of road transport emissions as well as noise and light pollution (SA Objective 3).
- 1.11.4 The proposed development would be anticipated to diminish the site's biodiversity value, which stems from the current presence of hedgerow, trees and shrubbery as well as long grasses (SA Objective 4).
- 1.11.5 The site is within the Holyport LCA, a settle farmed sands and clays landscape. Key features and attributes include mixed farmland and permanent pasture, remnant woodlands and intact hedgerows as well as rural villages and farmsteads. It is of a good but declining condition, with a moderate strength of character and a low capacity for change<sup>17</sup>. The construction and occupation of 30 dwellings at this location would be in-keeping with the existing residential built form on all sides (SA Objective 5).

<sup>17</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

- 1.11.6 The site is situated within the Holyport Conservation Area. This area was designated in 1968 (amended 1994) because of the evidential and aesthetic value of the village, such as the prevalent vernacular buildings, as well as the historical value of a village of which the first record dates back to the 13<sup>th</sup> century<sup>18</sup>. The construction of 150 dwellings could potentially alter the evidential and aesthetic value of the local townscape.
- 1.11.7 The site is within 300m of 19 Grade II Listed Buildings dotted throughout the village of Holyport, the closest being ‘Post Office Cottage, ‘1, 2, & 3 Ascot Road, The Green’, ‘Coventry Cottage’, ‘Goffs Cottage’, ‘Hamble Cottage’ and ‘Royal County of Berks Real Tennis Club’. The site has for the most part not been previously developed and the construction of 30 dwellings at this location would be viewable from several Listed Buildings, likely detracting from the character of their setting. There is considered to be some scope for mitigating this through careful layout and design and the use of local materials to a limited extent (SA Objective 6).
- 1.11.8 The site is located on Grade 3 ALC and has for the most part not been previously developed. The construction of housing at this location would therefore not be considered to be an entirely efficient use of land (SA Objective 7).
- 1.11.9 The site is within the target distance of a GP surgery and an NHS hospital but outside the target distance of a leisure centre. Residents here would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9). The site sits within the target distance of both primary and secondary schools (SA Objective 12).

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<sup>18</sup> Royal Borough of Windsor and Maidenhead (2016) Conservation Area Appraisal – Holyport. Adopted July 2016.

- 1.11.10            The site is outside the target distance of a railway station, the nearest being 3km north in Maidenhead. Residents here would be within 400m of bus stops along Holyport Road, where the 16 and 53 services provide frequent access to Windsor, Wexham Court, Maidenhead and Bracknell. The site has excellent access via road and car, with the M4 and A308(M) roundabout 1km north west. For a full range of amenities and services, as well as employment opportunities, residents may need to travel over 2km north west into Maidenhead (SA Objectives 11 and 14).



## 1.12 Land West of Whyteladies Lane

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+	0	-	--	0	-	+	+	+	++	+	0	+

- 1.12.1 This 2.77ha Green Belt site located in Maidenhead is currently used as open space and agriculturally improved grassland managed for hay. It has been promoted for a proposed development of 75 dwellings.
- 1.12.2 The construction and occupation of 75 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.12.3 Biodiversity value on-site at this previously undeveloped greenfield is limited to grasses and the hedgerow delineating the site perimeter. This would be likely to be lost as a result of development. The stands of Ancient Woodland 300m north of the site could potentially be exposed to increased public access associated disturbances following the proposed development (SA Objective 4).
- 1.12.4 The site is within the Cookham Rise LCA, which is a farmed chalk slopes landscape of arable, pasture and woodland landscapes, ecologically rich grasslands as well as long distance views of a rural chalk landscape and the Thames river floodplain. This LCA is of a good but declining condition, with a moderate character that is considered to have a low capacity for change<sup>19</sup>.

<sup>19</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

- 1.12.5 Development at this location would extend the urban built form westwards into the countryside, whilst impacting on views of an open and rural landscape for local residents. The site currently makes a very strong contribution towards preventing unrestricted urban sprawl, as well as a very strong contribution towards preventing the merging of urban areas and a very strong contribution towards preventing encroachment on the countryside<sup>20</sup> (SA Objective 5).
- 1.12.6 The proposed construction of 75 dwellings at this location would not be anticipated to impact on the borough’s heritage assets (SA Objective 6).
- 1.12.7 The site is predominantly located on Grade 3 ALC and partially Grade 2 and it has not been previously developed. The construction of housing at this location would therefore not be considered to be an entirely efficient use of land (SA Objective 7).
- 1.12.8 The site is within the target distance of a GP surgery and an NHS hospital but outside the target distance of a leisure centre. Residents would have excellent access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9).
- 1.12.9 The site is within the target distance of a railway station, the nearest being Cookham 800m east. Residents here would also be within 400m of bus stops along Whyteladyes Lane, where the frequent 37 bus service can be caught which runs between Maidenhead Town Centre and High Wycombe. The site is situated behind an existing residential area and it is unclear how access for new residents may be provided. The site does have good access via road and car to areas throughout the borough with the B4447 850m south east. Residents would also have good access to services and amenities within Cookham Rise, although they may find they sometimes need to travel over 3km south into Maidenhead for some services and employment opportunities (SA Objectives 11 and 14).

