

WINDSOR NEIGHBOURHOOD PLAN

2016-2031

Pre Submission Consultation (Part One)



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PRE-SUBMISSION DRAFT

FORWARD

Under the governments localism agenda, local communities have been given the opportunity to develop a neighbourhood plan for their area.

We are now seeking the views of the public on this Windsor Neighbourhood Plan which is our “pre-submission” draft under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The consultation will run for 6 weeks from **26th September to 8th November 2016**.

These views will be taken into account before a final draft is presented to The Royal Borough of Windsor and Maidenhead. It is hoped to present a final version for legal inspection later this year and following that, a Referendum.

To respond to this consultation (by 8th November) please either:

- a) Read the plan and complete the questionnaire accessed via our website www.windsorplan.org.uk
- b) Read the plan, complete the questionnaire provided and leave in the drop box at any of the 3 locations around Windsor
 - I. Windsor Library, Bachelors Acre
 - II. Dedworth Library, Smiths Lane
 - III. RBWM Offices, York House, Sheet Street, Windsor SL4 1DD.

Or Completed questionnaires should be sent to York House.

Signed CM & JB Co-Chairs

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PRE-SUBMISSION DRAFT

HOW TO USE THIS DOCUMENT

This document aims to clearly set out the case for our NP policies.

Section 1 introduces the Neighbourhood Plan and its context locally and in the planning system,

Section 2 outlines the issues and constraints and opportunities in the WNP area.

Section 3 explains the Vision and objectives for the WNP area

Section 4 contains the Planning Policies and Projects, including those for different areas as follows.

4.0 GENERAL POLICIES and PROJECTS

4.1 Natural Environment and Open Space

4.2 Appearance (including Heritage, Design, and Views)

4.3 Getting Around

4.4 Housing and Community

4.5 Working and Shopping

4.6 PLACE POLICIES and PROJECTS

4.6.1 Dedworth Road

4.6.2 The Former Imperial House and Police Station Quarter

4.6.3 LEGOLAND

4.6.4 Royal Windsor Racecourse

Section 5 explains how the plan will be delivered funded and monitored.

Appendices Extensive further detail can be found in the **Appendices 1 to 6** attached to this report, and in **Part Two (Appendices 7 to 13)**, and **Part Three (14, 15)** in separate files due to file sizes. Supplementary **Evidence Base** files and reports, and our separate **Consultation Statement** all will be available on our website www.windsorplan.org.uk at **Final Plan** stage when the WNP is submitted to RBWM.

SECTION 1 – INTRODUCTION

What is a Neighbourhood Plan?

1.00 A Neighbourhood Plan (NP) allows local people to develop a shared vision for their neighbourhood and to decide where new developments should go and what they might look like. NPs are a new kind of planning document made possible through the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The broad purpose of the NP is to make planning policies that will be used to help determine future planning applications in the area. Once approved, the NP becomes a legal planning document which must be taken into account in planning decisions.

What a NP Can and Can't Do

1.01 A NP can guide decisions on planning applications within the neighbourhood area. This means that some of the most important issues which face us in the WNP area are not within the scope of neighbourhood planning, such as traffic congestion, public transport, the provision of public services and major land use decisions defined as “strategic”. Also excluded are small developments allowed as “permitted development”. Nevertheless, the knowledge and experience gained through the process of developing the NP can be used to influence decisions that are not within scope of planning regulations, and some issues of concern to the community can be progressed as “projects” in partnership with others. Possible “Projects” are identified under each policy box in Section 4 of this plan.

The Plan Area

1.02 The Windsor NP (WNP) covers the majority of the residential areas of the town but **excludes the town centre (including the Castle and Home park and the riverside area around the Leisure Centre, Alexandra Gardens and The Goswells)** and a small area in the west which is in Bray Parish (see *Map 1*). The WNP includes the electoral wards of Park, Clewer East, Clewer South together with most of Castle Without and Clewer North.

Windsor Neighbourhood Plan.

Map 1 The WNP Area



Map 2 Adjoining WNP Areas



History of Neighbourhood Plans in Windsor

1.03 Neighbourhood planning started in the area in 2012. Bray NP area was designated in 2012 and the Windsor and Eton Neighbourhood Forum (WENF) was formed later that year but was disbanded in 2013. The Central Windsor Neighbourhood Forum (CWNF) followed but was disbanded in March 2014 when the boundaries were redrawn to include West Windsor. Subsequently and finally the Windsor Neighbourhood Forum was designated by the Royal Borough of Windsor and Maidenhead in August 2014 as a qualifying body to produce the WNP. At the same time the “Windsor 2030” Business Neighbourhood Forum was designated and charged with producing a NP for the town centre and central riverside area. (See *Map 2*).

Organisation and Management

1.04 The WNP has been overseen by a volunteer Forum comprising 42 local people who, although members of the Forum as individuals, represent between them a wide range of interests and expertise. They include members of several community groups such as The Bolton’s Residents Association, The West Windsor Residents Association, Clewer Group Residents Association, and The Windsor and Eton Society as well as representatives of LEGOLAND and the wider Windsor business community and a Borough councillor. The Forum elected two Co-Chairs, John Bastow and Claire Milne, and a Committee, Jane Carter, Alison Logan, Helen Price and Susy Shearer to manage the development of the Plan. (see *Appendix 2 Committee and Forum Members*). The email system, website and social media links were set up and maintained by Cori Mackin.

How we Developed the Plan

1.05 The WNP is consultation led and evidence based. Our key consultation reports and evidence documents are available on the WNP website.

Gathering Evidence

1.06 NPs are required to be broadly in accordance with higher level planning policies, principally the National Planning Policy Framework (NPPF) and the Borough Local Plan (BLP). A new Borough Local Plan is in the process of being prepared but until it is ready, the earlier 2003 Local Plan policies which have been “saved” still apply. (see our Evidence Base for RBWM Saved 2003 Local Plan policies and emerging BLP Strategic Policies (2016).)

1.07 Evidence has been gathered from a wide variety of sources: for example, from RBWM evidence documents and other reports and statistics, from extensive reading of other developing NPs, and from discussions with landowners and from consultation events. At an early stage we set up four Topic Groups on Open Space, Countryside and Leisure, Transport, Housing, Heritage and Community, and Business. These Groups each had several meetings to contribute to the development of our policies. More detail on the Groups is available in a series of “Topic Reports” available in our Evidence Base. Numerous individuals in the Forum and Committee also carried out research for the policies.

1.08 In addition the Forum carried out a full analysis of the Strengths, Weaknesses, Opportunities and Threats in the different distinct parts of the WNP area. This is also available in the Evidence Base.

Consultation

1.09 The WNP has been developed through extensive and open consultations with the people and businesses of Windsor as well as other NP groups and other relevant organisations. The WNP built on the earlier work and consultations already done by the WENF and the CWNF. In total, prior to pre-submission, the WNP has held 3 public consultation events, 6 presentations to associations and groups, has undertaken 2 major and 7 minor surveys and has backed up our communications with numerous activities using our website and social media as well as email communications, leaflets, newsletters and press publicity. This is on top of the 7 consultation events and 5 surveys held by the earlier NP groups and whose research has been noted and used. Our Forum has remained open to new members throughout and all our meetings have been open to the public.

What Happens Now

1.10 All NPs have to follow a set legal process from the designation of a body to develop the plan through consultations on the draft to a local referendum to decide whether or not to adopt the plan. The local community have already been asked to comment on emerging ideas and now in this “Pre Submission Plan” there is an opportunity to comment on a complete draft of the NP. If the subsequent final draft plan is supported by the community, it will be submitted for examination to ensure that it meets legal requirements and, if it passes all those stages, it will be put to a local referendum.

.....

SECTION 2. ABOUT THE WNP AREA

2.01 This section contains an overview of the opportunities and constraints on the whole town, how the WNP area fits within it, and what makes it special.

WNP Opportunities

2.02 The WNP area is heavily constrained as it is totally encircled by Green Belt and special landscapes. There is more information about this in the paragraphs below. The urban area is already developed. Given these constraints, the identification of sites for development in the WNP area is a real challenge. Potential green or brown field development areas in the WNP are few and far between. There are no obvious or substantial sites which do not already have permission within the area boundary or that are not covered by existing Borough plans.

2.03 We can predict that we will see pressure for development in the WNP area mostly consisting of redevelopments of existing sites, or infill between them, or use of some existing open spaces, and some increased development in already developed Green Belt sites as allowed for in borough existing and emerging plans and national policy.

2.04 Our consultations with local people showed that they feel that the area is generally well served with facilities, and their main planning concerns have centred around the appearance of the town, facilities in the west, the threats to and gradual erosion of heritage, community facilities, open spaces, employment and shopping, Green Belt, and increasing traffic congestion.

2.05 Given that the WNP can't stop development, what it can do is seek to shape and improve the use, appearance and character of any infill or redevelopments across the whole area, to retain and enhance local heritage, to enhance opportunities for getting around, to improve access and availability of open spaces, to protect green spaces, to preserve and enhance community and leisure facilities, and to enhance shopping and working opportunities in our WNP area. The WNP approach is to create policies and projects which are designed with all of these aims in mind and which can help to deal with increasing densities in a way that is acceptable to the community. We have not allocated sites for housing development although we have suggested some places where extra housing could be provided through density increases and mixed uses in existing employment or retail sites.

The key opportunities that were identified are summarised on the *Map 3* at the end of this section.

Overview of the Town and the Issues

2.06 In order to plan the town's future we must understand the area, the issues facing it, and the problems and opportunities that the plan could address, as well as any constraints.

2.07 Windsor is internationally famous as the home of royalty. It is an attractive town to live in, work in and visit. Its historic attractions and royal links, its location in the South East of England and commutable proximity to London and the Thames valley, along with good external transport links make it a small/medium sized town that punches above its weight in terms of facilities for residents

and tourists. It is the main shopping town for the Royal Borough of Windsor and Maidenhead, and attracts shoppers from a wide area, and visitors nationally and internationally.

2.08 Nearly 7 million tourists visit the town every year, mostly on day trips, to the Castle, River, LEGOLAND, Racecourse and Great Park. The 30,000 residents (See Consultation Statement for population details) consequently have access to many more amenities than would normally be expected of a town of similar size. People aspire to live here attracted by the history, culture, shops, restaurants, employment opportunities, great location and general environment. For all that it is a mixed “working” town, generally prosperous with numerous businesses, low unemployment and with residents from a wide range of socio-economic levels, a variety of business types and buildings of varied architectural periods and forms. It is generally regarded as a very good place to live (apart perhaps from the noise from Heathrow and pollution issues).

2.09 This popularity brings considerable pressures throughout the town on housing, parking, on movement of both pedestrians and vehicles, and on the green and open spaces, parks and gardens that are within and surround it, as well as on businesses and essential employment land. The pressure for development sometimes means that areas are facing increasing urbanisation in a way that could, if not sympathetically controlled, lead to a deterioration of the attractions of the town.

2.10 Surrounded by Metropolitan Green Belt, geographically the urban area of Windsor is a rectangular shape, with Windsor Castle and the town centre in one corner. Sandwiched between the River Thames and Windsor Great Park, the town has grown out westwards.

What makes the WNP area special?

2.11 The WNP area comprises the mostly suburban part of the town. It is socially, economically and architecturally mixed with the majority being family housing. There are higher density Victorian terraces mostly in the inner suburbs and mostly low density family housing with gardens in the outer suburbs. There are historic pockets mixed with assorted 20th century suburbs, (some of which are more attractive than others), some wealthy areas of private housing, some social housing, and one area of above average deprivation and the majority is everything in between. The town is becoming increasingly gentrified with increasing house and land prices. There are green surroundings, from the green belt all around the town and green pockets and streets in the urban area.

2.12 The town centre and suburbs are separated by busy “A” roads, some of which are dual carriageways (A308, A332) and “B” roads (B3022, B3173) which are through roads. This configuration leads to some issues for people who live and work here and businesses due to traffic congestion on these roads, and the distance between the centre and southern and western suburbs which are a long walk, bike or car journey away and made harder by the underpasses, busy roads and parking pressures. It also means that the immediate population close to the town centre is relatively small, with relatively more being in the middle and outer suburbs.

2.13 The WNP economy mainly revolves around tourism, including LEGOLAND and Windsor Racecourse but it is mixed with several major institutions, some medium sized commercial offices and some light industry. The area is losing offices and small business premises which are being converted to housing under Permitted Development Rights.

The WNP area depends upon amenities in the central Windsor area which provides the historic core of the town centred around the Castle, much of its shopping and commerce, transport links, open space and leisure and recreation amenities.

Constraints.

2.14 It is important to understand where there are problems for development around the WNP area. There are a considerable number of constraints discussed below.

2.15 Green Belt The built area of Windsor is totally surrounded by Metropolitan Green Belt. Within this is Windsor Great Park to the south and east of the town which has been under Crown ownership for over 800 years and is very environmentally and historically important. This parkland, farmland and forest is on the Register of Parks and Gardens of special historic interest in England ². Parts are also internationally designated as a Special Areas of Conservation (such as Windsor Forest) and have national **biodiversity and landscape designations** such as Sites of Special Scientific Interest, and areas of Special Landscape Importance.

2.16 The Crown Estate manages Windsor Great Park which is designated under the Crown Estate Act and as such cannot be sold. The Crown also owns the freehold of urban land and buildings in the eastern and southern fringe of the urban area of the town. Their historically cautious approach to development is likely to continue, limiting development in these areas, although the edges of the park particularly are deemed at threat from change by RBWM.

2.17 The Green Belt also runs through both major business sites in the WNP area, that is LEGOLAND to the south and Windsor Racecourse and Windsor Racecourse Marina sites to the north. Currently any development on these sites is subject to national and local Green Belt policy.

2.18. The Thames River Corridor runs to the north of the WNP and is protected for its landscape value. It includes **Sutherland Grange Nature Reserve** (Designated by RBWM). Policies to protect the area from flood risk are covered at National and Borough level, and the town benefits from the Jubilee river flood protection scheme, and the Bourne Ditch bund, and local people seem happy with these arrangements, so we haven't covered them here.

2.19 Green and Community Infrastructure. Open Spaces within the urban area are valuable community resources which underpin the quality of life. Various urban open spaces, including allotments, school playing fields and sports pitches, and play areas are relied on by the population. RBWMs Open Space Audit 2008 identified that there are already shortages of some types of open space against established standards.

2.20 Windsor is generally well provided with various Community Centres, Sports and Recreation and Leisure facilities, which provide essential facilities and which support an active leisure, recreation and community life in the WNP area. (See *Appendix 6* for the full list of community facilities). Many leisure facilities are in the centre, along the riverside or in the Home Park east of the town centre.

² The Register of historic parks and gardens is managed by Historic England

2.21 Heritage. Protecting Windsor's heritage and the wider overall setting for Windsor Castle (probably the most recognised and important castle in the country and a designated Ancient Monument) is very important. There are four designated Conservation Areas in Windsor, three of which are in the WNP area (**Inner Windsor, Mill Lane/Clewer village, Trinity Place/Clarence Crescent**) and around 70 Listed buildings are spread across the WNP area, mostly in the Clewer Corridor, Clewer Village, on the fringe of the town centre and on the edge of the Great Park. (There are also many more in the centre of town in the neighbouring Windsor2030 NP area.) There are also a considerable number of buildings that are not listed but that are locally significant in enabling Windsor's history to be read from the streets.

RBWM Emerging Borough Local Plan

2.22 RBWM has already allocated some additional sites within the WNP area in the emerging BLP for Housing and Employment. These proposed sites and estimated capacities are,

HOUSING:

- Bolton Road TA Centre (20 houses)
- Shirley Avenue (80 houses) (To be redesignated from Light Industrial use)
- Windsor Police Station (35 units)

EMPLOYMENT

- Alma Road, Windsor (The former Imperial House office block now demolished)

In addition to these sites, there are sites in the adjoining NP areas which are allocated for development. These are

- Minton Place 75 Units (In WINDSOR 2030 NP)
- Squires Garden Centre 40 units (Bray NP)
- Wyevale Garden centre 35 Units (Bray NP)

The estimated housing total allocation from these sites is 285 units.

The map below summarises the remaining Key Opportunities for the WNP in the WNP Area.



SECTION 3. VISION, OBJECTIVES AND POLICY APPROACHES

The Vision Statement and objectives below was drawn up to act as a focus for our plan following numerous consultations which sought to understand the issues and improvements that people want to see, including through a major Vision Consultation sent to every household and business within the WNP area. It sums up how we believe people want to see the area develop.

Vision Statement

3.1 Future development in the WNP area will make Windsor more attractive and a better place to live. It will protect and enhance its character as part of the wider historic (market) and royal town of Windsor. The primarily suburban area should retain and enhance local heritage, while developing a living sustainable modern green and leafy urban environment for the future. It should cater well for the needs of residents, while balancing them with those of businesses and visitors. The Green Belt, Parks and Gardens should as far as possible be protected.

The WNP intends that by 2031

- i) The historic nature of the town and the overall setting and views of Windsor Castle and other landmarks have been maintained and enhanced through attractive new development that is sympathetic to its distinctive character and heritage.
- ii) There is a green and leafy feel along the tree lined through roads and throughout the suburban area bringing nature in
- iii) The Parks and Gardens and Green Belt surrounding the urban area are protected but accessible
- iv) The suburban areas have been enhanced through attractive new developments which are well designed and sustain areas of special character and further create a sense of local character.
- v) The WNP area Windsor is a cohesive, diverse and family friendly community, with a mix of high quality housing with adequate and well-designed parking.
- vi) It is a town where residents and visitors can move around easily and safely, and have easy access to the town centre and suburbs from the south and west using well linked safe and convenient underpasses, footpaths and cycle ways and sustainable transport.
- vii) Residents of the WNP area enjoy easy access to good community and health facilities and essential shopping opportunities, including the improved local centre of Dedworth Road.
- viii) There is a vibrant and diverse economy and sustainable facilities for business.
- ix) There is a balance between the needs of residents, visitors and businesses.
- x) Green and open spaces and sports and leisure facilities are easily accessible and well equipped. Residents have easy access to The Great Park, Sutherland Grange and River including the Thames paths through a new foot bridge across the Thames.

3.2. Planning applications are decided on the basis of the statutory Development Plan. When the WNP is made it will form part of the Development Plan along with the Local Plan. In instances where policy is silent, the decision maker should take into account the WNP's vision and objectives as a material consideration in their decision taking.

The Key Objectives

3.3 Below are the key objectives grouped under the main headings derived from the main comments from our community consultations.

3.31 Environment and open space

Main comments by local people during the consultation include;

- *Green spaces should be totally protected*
- *Enhance and protect the open spaces*
- *Increase planting of trees to local roads where tree pits are vacant*
- *We need to look after wildlife and pollution*
- *Protect the Green Belt*

OBJECTIVE:

Keep Windsor green

Maintain and improve biodiversity and the green network and feel of the town.

Encourage the re-greening of areas of the town where street trees and front garden landscaping have been lost.

Protect and improve the quantity and quality of green space and the safe access to it.

3.32 Appearance

Main comments by local people during the consultation include

- *Our heritage is important, we need to protect and retain heritage buildings*
- *Preserve the distinctive and authentic character of the street*
- *Improve the appearance of the towns buildings and visual impression*

Objectives:

Strengthen protection for heritage buildings and features

Improve the overall appearance of the town with development "In keeping" with the character and street scene

Preserve and enhance areas of special character

Ensure new development has a high quality of design, enhances the existing environment, and

Encourage the links between areas on foot cycle and car

Prevent inappropriate redevelopments and infill

Protect key views

3.33 Getting around

Main comments by local people during the consultation include;

- *We need a park and ride to relieve congestion in Windsor*
- *Better provision should be made for cyclists*
- *Resident parking is my main concern*

Objectives

Improve opportunities for walking and cycling within the area

Improve parking for residents and businesses

Relieve congestion and improve air quality

3.34 Housing and Community

Main comments by local people during the consultation include

- *We know we need more homes, but don't want to overdevelop and ruin our area*
- *Keep Windsor as a town for families*

Objectives

Provide new housing in character with the different areas of the town

Provide more affordable homes

Ensure that all dwellings have adequate residential amenity

Protect and enhance community and health facilities

3.35 Working and shopping

Main comments by local people during the consultation include;

- *We are losing essential shops along Dedworth Road*
- *Too many bookmakers and fast food takeaways in a small area*
- *We are losing employment space through conversion of offices to residential*
- *Create a heart for west Windsor*

Objectives

Protect public houses

Support improvement of appearance, shop fronts and public realm in local shopping areas

Support healthy balance of retail uses including independent retailers

Support businesses uses and facilities

Support small and independent business

SECTION 4 POLICIES and PROJECTS

Introduction

4.01 In the previous Section 3 we have set out the overall Vision for the WNP area as a whole. This Section 4 covers the policies through which we will deliver the Vision and which will apply to the whole area. In the main, they are general policies which cover common THEMES and key objectives across the whole WNP area

These are followed by policies for specific PLACES.

4.02 The THEMES are;

- ❖ Natural Environment (including Open Space),
- ❖ Appearance (including Character, Heritage, Design and Views),
- ❖ Getting Around,
- ❖ Housing and Community,
- ❖ Working and shopping

4.03 Each policy chapter is laid out in the same way for ease of understanding as follows.

OBJECTIVE
CONTEXT
INTENT
POLICY
PROJECTS (identified issues that are NOT Planning issues that we want to pursue further)
REASONED JUSTIFICATION.

4.04 The PLACES policies are specific to particular sites, and they also interpret our general policies and show how they will apply to that site.

4.1 Natural Environment and Open Space

The special quality of Windsor's public realm plays a vital role in Windsor's success as a place in which to live and work, and as an appealing destination for visitors. Conserving a very high quality natural environment is essential to our quality of life as well as environmental sustainability. Local people have identified a number of key aspects that we can improve, with particular respect to the green infrastructure, and biodiversity.

4.11 Green Infrastructure³ including Open Space

OBJECTIVE

Protect and improve the quantity and quality of green open space and the safe access to it.

CONTEXT

Green Belt and Special Landscapes

Windsor as a whole is completely surrounded by Green Belt and special landscapes.

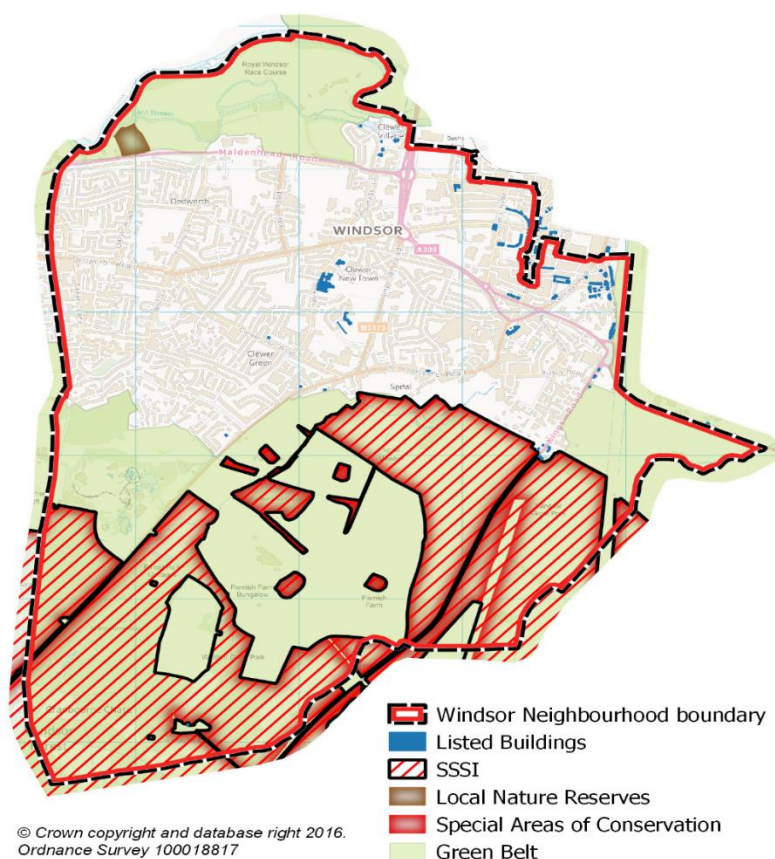
It is enhanced by these but significantly constrained in any expansion. As discussed in Section 2.08 and 2.09 the open Green Belt areas surrounding Windsor (Windsor Great Park, the Thames River Corridor and Sutherland Grange Nature Reserve) are all protected by either Crown Estate ownership, and/or their Green Belt status, as well as other biodiversity and landscape conservation designations. *See Map 4 below.*

The NPPF protects Green Belt and the emerging BLP policy 51 (sections 15.3 to 15.11) cover nature conservation and protected natural habitats and landscapes.