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<sup>20</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel C7. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

- 1.12.10            The site is within the target distance of High Road primary school, but outside the target distance of a secondary school. The nearest secondary, Furze Platt Senior School, is 2.5km south (SA Objective 12).

### 1.13 Water Oakley

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	--	-	-	--	-	-	++	-	+	-	-	0	0

- 1.13.1 This 12.2ha Green Belt site located in Windsor currently has a variety of uses, including housing, storage, leisure, open space and vacant and derelict land. It has been promoted for a proposed development of up to 200 dwellings. A planning application for 44 units at this location has already been granted approval.
- 1.13.2 The construction and occupation of 200 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is predominately located in Flood Zone 1 but partially located in Flood Zones 2, 3a and 3b (SA Objective 2).
- 1.13.3 The site is adjacent to the A38. Residents here would therefore be expected to be exposed to poor air quality as a result of road transport emissions, as well as road associated noise and light pollution (SA Objective 3).
- 1.13.4 The site currently has some biodiversity value due to the presence of trees, shrubbery and hedgerow. Delineating its north eastern perimeter is a tributary of the River Thames, the biodiversity of which could potentially be adversely impacted by construction works, for example by dust pollution. 170m north west of the site is Bray Pennyroyal Field SSSI which could potentially be exposed to increased recreational associated disturbances following the proposed development (SA Objective 4).
- 1.13.5 The site is within the Bray LCA, which is a settled and developed floodplain landscape. It is defined by the wide and slow moving river, a broad, flat and open floodplain of expansive naturalized and resorted man-made wetland landscapes. It is of a declining to derelict condition, with a declining strength of character, and is considered to have a medium capacity for change.

- 1.13.6 Residential development at this location may not be in-keeping with the existing setting. Additionally, the site makes a very strong contribution towards preventing unrestricted urban sprawl, as well as a very strong contribution towards preventing merging of urban areas and a very strong contribution towards preventing encroachment on the countryside<sup>21</sup> (SA Objective 5).
- 1.13.7 Within the site boundary is the Grade II Listed Building ‘Bray Film Studios’ whilst the Grade II Listed Building ‘Clock Tower House & Toad Hall’ is adjacent to the site’s north eastern perimeter. 165m east of the site is also the Grade II\* Listed Building ‘Oakley Court hotel’. It is expected that the construction and occupation of 200 dwellings at this location would adversely impact on the setting of these heritage assets, whilst the scope for mitigating this through careful layout and design would be limited (SA Objective 6).
- 1.13.8 Some of the site has been previously developed. However, there remain some open spaces within the site’s perimeter, whilst the site is also situated on Grade 1 ALC land. The construction of 200 homes here would therefore not be considered to be an efficient use of the borough’s land (SA Objective 7).
- 1.13.9 The site is outside the target distance of a GP surgery and a leisure centre, but within the target distance of an NHS hospital. Residents would have good access into the countryside and a variety of natural habitats, such as via the local PRoW network (SA Objective 9).

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<sup>21</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel OW5 & OW6. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

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- 1.13.10            The site is outside the target distance of a railway station, the nearest being 4.6km north west in Maidenhead. The site is also outside the target distance of bus stops. The nearest is just over 900m west on the A308 where the number 16 bus, which runs frequently between Windsor Town Centre and Maidenhead, can be caught. Being adjacent to the A308 access into the site via road and car is very good. Access from the site to a range of amenities and services is somewhat limited, and residents are likely to need to travel over 4km into Maidenhead or Windsor for a full range of services as well as employment opportunities (SA Objectives 11 and 14).
- 1.13.11            The site is outside the target distance of primary and secondary schools. The nearest primary, Oakley Green Road, is 1.9km south. The nearest secondary, Dedworth Middle School, is 2.9km south east (SA Objective 12).