Paragraph 81 of the NPPF states that once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. This policy should already help to improve access to Green Belt within and adjacent to the neighbourhood area

³ The whole network of green and open spaces both public and private in and around the WNP area. See Glossary

Map 4 Green Infrastructure- Green Belt and Special Landscapes



Urban Green Space

As well as the Green Belt surrounding Windsor, the green and open public spaces **within** the urban area are also very valuable to the community. These urban green spaces perform multiple functions, which are identified in the RBWM Open Space Audit 2008 (hereinafter referred to as the OSA) such as Parks and Gardens, Recreation Grounds, Children's Play Areas, Sports Pitches, and as Amenity Space to nearby housing (for informal recreation), and Green Corridors (which provide important human and wildlife access routes).

There are no new spare spaces within the WNP area that can be allocated to public open space, so it is very important to preserve what we have. It is both National⁴ and borough⁵ policy to protect all open space from development, unless it can be demonstrated that it is no longer required. The emerging BLP seeks to "protect and maintain and where possible enhance existing open space, andmake more usable, attractive and accessible" New developments which use any open space are required to replace it elsewhere and nearby .

⁴ NPPF para 74

⁵ Emerging BLP BLP54

The OSA specifies the recommended levels of provision of the various types of open space. the standards within the emerging BLP to be applied are not clear so our approach is to be cautious.

See *Appendix 7* for a complete list of the Open Spaces within the WNP area.

Access to open space is encouraged by the NPPF paragraph 75 which states that Local Authorities should seek opportunities to provide better facilities for users and emerging BLP policy 55 which encourages improved Rights of Way and access to the countryside

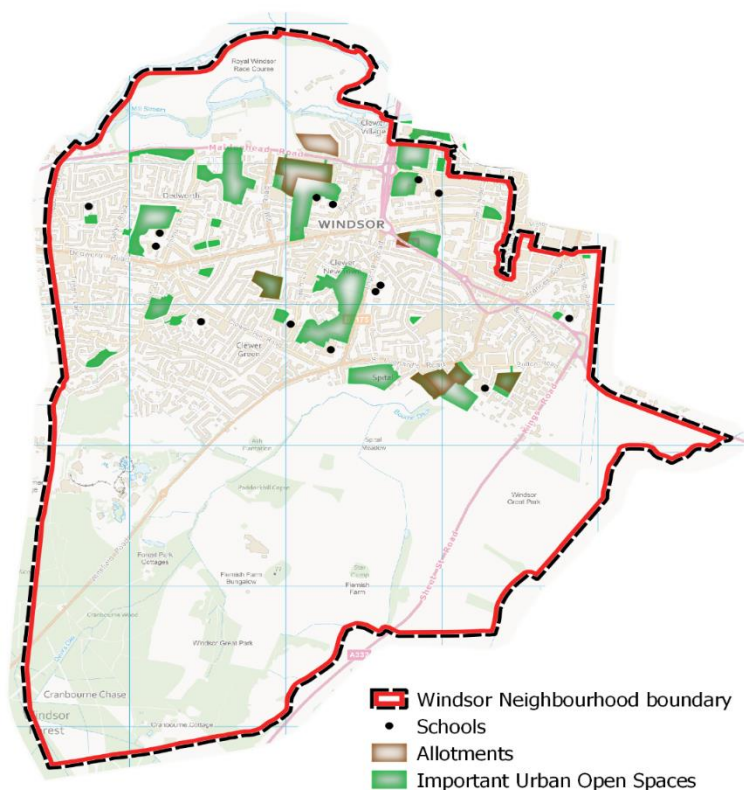
School playing fields (including for Academy schools) are also protected from change of use and standards of provision are laid down by government guidelines. In urban areas school playing fields can be valuable for community sports use, especially where there are few other such open spaces nearby.

Allotments. It is the legal duty of councils to provide allotments⁶ and they are generally protected from change of use. The WNP areas has a number of popular allotment sites around the area which are well used and form a valuable part of the community infrastructure. Gardeners Hall off St Leonards Road is a social hub for allotment holders.

The NPPF allows communities to nominate some green areas as “ Local Green Space” (as long as they fulfil certain criteria) in order to protect them from development. Provided land can meet the criteria in Para 77 of the NPPF there is no lower size limit for LGS, and even spaces without open public access can be considered for LGS, such as School Playing fields and Allotments.

⁶ Under the Small Holdings and Allotments Act 1908

Map 5 Green Infrastructure and the main urban open spaces



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Ordnance Survey 100018817

The OSA⁷ states that two categories of open space in the WNP area are deficient when measured against RBWM Standards and should be prioritised when delivering open space, that is **Natural and Semi Natural Green Space** (publicly accessible woodlands, urban forestry, scrub, Grasslands wetlands and Wastelands) and **Amenity Green Space** (most commonly but not exclusively found in housing areas, and includes informal recreation green spaces and village greens). Expected future population growth and increasingly dense building will exacerbate these existing shortages.

The OSA also recommends increasing the amount of open space for young people (aged 13 and over) and children, although existing green and open spaces are reasonably well provided for with children's play areas. Provision for young people are generally taken to include more informal playable spaces, MUGAs and facilities such as skate parks and bike tracks⁸.

Although the availability of the public areas of Windsor Great Park including sports provision on the

⁷ The Windsor and Eton analysis area has a total of circa 62 hectares of open space provision above the recommended minimum level, when balanced against the recommended local standard for each typology. This is predominantly due to a high level of outdoor sport provision. Children's play provision, outdoor teenage facilities and allotment provision are also all above the recommended minimum level. In contrast, natural and semi-natural green space and amenity greenspace are below the recommended minimum level. Parks and gardens provision is adequate when balanced against the recommended local standard."

⁸ RBWM Infrastructure Delivery Plan 2013-2030 p30

Home Park could be considered to make up for this shortage, for many to the west and south of Windsor, it is not always close to individuals' homes and to get to it main roads have to be crossed. (and access to the park is permissive from the right of the Crown Estate and not automatic). Users have commented that some of our open spaces have no toilet facilities, limiting the amount of time people can use them, and few bins and benches.

Open spaces also provide a visual amenity and add to the character of the area so we have also considered this aspect in our Design policies.

There are no access points to the Thames Path National Trail (on the north bank of the Thames) for residents to the west of Windsor -there is only the road bridge over the Royal Windsor Way (which provides foot and cycle access), or alternatively a footbridge several miles to the west in Bray.

INTENT

To protect existing open space in the urban area

To protect existing special "Urban Green Space" by nominating it as Local Green Space.

To support the provision of more publicly accessible open space where there are already shortages.

To create better facilities in existing green and open space where there are gaps in existing provision.

To support general improvements to amenities and access to open space including to the Thames Path National Trail

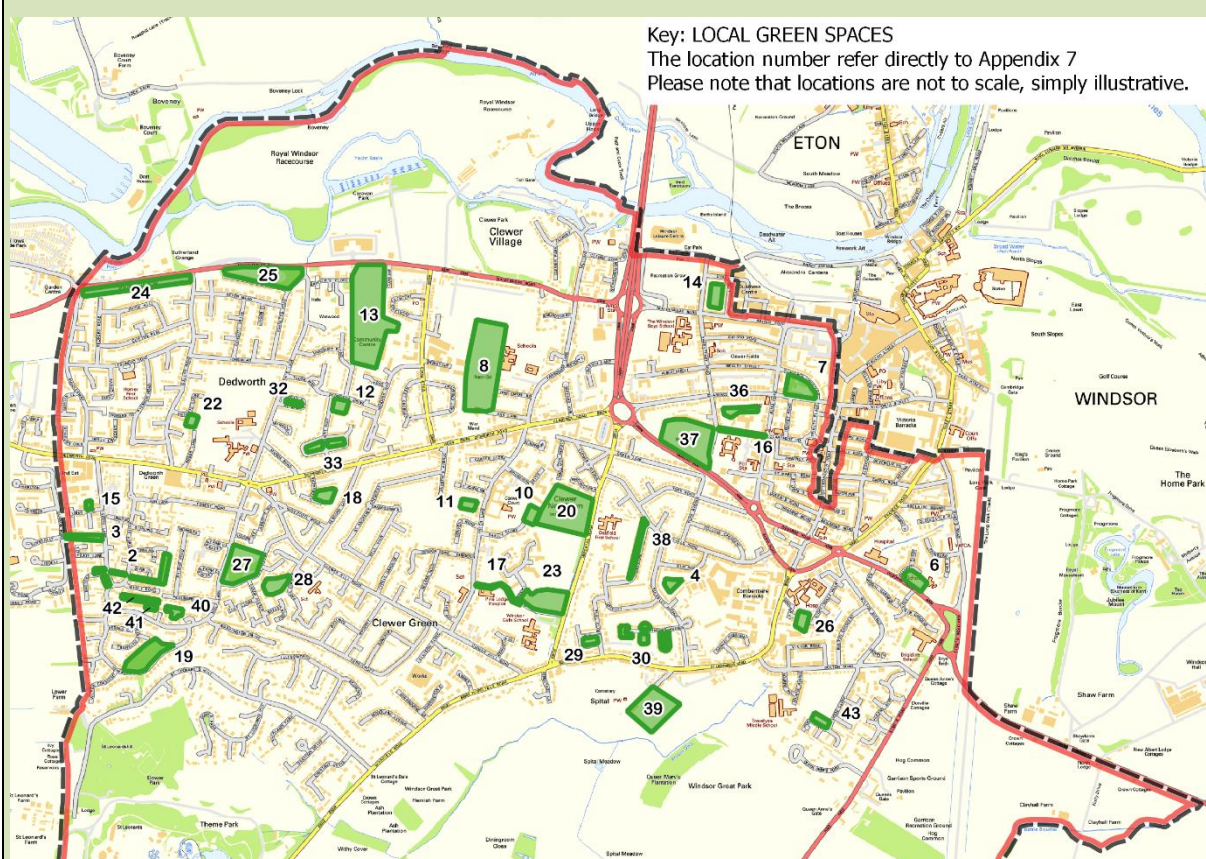
To support the community use of school playing fields for sports facilities

POLICIES

OS.01. All existing areas of formal and informal open space, (including school playing fields and allotments) as listed and numbered in *Appendix 7* will be protected from development and appropriate access will be maintained. Development that would result in the loss of open space must be either supported by an open spaces assessment that demonstrates the open space is no longer needed or proposals for equivalent or better alternative provision. Proposed new areas of open space will be supported.

OS .02 The spaces identified in the map below and described more fully in *Appendix 7* are to be designated as "Local Green Spaces" and therefore protected from development by the NPPF Paragraph 76.

Map 6 Local Green Spaces indicative areas



OS.03 – a) All new housing development shall include appropriate levels of amenity space on-site and, where appropriate, make a contribution towards provision of new publicly accessible open space off site through the contribution of CIL funds according to PPG17 standard of 4.3ha/ 1000 population[cm2]. Public open space must be close to the residential areas it serves.

b) Where appropriate, open space provided under previous development permissions shall be retained to ensure sufficient provision of open space.

OS.04 Proposals that improve access to the Thames, the Thames Path National Trail and other riverside areas that make provision for the day to day enjoyment of the river, through bridges, footpaths, cycle ways, and new rights of way, will be supported, including a new footbridge across the Thames to the west of Windsor.

OS.05: Proposals to improve the quality of any urban public open space shall be supported, in particular in appropriate locations

- a. Provision of Multi Use Games Areas (MUGA),
- b. Outdoor Gym facilities on designated Open Space.
- c. Sports Pitches (including artificial surfaces) in accessible locations and on suitable sites.

PROJECTS

- a. New benches and bins at all Local Green Spaces.
- b. Toilet and kiosk facilities in Vansittart Recreation Ground

- c. Community use of school facilities
- d. New toilet and kiosk facilities at Windsor Great Park parking area to the east of Sheet Street Road (provided they are compatible with current Green Belt policy).

REASONED JUSTIFICATION

OS.01 These policies are to explicitly and specifically protect the different categories of open space within the WNP area. As the urban area becomes more densely built up, these will become even more important to serve the population. Once lost they will be gone forever.

OS.02 designates these special areas as Local Green Space to protect them from development as provided by the NPPF para 76,77 & 78. The full list of areas is nominally defined in the OSA and we have selected those which meet LGS Criteria, and where other protection is weaker. Appendix 7 explains how each identified space meets LGS criteria as set out in the NPPF para 77, that is it is of particular importance and is i) demonstrably special and holding particular local significance because of beauty, historic significance, recreational value, tranquillity or richness of its wildlife, ii) close to people's homes, and iii) not an extensive tract of land. We have retained the use of and reference to the established typologies. Each space needs to be treated according to its merits. We have not included spaces which have significant other protection or where they are unlikely to be ever developed because either they are too small, too inaccessible, or are so important as urban green space that they are unlikely ever to be developed, but we have borne in mind that some might be vulnerable to being taken for parking, telecoms, bin stores, etc. We have also included spaces with environmental or recreational value, sports grounds and a nature reserve and those which preserve views.

OS.03

PLEASE NOTE: This policy is awaiting information from RBWM concerning any new Open Space standards which will apply in the new BLP.

The existing Local plan 2003 requires basic provision of 4.3 ha of open space per 1000 population (for every hectare 2.5% must be Informal and 1.8% formal O/S). This was based on PPG17 which also informed the Open Space SPG (Interpretation of policies R2-R6, updates May 2004, and Feb2005) which among other things sets out developers S106 contributions.

The fundamental importance of safe access to appropriate amounts of high quality open space and areas of natural environment cannot be overestimated, its wide ranging benefits having been confirmed in both formal research and policy⁹. If provision should be at a standard of 4.3 hectares of publicly accessible open space for every 1,000 residents in the local area, a population of for example 36,000, would require an overall quantity of around 154 hectares. An expected rise in the number of residents in the WNP area will place increasing pressure on all current resources and infrastructure. This includes existing dedicated public open space, of which a notable shortfall has already been identified.

⁹ [Evidence:](#) *RBWM Local Plan 2003; OSA 2008; RIBA City Health Check 2011*

The OSA (Table 13.3 p177) gives the estimated shortfalls by 2026 and goes on to state (para 13.14 p177) that there is a *“need for action such as through the redesignation of sites, new provision, site enhancements and.....facilitating accessibility and linkages between sites”*: evidences that the projected future shortfall in Open Space provision in Windsor to 2026 –*“need to address shortfalls through redesignation of sites, new provision, site enhancements, facilitating accessibility and linkages* . The standards to be applied in the emerging BLP are not clear, so we wish to highlight these to maintain the high standards in our area.

Finding this space is very difficult in such a constrained area, but designing developments imaginatively to maximise open space within the site can help, for example with gardens on top of parking areas, or rooftop gardens and balconies. Otherwise provision needs to be made through CIL contributions to improving or adding to open space elsewhere.

OS.04 The WNP supports the principle of use of the frontage of the river on the south side, as well as improving access to the north bank of the Thames from the north of the WNP area which would open up access to recreation possibilities along the Thames Path National Trail. These are Green Belt areas, but as long as development meets the requirements of GB there can be Very Special Circumstances when development is allowed to outweigh any harm to the Green Belt.

There are no access points to the Thames path from the west of Windsor so an additional access point from the area of Sutherland Grange would open up more convenient possibilities for those who live in the west of the town. Proposals for a new “Olympic Legacy” footbridge at Sutherland Grange have been investigated and supported by West Windsor Residents Association in the past, and although not pursued because of difficulties associated with cost (around £20m) and land ownership, the principle would bring benefits to the community, in terms of improved access for sport and recreation, health benefits, and sustainable transport links.

OS.05 Because many of Windsor’s sports pitches and recreation facilities are out of the WNP area away from where the bulk of the population lives some simple all weather “Outdoor Gym” equipment would enable access to some fitness equipment in the west of town closer to resident’s homes. This could also help to improve access for people who may find the Leisure Centre and sports clubs out of reach through distance or cost particularly in the west of town, especially young people. We have potential sites for consideration and as a basis for discussion with RBWM and residents.

Improvements to Open Spaces should always enhance multiple uses so as to attract as many users as possible.

Some areas such as Windsor Great Park lack basic facilities for visitors, and this limits the time that can be spent there. Provision of toilets together with kiosks at popular access points would improve the current situation and help provide appropriate facilities for outdoor sport and recreation as per the NPPF, and provide Very Special Circumstances. If kiosk facilities are positioned close to the toilet facilities and opened at the same hours then this increases security through natural surveillance and reduces the likelihood of misuse (a common reason for toilet closures).

One area identified through consultation and with the Crown Estate is the main car parking area off Sheet Street Road (A332) to the south of Queen Anne’s Gate.

Other recreation grounds such as Vansittart Recreation ground would also benefit from toilet and kiosk facilities.

We support the RBWM recent initiative to include an all- weather sports pitch at Dedworth Middle School, and also wish to support the access to such facilities by the community. A project to carry out the necessary changes to accommodate this and to other similar facilities could be carried out in conjunction with schools and RBWM.

PRE-SUBMISSION DRAFT

4.1.2 Biodiversity (including Flora, fauna, trees)

OBJECTIVE:

Keep Windsor green

Maintain and improve biodiversity and the green network and feel of the town.

Encourage the re-greening of areas of the town where street trees and front garden landscaping have been lost.

CONTEXT

Windsor has been blessed by many tree lined streets and green front gardens, creating a green character and feel, as well as the opportunity for wildlife and biodiversity. Development often leads to loss of biodiversity as well as a loss of green character, spaciousness and visual amenity.

Tree lined streets add a sense of grandeur to the character as well as provide opportunities for biodiversity through the tree canopy. Trees hedges and shrubs in front gardens add to the green character. This green and grand character is particularly important on through roads such as Winkfield Road Imperial Road and Goslar Way, Osborne Road and Alma Road, Sheet Street Road and Kings Road, Maidenhead Road, and the Royal Windsor Way as these set the scene for the experience of the town as people arrive and transit through it, or as they head towards the centre. It also helps provide the wider setting for the castle.

Small green borders to routes such as stream and riverbanks, verges, footpaths, cycle paths and lines of trees and hedgerows, as well as parks, gardens, can form links in green networks which can ultimately form important continuous "Green Corridors" for wildlife and biodiversity, and are crucial to the health and sustainability of ecosystems. A tree canopy and shrubs can form a green corridor for wildlife, as well as absorb CO₂ and pollution thereby acting as "lungs". Our WNP area doesn't have any officially RBWM designated Green Corridors¹⁰ (except the Thames path, part of which is on the northern WNP boundary). However, we do have a considerable number of separate areas of green space in the form of road verges, parks, gardens, ditches, streams, footpaths. (See Appendix 7¹¹). We do also have some important areas for biodiversity around the fringes of town as identified in RBWMs Landscape Character Assessment 2004.

¹⁰The OSA does not include any "Green Corridors" (see para 12.5) because "unless a green corridor is used as a transport linkit should not be included within an audit"(source of quote PPG17 Companion Guide). Nevertheless the OSA para 12.5 concludes by saying that "The focus of this study is on important urban corridors and public rights of way (PROW)" AND it went on to say (para 12.18) that "there are two existing green corridors in the Borough, the Thames Path and the Green Way". Neither of these are within the WNP area.

In addition to clarify what we have included as a green link; the national definition of Typology 3:Green Corridors includes "rights of way" and the RBWM Public Rights of Way Management and improvement Plan includes a number of such defined public rights of way (PROW). Some of these are urban connecting walkways, typically narrow, hard surfaced and bounded by private garden fences. We have excluded these as green links unless they have a substantial green component such as verges, bushes, trees along and as part of the curtilage of the route.

¹¹ . In our Appendix List and typology of LGS we have included under Typology 3 a number of these green links or chains, rather than the full green corridor, and it should be clear that we are talking about the same kind of surrounding.

The emerging BLP Policy 51 (Nature Conservation) seek to maintain protect, enhance nature conservation, and create, restore and enhance natural habitats, so in principle these aspects of development will be protected.

Trees, hedgerows and woodland are protected by current and emerging BLP Trees policies BLP 11 (Section 15.11) which require developers to maximise opportunities for natural habitats, consider cumulative impacts, protect trees and hedgerows, carry out tree surveys, plan detailed planting proposals, and species selection. We have therefore not covered these aspects.

In the WNP area as elsewhere. there is strong pressure on all green aspects from development.

The need for parking space is particularly acute, so that green front boundaries or gardens are often lost when increasingly dense developments are built, and bigger buildings obviously take up more land and can make a place feel more crowded. Some people feel that street trees are a nuisance, resulting in them not being replaced in some places when they die. Linkages between green spaces are gradually lost and long standing and naturally occurring biodiversity is often badly damaged when new developments are built. Flooding is made worse by loss of trees. Fencing and walling often creates barriers to wildlife access. Lots of small developments have cumulative effects, leading to a gradual degradation of the environment and loss of biodiversity as well as character.

RBWM already has a programme of replacing street trees where they have been lost, as well as tree protection, and we would like this to be prioritised **particularly on through roads**.

Where possible we wish to strengthen the green network connections to reduce the effect of losses of greenery and to enhance the ultimate formation/re-formation of green corridors on the edge of town and through town, to help maintain wildlife and biodiversity. Preserving and enabling linkages between very important areas such as Windsor Forest and Great Park and helping to bring nature in and can mitigate losses caused by more dense development.

Our design policies also stress the green aspect of development. (see Policy DES.01)

INTENT

To ensure that all new developments;

- a) maximise green appearance and character, particularly at front and front side boundaries
- b) consider biodiversity and to encourage the retention and strengthening of the linkage of the existing and potential green links, chains, and corridors,
- c) retain and include trees and soft landscape areas.
- d) facilitate the movement of wildlife

POLICIES Biodiversity (Flora, fauna, trees)

BIO .01 Development proposals should maintain and enhance biodiversity and green spaces within a development, and enhance the street scene as follows:

- i) Provision of wildlife friendly planting and in the ground planted boundary treatments, particularly at front and front-side boundaries, front garden parking areas and communal gardens.