### 1.14 Clivemont House, Clivemont Road, Maidenhead

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+	-	0	0	0	-	++	++	+	++	++	0	-

- 1.14.1 This 0.41ha site located in Maidenhead is currently vacant land. It is situated within an established employment area that is proposed to be retained within the emerging BLP. It has been promoted for a proposed development of up to 100 dwellings.
- 1.14.2 The construction and occupation of 100 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.14.3 The site sits 50m west of the B4447. Residents at this location would therefore be anticipated to be exposed to poor air quality due to road transport emissions, as well as potentially road associated noise and light pollution (SA Objective 3).
- 1.14.4 The site is situated within an urban landscape in the centre of Maidenhead. Residential development at this location would be anticipated to be in-keeping with the existing setting (SA Objective 5).
- 1.14.5 125m south east of the site are the Grade II Listed Buildings ‘5 Ray Mill Road West’ and ‘52 – 54 Cookham Road’. These heritage assets are surrounded by dense urban built form on all sides, the site is not viewable from their location and they are therefore unlikely to be affected by the proposed development (SA Objective 6).
- 1.14.6 The site is partially located on contaminated land. The site is located on urban land, although it has not been previously developed and would therefore not be considered to be an efficient use of land (SA Objective 7).

- 1.14.7 The site is within the target distance of a leisure centre, a GP surgery and an NHS hospital. Residents would also have good access into the countryside and a variety of natural habitats, such as via the local PRoW network (SA Objective 9).
- 1.14.8 The site is within the target distance of both Maidenhead and Furze Platt railway stations. Residents here would also be within the 400m target distance of bus stops along the B4447, where the number 37 bus can be caught which runs frequently between Maidenhead Town Centre and High Wycombe. Access into the site via road and car is very convenient as the site is adjacent to the B4447. Residents here would also have very good access to a full range of amenities and services as well as employment opportunities in Maidenhead (SA Objectives 11 and 14).
- 1.14.9 The site sits within the target distance of both primary and secondary schools (SA Objective 12). The site is situated within an existing employment area. Prior to becoming vacant land, it was in use as offices and there is an extent permission for offices on the site. Residential development at this location may therefore result in a loss of local employment opportunities (SA Objective 14).



## 1.15 Clean Linen Services

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
0	+	-	0	0	0	+	+	++	+	++	++	0	-

- 1.15.1 This 0.64ha site located in Maidenhead is currently predominantly used for offices and manufacturing. It has been promoted for a proposed development of 65 dwellings. The site is located within a designated employment site which had been proposed to be retained.
- 1.15.2 The construction and occupation of 65 dwellings would not be anticipated to notably increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.15.3 The site is adjacent to the A308. Residents at this location would therefore be anticipated to be exposed to poor air quality as a result of road transport emissions, as well as road associated noise and light pollution (SA Objective 3).
- 1.15.4 The site is situated within an urban landscape in the centre of Maidenhead. Residential development at this location would be anticipated to be in-keeping with the existing setting (SA Objective 5).
- 1.15.5 25m north west of the site is the Grade II Listed Building ‘Church of St Peter’. The church is currently surrounded by dense built form on all sides, including the nearby industrial estate within which the site is located. The proposed development of 60 dwellings would alter the setting of the church by replacing some of the industrial estate nearby. This could potentially be an opportunity to improve the contribution of the site towards the setting of the church through careful layout and design (SA Objective 6).

- 1.15.6 The site is located on urban land and has been previously developed. The construction of 65 dwellings at this location would therefore be considered to be an efficient use of land (SA Objective 7).
- 1.15.7 The site is within the target distance of a leisure centre, a GP surgery and an NHS hospital. Residents would also have good access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9).
- 1.15.8 The site is within the target distance of Furze Platt Railway Station. Residents here would also be within the 400m target distance of bus stops along the A308, although the only bus service which can be caught here is the 155 which runs twice a day between Maidenhead and Marlow. Access into the site via road and car is highly convenient as it is adjacent to the A308. The site also offers prospective residents excellent access to a full range of amenities and services, as well as employment opportunities, in Maidenhead. The proposed development would be anticipated to reduce the employment capacity of the designated employment site at this location (SA Objectives 11 and 14).
- 1.15.9 The site sits within the target distance of both primary and secondary schools (SA Objective 12).

## 1.16 Ridgeway Site Cannon Lane

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Climate change	Water and flooding	Air and noise Pollution	Biodiversity	Landscape quality	Cultural Heritage	Use of resources	Housing	Health	Community	Transport	Education	Waste	Economy and employment
-	+	-	-	--	-	-	++	++	+	-	++	0	+

- 1.16.1 This 24.5ha Green Belt site located in Maidenhead is currently partly used for agriculture and partly used for education. It has been promoted for a proposed development of up to 157 dwellings as well as some educational use.
- 1.16.2 The construction and occupation of 157 dwellings would be anticipated to increase GHG emissions and energy consumption at this location in the borough in relation to existing levels (SA Objective 1). The site is located in Flood Zone 1 (SA Objective 2).
- 1.16.3 The site sits within 100m of the A404(M). Residents here would therefore be expected to be exposed to poor air quality as a result of road transport emissions, as well as potentially road associated noise and light pollution (SA Objective 3).
- 1.16.4 This site is predominantly green fields and is considered to have some biodiversity value due to the presence of hedgerows, trees and long grasses. Adjacent to the site’s northern perimeter is the Maidenhead Thicket LWS, which is within a Biodiversity Opportunity Area. The LWS could potentially be exposed to increased recreational associated disturbances (SA Objective 4).
- 1.16.5 The site is within the Littlewick Green LCA, which is an open chalk farmland landscape. Key features and attributes include a flat and open landscape of panoramic long distance views and isolated farmsteads<sup>22</sup>. Development here would extend the urban built form of Maidenhead west into the countryside and would alter the rural urban fringe.