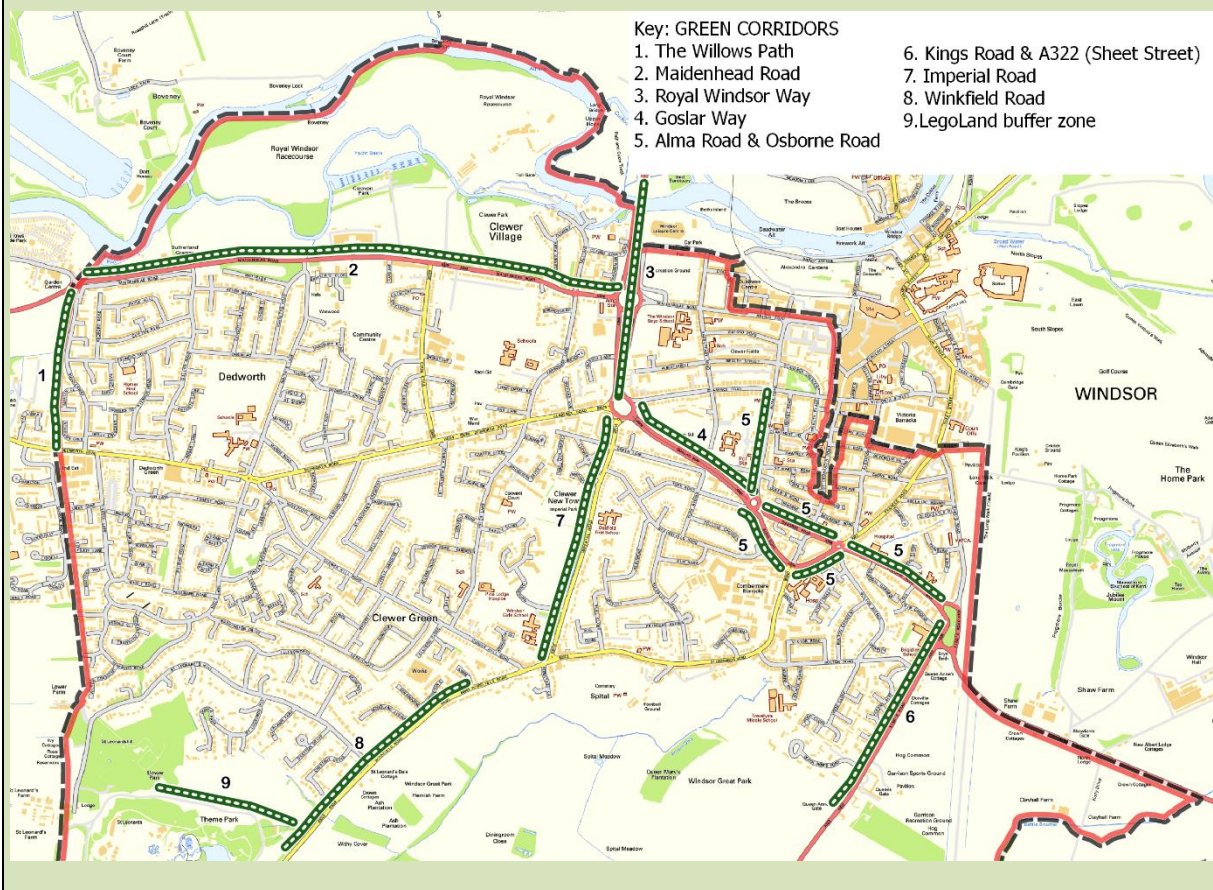
- ii) In major development proposals the following are encouraged subject to acceptable design considerations: planting areas, edible planting, communal gardens (where private gardens are not feasible), green roofs and green walls
- iii) The retention of appropriate trees. Where trees have to be removed plans should provide for their replacement as part of a landscape scheme with suitable species.

BIO.02: Green networks/corridors/routes .

a) The following routes should be developed as Green Corridors. Development fronting onto these routes must seek to retain and/or replace boundary treatments and landscaping, making provision for enhancement where appropriate that sustains/improves habitats and facilitates the movement of wildlife. Street trees and hedges are encouraged.

- 1 The Willows Path
- 2 Maidenhead Road
- 3 Royal Windsor Way
- 4 Goslar Way
- 5 Osborne Road /Alma road from St Leonards Road to Clarence Road
- 6 A322 (Sheet Street)
- 7 Imperial Road
- 8 Winkfield Road
- 9 LEGOLAND buffer zone

Map 7 Key Green Corridors



b) All new development should seek to enable the linkage of green areas together and not compromise small areas which can provide these links. Existing green links should be designed to retain their function.

REASONED JUSTIFICATION

BIO.01. These policies aim to preserve and enhance the green feel of the town, replacing greenery where it has been lost, thereby maintaining character, and improve the appearance of the streets including parking in front gardens. Edible planting (except on main roads because of pollution) is good for wildlife and humans. We wish to encourage landscaping and replacement of green boundaries as a condition of planning permission, as well as the maintenance of such landscaping. Several recent developments have completely paved over front driveways, made no or only cursory provision for planting in pots which may not be maintained, and thereby damaged the street scene and area character. We wish to avoid this happening in future.

Recent Royal Horticultural Society reports¹² have shown how it is possible to improve the look of off street parking with lots of planting, and this approach is endorsed by the WNP. Green treatments need not take up much space in order to play a meaningful environmental role. Planting that contributes to the biodiversity of the area and supports green corridors is particularly encouraged. Proposals should be accompanied by an indicative planting scheme which can be evaluated to demonstrate an adequate level of sustainable planting can be achieved. Plants in pots are not sufficient as they are easily removable and sometimes not maintained.

Retention of trees on development sites is covered by Borough policy as existing trees have to be identified and retained and enhanced as part of any landscaping scheme, so we relying on RBWM policies to support preservation and planting of trees.

Where mature trees cannot avoid being lost we wish to encourage developers to replace them with trees chosen from varieties appropriate to the setting.

The WNP supports RBWMs programme of replanting of street trees where there are gaps.

BIO.02 We wish to encourage “Green Corridors” (that is continuous green routes) and strengthen the network of green areas within and on the edges of the WNP and particularly along the through roads. Sensitive development can improve the linkages between these areas, and erosion of them need not be inevitable with careful planning. Other routes could be nominated by their communities.

The streets we have chosen are strategically important for the town, as they are through roads, most are already at least partially tree lined or are edged by hedges and trees in gardens or verges, and their function could more easily be enhanced as part of the infrastructure of green spaces and link urban green areas together. Many of these are partially green already or are bounded by

¹² Royal Horticultural Society Front Garden Guide
file:///C:/Users/clair/AppData/Local/Temp/Temp1_Front%20Gardens%20RHS%20Summit.zip/RHS-Front-Garden-guide-(1).pdf

substantial green spaces and gardens on one or both sides in parts. They particularly could help to join the open Green Belt areas which surround Windsor to the parks and areas of informal green space or cycle routes within it, particularly if fencing or walls between them are designed with this in mind. Ditch banks can be managed in such a way to maintain their natural aspects and quality. Developments fronting onto roads can allow for wildlife friendly boundary treatments, planting and streets can possibly include grass verges. Where there is a conflict between proposed uses, such as between foot or cycle paths and green spaces, design solutions should be used to enable development which maximises green uses.

Linkages of some existing footpaths and cycle paths could also be improved especially to National Cycle networks to improve their green corridor function.

PRE-SUBMISSION DRAFT

4.2 Appearance (Heritage, Character, Design and Views).

Improving and protecting our area's appearance and character was identified as one of the highest priorities in our Vision Survey. Making Windsor more attractive is a core principle of our NP.

Two messages which came through particularly strongly from our consultations were firstly that new developments are often "out of keeping" with the town's heritage and character through over development and unsuitable design, and secondly that the replacement of heritage and other characterful buildings by inappropriate structures is demonstrably eroding the character of our streets. It is also true that there are examples of excellent new developments in the town which can act as a guide so that future developments fit in better.

Our general policies are intended to cover a range of eventualities. We mention specific sites where there is an identified issue.

4.2.1. Heritage

OBJECTIVE: Strengthen protection for heritage buildings and features

Photo 1 Kings Road



Photo 2 Essex Lodge Osborne Road



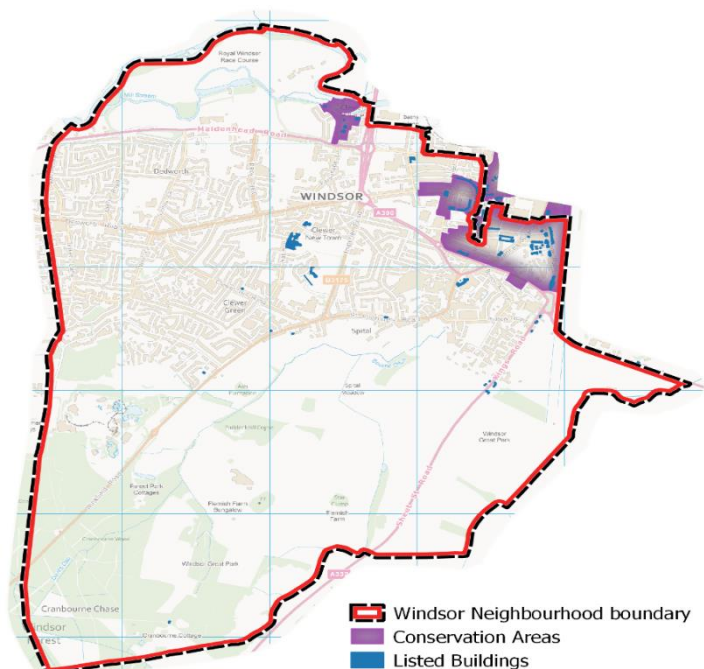
CONTEXT

History and heritage is the main reason why visitors come to Windsor and our survey identified its preservation and enhancement as a key concern.

National policy strongly favours conserving heritage assets (NPPF Section12) Many buildings in our area, particularly nearer the town centre, are “Listed”¹³ as being of historic importance and this status gives them and their settings a significant degree of protection from inappropriate development. There are also three Conservation Areas within our WNP area and under the NPPF and local policy developers have a general duty to assess the impact of development on preserving or enhancing the character and appearance of Conservation Areas.

Local Plan saved policies protect Historic Gardens and Formal Landscapes¹⁴ and Conservation Areas. The emerging Local Plan proposes to conserve heritage assets in a manner appropriate to their significance, but currently has a limited definition of “Heritage Asset” which, for example, does not include spaces, street patterns, views, street furniture). It also relies on Townscape Assessments and Conservation Area Appraisals, which although helpful may not cover all sensitive areas or take into account very localised issues.

Map 8 Conservation Areas and Listed Buildings



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Ordnance Survey 100018817

INTENT

¹³ Historic England Grade I or Two Listed status

¹⁴ Emerging BLP (August 2016) Section 12 Covers Historic environment, Relevant to the WNP:-Registered Parks and Gardens, Conservation Areas, and Local Heritage Assets

To ensure that developments take proper account of heritage assets and their settings and improve them.

POLICIES – Strengthen protection for our Heritage Buildings and features

HER.01- Conservation Area Proposals within WNP Conservation Areas will be required to preserve and enhance their special character and appearance. Development in or adjacent to a Conservation Area is advised to demonstrate that it conforms to the WNP General Design Guide and to any area Design Guide covering the development site. New developments in Conservation Areas should use appropriate and high quality materials taken from the established local palette of materials.

HER.02 – Local Heritage List. Development that retains buildings which are not listed but are of local architectural or historic merit or which make a significant positive contribution to the street scene will be supported in preference to their demolition and renewal. All applicants should show that they have taken into account the setting and significance of any Non-Designated Heritage Assets included on the “Local List”.

PROJECT

Householder advice leaflet to encourage restoration and improvement sensitive to Windsor’s heritage.

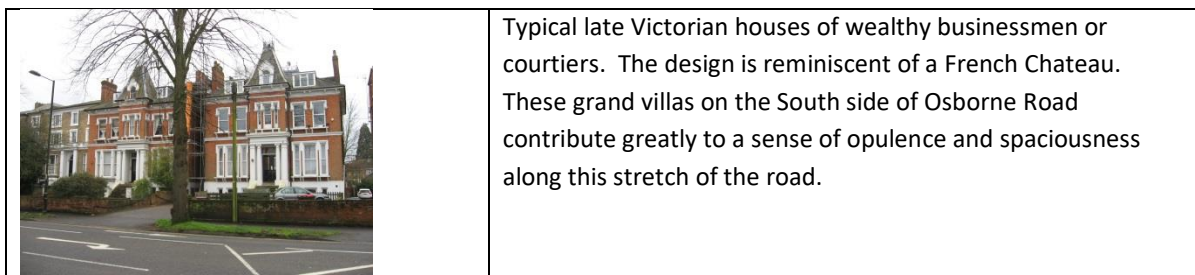
REASONED JUSTIFICATION

HER.01 We wish to ensure that developments within the Conservation Areas use our Design Guides. Paragraph 128 of the NPPF requires applicants to describe the significance of any heritage assets affected by proposed development, including any contribution made by their setting. This approach should be followed for proposals within Conservation Areas or affecting Non Designated Heritage Assets on the Local List. We wish to not only stop degradation of our historic environment but to enhance it.

HER.02 National policy (as suggested in the government Planning Practice Guidance paragraph 39) encourages the identification of buildings and structures of local value which, although they may not meet the criteria for National Listed status, do justify special attention as they help to define the sense of place. These assets are called Non Designated Heritage Assets (NDHAs). They may be “buildings, monuments, sites, places, areas or landscapes identified by local planning authorities as having a degree of significance meriting consideration in planning decisions”¹⁵The Windsor & Eton Society, with the help of the Borough Conservation Officer, have identified a number of such buildings and structures in Windsor and is currently processing these with a view to their adoption as a local list of NDHAs. It is intended that this Local List will be developed and added to over the next few years. While it is being completed we require all applications which may involve such a heritage asset should consult the draft Local List held by the Windsor and Eton Society which contains all the Heritage Assets identified by Conservation Area Appraisals together with other assets identified by the community.

¹⁵ Historic England Advice note 7 Local Heritage Listing. (May 2012)

Photo 3 An Example from the Non Designated Heritage Asset List



4.2.2 Character and Design

OBJECTIVES

To improve the overall appearance of the town with development “in keeping” with character and street scene.

To enable new development of high quality design which enhances its surroundings.

To preserve and enhance areas of special local character.

Photo 4 New Houses off Vansittart Road demonstrating local architectural features



Photo 5 New infill house on the left In keeping with but not the same as its neighbours



CONTEXT

National Policy¹⁶ encourages the NP to establish a strong sense of place, to seek to enforce local distinctiveness and integrate new development into the locality through design. “Good design” is encouraged both in national policy, and in local Borough planning policy through the existing Local Plan and emerging Borough policies¹⁷.

National planning policy already requires all “major” developments¹⁸ of one or more buildings (as well as all developments affecting Listed Buildings and developments in Conservation Areas) to include a Design and Access statement to explain how the development will relate to its surroundings, including neighbouring properties, natural environment and context. Small developments don’t need to provide these often making accurate judgement of impact difficult for planners.

National policy also suggests that localities can consider “design codes or guides”¹⁹ (without unnecessary prescription or detail or architectural styles) which can help guide and integrate buildings better into the area. Community consultation is also encouraged by national policy.

RBWM has an approved “Townscape Assessment” (TA) and “Landscape Character Assessment” (LCA) covering the whole of the Borough (see *Map 9*). These documents divide the Borough and its towns into areas of different character and can be used for planning decisions to clarify how each area should be treated. They demonstrate the wide historical and architectural mix in the area.

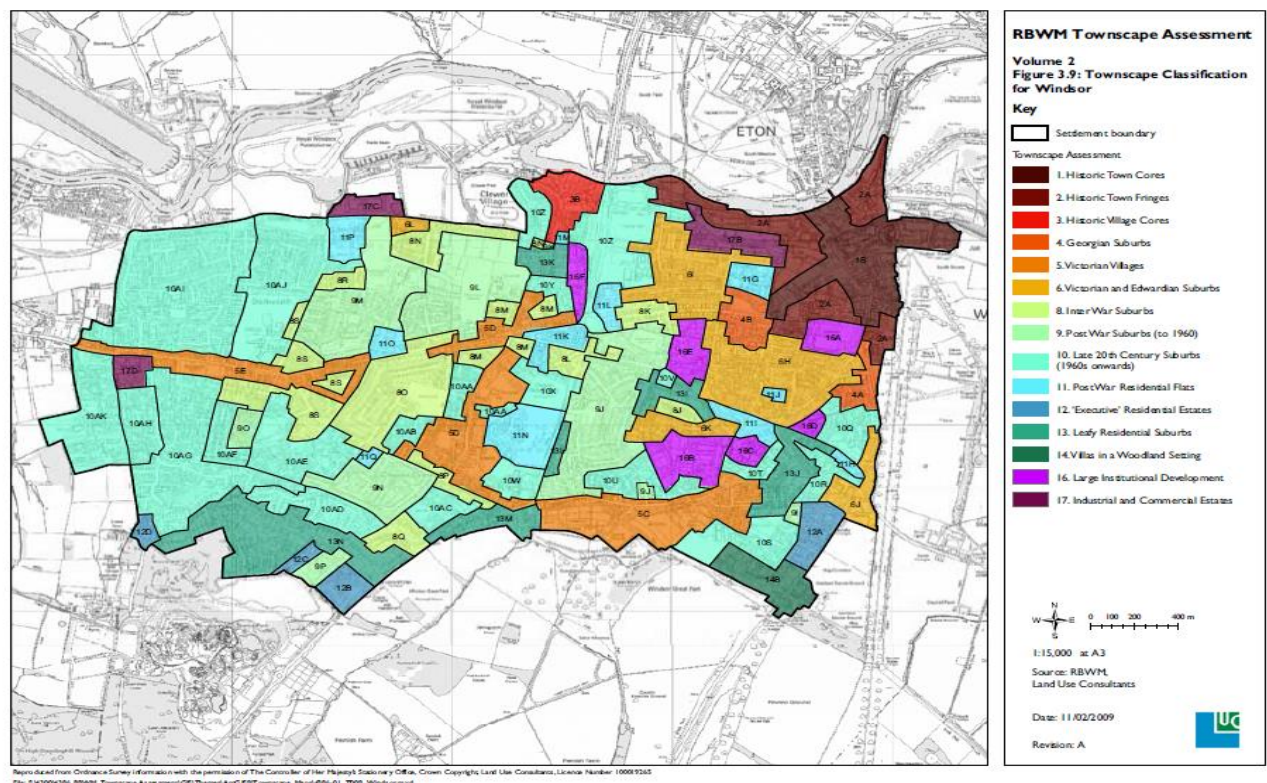
¹⁶ NPPF- Section 12

¹⁷ NPPF section 7 plus NPPG guidance, emerging BLP Sections Quality of Place 6.1,6.2, Draft Policies BLP3, BLP4

¹⁸ As defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015

¹⁹ <http://www.designcouncil.org.uk/sites/default/files/asset/document/the-use-of-urban-design-codes.pdf>

Map 9 RBWM Townscape assessment broadly showing the areas of different character



The TA and LCA provide important detail about the different areas of the Borough but can be over complex and difficult to use. The TA has a section on Windsor which divides the town into a large number of different character areas and provides helpful guidance for developers on appropriate design for each distinct area. Useful though it is, the TA is complex to use and does not fully capture all the diverse character features and areas which the NP would wish to highlight. In order to make the advice in the TA easier for developers to access and to supplement it with specific localised advice, the WNP has extracted information relevant to our area and presented it in a chart alongside some additional advice to cover areas and conditions omitted from the TA (see *Appendix 13 Townscape Assessment WNP extracts*).

We have also identified particular pockets of distinct local character which residents have said they wish to maintain that are not fully detailed in the Townscape Assessment, through Area Character Assessments.

Residents and businesses are proud of their town. They have strong views about preserving the most attractive areas and improving those which are less attractive. There is little specific existing guidance for the 20th century modern suburbs that make up much of Windsor and that many people would like to see improved in terms of design and architecture.

Windsor is an important tourist town. Visitors should have a good experience of the town as they enter and leave and explore around, not just in the vicinity of the Castle. One of the aims of visitor policy is to encourage people to stay in the town longer. The more attractive the town the more people will be inclined to linger.

INTENT

We intend

- To reinforce local distinctiveness while integrating new developments, including high quality innovative modern design, into the character of the town.
- To embed the use of the TA and LCA into the planning process while creating specific design guidance for some sensitive specific Areas of Local Character.
- To encourage meaningful Design and Access statements prepared in accordance with best practice and to also encourage small development proposals to clearly show the development in relation to its neighbours.
- To encourage more community involvement in the design of new development
- To prevent inappropriate re-developments and infill

We also wish to improve connectivity -, and have covered this in our Getting Around policy GA09

POLICIES-Appearence

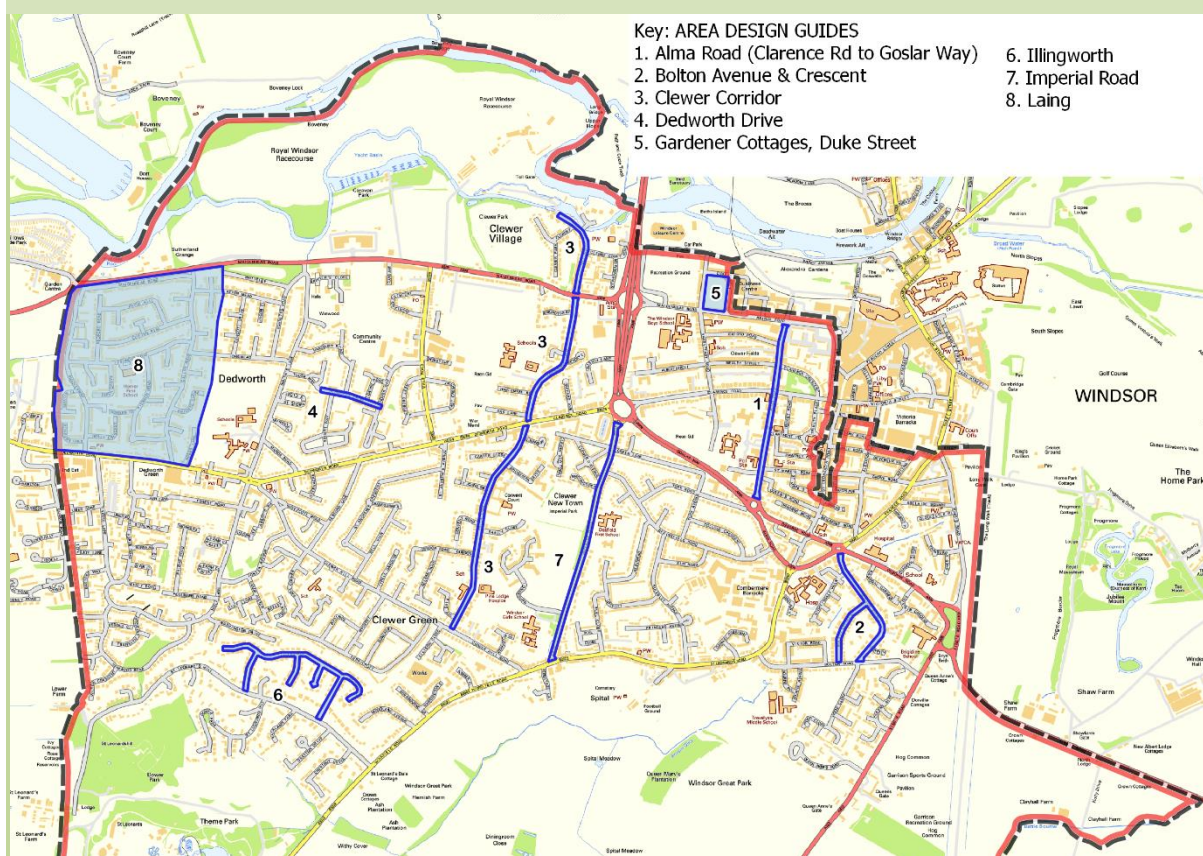
DES.01: All applications should reflect all relevant evidence from the following RBWM and WNP documents:

(a **Windsor NP “General Design Guide”** providing advice on appropriate height, mass, placement, setbacks, materials, landscaping etc. See *Appendix 9*.

(b) Any relevant NP “**Local WNP Area Design Guide**” from the following list of 8 specific Areas of Local Character and as indicated on the map below. See also *Appendix 10*.