<sup>22</sup> LDA Design (2004) Landscape Character Assessment for the Royal Borough of Windsor and Maidenhead, Part 2 Landscape Strategy and Guidelines, Final Report, September 2004

- 1.16.6 Adverse impacts on views of a rural open countryside for local residents, as well as used of the nearby railway line and motorway, are considered to be likely. The site currently makes a strong contribution towards preventing unrestricted sprawl of the built form, as well as a very strong contribution towards preventing encroachment on the countryside<sup>23</sup> (SA Objective 5).
- 1.16.7 215m west of the site are two Grade II Listed Buildings, namely ‘Stables & Cart Shed at Woolley Firs’ and ‘Woolley Firs’. The open and rural landscape is integral to their setting. The proposed development of 157 dwellings on the mostly previously undeveloped site would be likely to alter the setting of these heritage assets (SA Objective 6).
- 1.16.8 The site is predominantly located on Grade 2 ALC land and partially on urban as well as non-agricultural land. It is predominantly land which has not been previously developed. Construction of homes here would therefore not be considered to be an entirely efficient use of the borough’s land (SA Objective 7).
- 1.16.9 The site is within the target distance of a leisure centre, a GP surgery and an NHS hospital. Residents here would also have excellent access into the countryside and a variety of natural habitats, such as via the local PRow network (SA Objective 9).
- 1.16.10 The site is outside the target distance of a railway station, the nearest being 3.4km north east in Maidenhead. The site is outside the target distance of bus stops. The nearest are those on Cannon Lane up to 800m south east of the site where the frequent number 5 bus, which provides access into Maidenhead, can be caught. Access into the site via road and car is good, whilst the A4 / A404 roundabout sits just 1km north of the site providing excellent road access to areas throughout and beyond the borough. A full range of services and amenities, as well as employment opportunities, are readily accessible nearby in Maidenhead (SA Objectives 11 and 14).

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<sup>23</sup> RBWM (2016) Edge of Settlement Analysis – Part 1, July 2016. Parcel M10. Available online at: [https://www3.rbwm.gov.uk/downloads/200415/local\\_plans](https://www3.rbwm.gov.uk/downloads/200415/local_plans)

- 1.16.11            The site sits within the target distance of both primary and secondary schools. The proposals for the site include consolidating the various components of Claire's Court independent school for educational use (SA Objective 12).

# Appendix C

## Addressing feedback from statutory bodies

### 1.1 Feedback from statutory bodies

1.1.1 The BLP and Regulation 19 version of the SA were consulted on with the three statutory bodies:

- Natural England;
- Historic England; and
- Environment Agency.

1.1.2 On 8<sup>th</sup> August 2017 two comments in relation to the Regulation 19 Sustainability Appraisal were received from Natural England (see **Table C.1**).

**Table C.1:** Comments received from Natural England on the Regulation 19 version of the Sustainability Appraisal

Natural England's comments received 08.08.17	Lepus' response
<i>"Allocations HA31, HA35 and HA37 within the Local Plan do not have the requirement to make Thames Basin Heaths Special Protection Area (SPA) contributions in their requirements and key considerations section of the Local Plan. This is not consistent with the statement in Sustainability Appraisal that all allocations in Ascot will require Thames Basin Heaths contributions."</i>	<p>Correct, not all allocations in Ascot will be required to make contributions to the Thames Basin Heaths SPA, including sites HA31, HA35 and HA37.</p> <p>This should have been made clear in the Regulation 19 SA. This fact is not considered to impact on the assessment scores awarded for the biodiversity objective for the sites in question in the Regulation 19 SA report.</p>
<i>"Section 10 of the Sustainability Appraisal covering Datchet, doesn't mention the close proximity of the conurbation to the South West London Waterbodies (SPA). This is not consistent with how the other Natura 2000 sites are treated within other sections of the Sustainability Appraisal."</i>	<p>Datchet lies approximately 2.2km north west of South West London Waterbodies SPA. This should have been included in the assessment text.</p> <p>Residents located in and around Datchet could potentially place extra visitor associated pressures on the waterbodies and their qualifying features in combination with other development.</p> <p>This fact is not considered to impact on the assessment scores awarded for the biodiversity objective for Datchet sites in the Regulation 19 SA report.</p>



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