- i. Alma Road
- ii. Bolton Avenue and Crescent,
- iii. Clewer Corridor
- iv. Dedworth Drive
- v. Gardner Cottages,
- vi. Illingworth
- vii. Imperial Road
- viii. Laing Estate

Map 10 Area design guides-indicative areas



(c). The RBWM Townscape Assessment especially the WNP extracts and additional NP guidance in Appendix 13

(d). The RBWM Landscape Character Assessment

(e). Any relevant RBWM Conservation Area Assessment.

DES.02: For major development proposals typically of over 10 dwellings or on significant windfall sites

a schematic Masterplan and Statement of Community Consultation will be required. A “charrette”²⁰ process will be preferred.

REASONED JUSTIFICATION

DES.01 The WNP General Design Guide aims to ensure that development proposals consider what residents consider to be good design, and has been developed with the help of local architects who advise RBWM. This requires applicants to take account of locally specific advice and strengthens the

²⁰ **Charettes** are a best practice method of developing sensitive sites in true collaboration with the community. A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan.

use of complementary guidance, both specific additional NP guidance and the RBWM Townscape and Landscape Character assessments and Conservation Area Appraisals,

The Design Guides really do show what the community considers to be good design which is sympathetic to a local area and will integrate well with existing buildings. They were the subject of community consultations (Jan 2016). They now provide a realistic framework for developers which will also help to meet community design aspirations.

New development can have a positive impact on the character and appearance of the town but past developments have too often aroused negative feelings. The pressures on land, especially in the inner suburbs can lead to “crammed in” developments and the lack of design guidelines has resulted in several “ill fitting” developments spoiling the look of local areas. Our aim is to help developers to come forward with good quality developments which are likely to be welcomed. By telling developers what kind of buildings are appropriate in particular parts of the town, they will be enabled to “get it right first time”. The Design Guides give positive examples and are not prescriptive, so allow for good modern design.

Specific Design Guides for individual areas/streets have been created by our group, with local community involvement, based on specific Area Character Assessments in areas where there are known issues with threats to the area from cumulative impacts of developments eroding their special character, which might be for example a relatively homogenous architecture, or particular special qualities of public realm, or local historical significance.

We would also like to see and encourage smaller development proposals to show clearly the relationship of the proposed building in relation to neighbouring properties with accurate plan dimensions and elevations and street scene and a clear diagrammatic scale, as sometimes the information given is poor and makes accurate judgement of the impact difficult.

DES.02 A “charrette” process allows true community participation. We have some substantial pockets of land which could come up for redevelopment at some point in the future, although these “windfall sites” are difficult to predict. If for example Sawyers Close, Ward Royal, Combermere Barracks, TA Centre or other major parcels of land were to become available, the community would want to be involved. In such a sensitive area where development land is in very short supply, it is particularly important that local people are involved in the design of major developments at an early stage. The NPPF support community involvement and says *“Those who live and work in an area often best understand the way in which places operate and their strengths. Local plans must evolve in a way that genuinely allows for local leadership and participation”*. We believe that the best way of doing this is through the charrette process.

4.23 Key Views

OBJECTIVE: Preserve key views

photo 6 River Thames from Royal Windsor Way Bridge



photo 7 Windsor Castle from Osborne Road/ Chaucer Close



CONTEXT

Windsor Castle is a strategically important landmark and the view of it creates a focus for the image and character of the whole area and providing a distinctive sense of place. Views of the silhouette and panorama of the town and castle from the approaches to Windsor create a sense of excitement at arriving at an historically important place, encourage visitors to come here and remind us why we live here.

The RBWM Townscape assessment²¹ recognises the importance of views and identifies three key views through parts of our WNP Area which should be taken into account in any new development. These are

- I. In to the Castle along the Maidenhead Road.

²¹ (Urban Structure and Landscape setting of Windsor)

- II. In to the Castle along the Long Walk,
- III. Out from the Castle along the Long Walk.

However, it is not only panoramic views and the silhouette of the castle that are important. For those of us within the town, occasional glimpses of this landmark, the River Thames and other local landmarks also add to its appeal.

Existing Local Plan policies say that developments must retain important views in and out of sites²². The Emerging Borough Local Plan requires consideration of the Townscape and Landscape Character Assessment²³ and requires protection and enhancement of river views²⁴, and also makes reference to a viewing Cone study but no details are available to us as yet.

The London View Management Framework²⁵ is regarded as a robust methodology for the WNP to follow. This framework provides a method to understand and protect Panoramas, Linear views, River Prospects, and Townscape views. It provides a structure for defining the characteristics in the foreground, middle ground and background and the landmark buildings within them, as well as protecting and enhancing the places from which the view is seen. It considers the impact of height of natural or man-made structures which may impact on the view.

INTENT

We wish to **add to the existing list of key views using our local knowledge**, to preserve and enhance locally important views within and around our area, of significant buildings that help to define Windsor at a strategic level including the castle and its setting, local landmarks, river views, townscapes and landscapes.

POLICIES-KEY VIEWS

VIE.01: Development likely to compromise a Designated View or Viewing Corridor will be resisted. A planning application that could affect a Designated View /Viewing Corridor (from the list and map below) should be accompanied by an analysis that explains, evaluates and justifies any visual impact on the view. Developments that make a positive contribution to the view will be supported over those that don't provided they don't conflict with other policies in this plan. Development proposals should provide visualisations of the proposed scheme in conjunction with plans to show potential impact on the designated views

Designated Views and Viewing Corridors within the WNP area are listed and mapped below and further defined in *Appendix 11*

1. The Racecourse from Windsor Way Bridge
2. Windsor Castle from Duke Street

²² RBWM saved policy H10

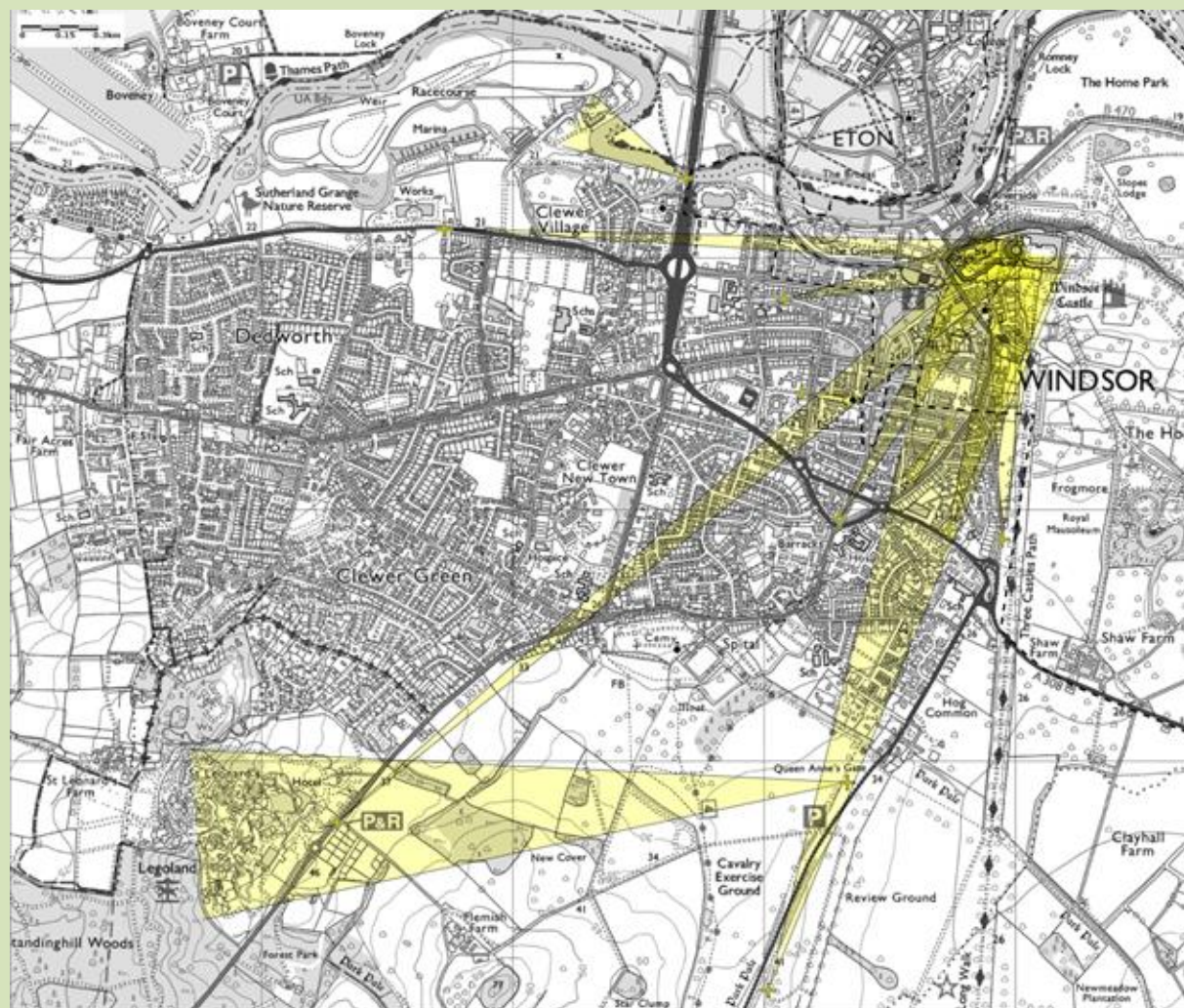
²³RBWM saved policy PLA2

²⁴RBWM saved policy PLA3

²⁵ London View Management Framework <https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance/view-management>

3. All Saints Church from Helena Road
4. Windsor Castle from Maidenhead Road
5. Holy trinity Church from Claremont Road
6. St Georges Chapel from Knights Place
7. Windsor Castle from Chaucer Close green space
8. Windsor Castle from Kings Road
9. Windsor Castle from the entrance to LEGOLAND
10. Windsor Castle from the A332 Lay-by
11. The LEGOLAND landscape from across the Great Park

Map 11 Key Views-Local Viewing corridors



Map by AECOM

REASONED JUSTIFICATION

VIE.01 Development will be assessed for its impact on the designated view if it falls within the foreground, middle ground, or background of that view.

The **Key View List and associated Local Viewing Corridors** *Appendix 11* identifies only views which are visible from public viewpoints at street level as opposed to “Private Views” from private land or buildings.

The criteria for selection conforms to the London View Management Framework criteria. That is views must make aesthetic, cultural or other contributions to the town, or which contribute to the viewer’s ability to recognise and appreciate the authenticity, integrity, significance, and outstanding universal value of the towns heritage.

These locally important views really help to define the sense of place and are all the more important for their scarcity within the WNP area. These views change with the seasons and some can be partly obscured by trees and greenery in the summer months, but become even more important in the winter when they are more obvious.

Landscape management should enable the view to be fully seen and appreciated - prudent management of trees along the viewing corridor that may otherwise obscure landmarks and any other important elements will be reviewed with key partners.

The application of this policy should follow guidance in the WNP Key Views/Local Viewing Corridors Appendix. This sets out how applicants should treat the view and how it should be managed. We also discuss in our **Delivery and Implementation Plan** Section 5 how we will manage the views going forward.

4.3 Getting Around

4.31 Introduction

Main Community Comments

- *We need a park and ride to relieve congestion in Windsor*
- *Better provision should be made for cyclists*
- *Resident parking is my main concern*

Our Vision survey confirmed that traffic management is of the highest priority if not the greatest single issue within and around the Area. The combination of through traffic and large visitor numbers give Windsor a particular problem with congestion on all main roads in the two NP Areas at particular times. However, most highways, traffic infrastructure and bus and train operational initiatives are outside the main scope of NPs, except insofar as they are concerned with land use.

There is also a lot of subjective opinion around the issue, and we have sought to establish the factual evidence to inform our NP policies. Our Traffic Report in our Evidence File explains our detailed research findings which are summarised in these Getting Around sections.

The RBWM is very aware of traffic management issues. During the consultation stages of this Plan, we became aware of specific work in hand by both the Borough and by the Crown Estates. The Boroughs preferred planning approach²⁶ is to support development proposals which aid pedestrians, cyclists and public transport, working in partnership with service providers, developers, public transport operators and neighbouring transport authorities to improve access to key services through all modes of travel. New developments are to be located near local employment and transport. All major new developments must provide Transport Assessments and Travel Plans for all users, in order to understand the impact of developments on traffic. A RBWM Parking Supplementary Planning document is being produced but is not yet available (August 2016).

Park and Ride expansion was mentioned frequently by residents, but the RBWM (and the WNP) has been unable to find a suitable location because of a lack of suitable sites within RBWM area that are large enough to sustain a large effective public Park and Ride or acceptable to the community. (See our Traffic Report Evidence File for more detail on this issue.). The RBWM does support a ring of smaller sites at LEGOLAND, Centrica and Home Park which are in the WNP area but these make little significant difference to the current situation. They also have proposals for an additional P&R at Windsor Racecourse. Our consultations demonstrated strong support for Park and Ride schemes and in the absence of space for suitable large scale P&R the WNP supports these P&R initiatives and retention of existing P&R sites.

A proposal for a P&R at Hog Common (next to Sheet Street Road in the Great Park) is in a sensitive location right next to the Long Walk in the Crown Estate where it will be visible from many directions, and the WNP does not support this.

²⁶ BLP Emerging BLP section 16.7-16.11 Policy BLP 12 Sustainable Transport

Public transport was also mentioned by residents, and although this is largely outside of the scope of NPs. We will however support initiatives by our adjacent WINDSOR 2030 NP to create a transport hub for the centre of Windsor, and public transport improvement in the suburbs as this will help to meet our objectives of improving getting around without cars. We will also support initiatives to improve bus operations to the western suburbs.

Road widening of either Maidenhead Road or Imperial Road has been suggested various times. Maidenhead Road acts as the main access to Windsor Racecourse and is the main through Route to Maidenhead. There was space left along it for some widening at some points in the form of wide verges. Imperial Road is part of the main through route north -south between the M4 and Ascot and is the main access road to LEGOLAND from the M4. Some suggestions have been made that it could be widened. In both cases if these roads were widened the traffic congestion problem would be further shifted along to remaining pinch points and wouldn't solve the problem. They would also increase the disconnect across the area for pedestrians and cyclists. Proposals to widen key thoroughfares such as Imperial Road and Maidenhead Road shall be resisted unless it can be clearly demonstrated that the benefit of widening is not negated by the presence of non-removable pinch-points, and that further barriers will not be created between different parts of the WNP area.

Windsor Link Railway proposal. The proposal for this scheme lies outside of our area, and we don't have a land use policy in our plan. Nevertheless, since the WNP area businesses and related infrastructure therein will be very much affected by any such development, we remain very interested in issues surrounding the potential WLR project. We are not persuaded that the advantages and disadvantages to the town of Windsor have yet been wholly assessed or stated, and therefore we remain neutral on this proposal. The Forum would welcome an open dialogue and early engagement outside of the constraints of the Neighbourhood Plan area designations as and when they come forward and will fully participate with all stakeholders to ensure our NP objectives and vision are realised.

OBJECTIVE

To lessen traffic impacts

The question remains how else can an NP make any impact on the traffic congestion problem which is so clearly an issue in Windsor.

Part of the answer lies in an ability to record the magnitude of the problem. The WNP Traffic report describes this in greater detail but it also points out gaps in the existing traffic modelling data which makes it difficult to assess objectively traffic flows around the town. A recent LEGOLAND appeal hearing has demonstrated the apparent lack of common consensus data. We do wish to support improvements in this data collection.

We have considered specific Windsor Racecourse (section 4.6.4) and Dedworth Road policies (section 4.6.1) which have regard to traffic issues.

We have considered other **small initiatives** (and in some cases site specific suggestions) in accordance with Department for Transport guidelines²⁷. which can help to **improve the way people get around the town** and make **sustainable transport choices** though **increased footpath and cycle provision**. Development will be supported by the WNP where it improves conditions for walking and enhances the pedestrian experience and that boosts the provision and improvement of cycle infrastructure.

INTENT

To support the provision of appropriate transport infrastructure and information around the WNP area to help users to get around.

POLICIES Getting Around (general)

GA.01 Major developments adjacent to the highway should give consideration to the allocation of land for the creation of lay-bys or other road or junction improvements which would enable traffic flowing unimpeded and enhance pedestrian and cyclist safety.

particularly at:

- a. Winkfield Road,
- b. Maidenhead Road,
- c. Kings Road/ Sheet Street Road

PROJECT

- a. We recommend that the RBWM consider the installation of a new traffic permanent measuring point sited to the west of the LEGOLAND entrance roundabout.
- b. Explore with the Royal Borough improvements though the local Transport Plan, to the bus service between West Windsor and the town centre, improvements to Park and Ride and the road infrastructure.

REASONED JUSTIFICATION

GA.01 This Intends to support initiatives where traffic can be assisted to flow, and ensure that pedestrians and cyclist provision is improved/prioritised. These sites have been chosen as ones where there is a recognised problem or pinch point. For example, along Winkfield Road which is B3022 and only access to LEGOLAND, and where the road is narrow and busy and there can be a particular problem, and along Kings Road / Sheet Street Road where it enters Windsor.

There are several areas within the area where air quality is poor, notably along Imperial Road junctions at either end, and Arthur Road. The evidence from latest highways expert advice to improve air quality is to keep traffic flowing and recent Borough strategy to reduce pollution is to

²⁷ Such proposals may include: · Traffic calming and gateway treatments to deter non-residents traffic/
· Temporary use of streets as social space/· Signage to ensure the optimum routing of traffic through the Area.

encourage this through removal of lights and replacement with mini roundabouts. WNP supports this subject to pedestrian and cyclist safety and convenience.

Stopping buses frequently hold up traffic in places where bus stops don't have lay-bys, and although bus companies prefer for buses not to leave the carriageway, where there is a particular problem with congestion we support initiatives to consider this issue when any major development is considered.

4.32 Cycling and Walking

OBJECTIVE: to improve opportunities for walking and cycling within the area

CONTEXT

Footpaths line most of the boroughs urban streets and so pedestrians are well provided for, although pedestrian crossings are not always where they are most convenient.

In most cases designated cycle routes are shared with footpaths as it is not possible in the urban streets to find space for separate cycle paths. Windsor's relatively flat townscape makes cycling a good way for residents and commuters to get around. However, the Royal Windsor Way and Imperial Road through-route effectively cuts the NP Area into two parts and presents a barrier to the safe passage of cyclists and pedestrians across the Area. In the long-term it would benefit the town and particularly the residents to the west, to address this barrier.

Existing cycle paths do not always follow a direct route between town and suburbs. There are unappealing underpasses where cyclists have to dismount. The town's roads are mostly narrow and lined with cars. Cycle paths peter out. Busy A roads and junctions make no or unappealing cyclist provision. Local neighbourhood shopping centres make little provision for cyclists. New cycle paths routes through the Great Park are discouraged due to its special status and sensitivities.

Cycling safety is a serious issue²⁸. Cycling would be more popular if the cycle lanes could be made safer and more conveniently located. Children cycling to and from school could help alleviate local school congestion. Many children told us it was unsafe to cycle to school.

National Planning Policy²⁹ encourages cycling, including the separation of cyclist and motorist if possible, and encourages new developments to be located and designed to give priority to

²⁸ The popularity of cycling in the UK has been rising rapidly over the last few years. Sadly, one of the darker statistics is the rise of serious injuries to cyclists. According to the Department for Transport, from 2013 to 2014, there was an 8.2% increase in seriously injured cyclists. This single statistic underlines how important is road safety for cyclists.

²⁹ NPPF Paragraph 35 suggests "safe and secure layouts which minimise physical conflicts between traffic and cyclist and physical separation of cyclist and motor".

pedestrian and cycle movements. Local plan policy³⁰ makes special provision for cyclists. The emerging BLP supports cycling infrastructure and the promotion of cycling in several policies including within new developments. It proposes (BLP 55.4) development of a new cycle route between Ascot and Windsor. The WNP supports this initiative. There is an active Cycle Forum (including WNP members) which has successfully carried out cycle initiatives to improve local cycle facilities.

National Cycle Route 4 crosses into the town from the Great Park to the river but is relatively unknown and follows a South-North route from the Great Park, along Bulkeley Avenue, York Avenue and through the underpass to Vansittart Road, to cross the Thames via Royal Windsor Way. It is relatively poorly connected to other local cycle paths and the signage doesn't really give a sense of the whole system.

This route and other cycle paths are well publicised on (*not attached*):

- (1) Cycle Map and Guide, published by the RBWM
- (2) Cycling in Windsor Great Park, published by The Crown Estate

Public Rights of Way There are a range of different Rights of Way throughout the area and these are protected by National and Local policy. The Countryside and Rights of Way Act 2000 places a duty on all local highway authorities to publish and review a Rights of Way Improvement Plan for their area. The current RBWM plan is set out under cover of the "Public Rights of Way Management and Improvement Plan 2012-2016". This plan lists three (3) routes for additional rights of way within the WNP area and two (2) of these are listed in Policy CW.03 below. There are some paths within the area used by the public which are as yet not on the PROW list and which provide small links and cut-throughs for walkers and cyclists. Their loss would damage the way people are able to move around the town.

INTENT

We support development initiatives that boost the provision and improvement of pedestrian and cycle infrastructure, to make them safer and more attractive, with a clear system of signing and way finding which gives a strong sense that they are part of a coherent whole, rather than a series of unconnected routes. This will include facilities for pedestrians and cyclists, including improving paths and road cycling conditions where possible, and the provision of secure cycle parking, and cycle hubs.

We support improvements to the Public Right of Way network.

We have also considered cycling in our plans for Dedworth Road. (see section 4.6.3).

POLICIES -Cycling & Walking

CW. 01 Major developments or developments that generate high number of trips (e.g. schools, stations, major offices) must:

³⁰Saved Local Plan (2003) policy T7, and emerging (August 2016) BLP policy BLP 55.1a-d Rights of Way and Access to the Countryside, BLP55.3,4,5,6.

- (i) make provision for cycling facilities on-site (lockers, showers, cycle parking)

CW. 02 The WNP supports improvement to pedestrian crossings/underpasses, footpaths and/or cycle routes at the following key locations.

- 1) Goslar Way and Alma Road, immediately adjacent to the Alma Road roundabout,
- 2) Goslar way underpass at Vansittart Road
- 3) Under and around the Royal Windsor Way Roundabout. This will include opportunities to improve footpaths, improve the lighting and widening of the tunnels or provision of new tunnels, and associated with these improvements to create a more direct linkage to National Cycle Route 4 (which runs down Vansittart Road/York Road via the Goslar Way underpass).
- 4) Albert Road at the Long Walk and Western end of Albert Road.

The WNP supports a new cycle route

- 5) between Windsor and /Ascot Bracknell along the Winkfield Road

CW.03. Footpaths, Rights of Way, Cycle Lanes. All existing footpaths, alleys, public ROWs, Cycle lanes within the WNP will be retained and maintained by the appropriate authorities and owners. New development will be expected to provide links to the existing network where appropriate. New links will be proposed in new residential developments.

Additions to the PROW list at the following locations will be supported;

- (a) between Sutherland Grange, behind Centrica and to the Racecourse Marina Road (RBWM # 39)
- (b) at the top of Bridleway 11a - St Leonards Hill to Winkfield Road (RBWM # 40)
- (c) Footpath from Hatch Lane to Longbourne (WNP Appendix 7 # 17)
- (d) Alma Road to Vansittart Road (WNP Appendix 7 # 16) via the college overflow carpark

PROJECT

- a. a clear system of signing and wayfinding which gives a sense of a coherent whole.

REASONED JUSTIFICATION

CW. 01 Supports facilities within major new developments to encourage new residents to cycle to work. This is in accordance with NPPF paragraph 17 in support of a low carbon future.

CW. 02 Supports improvements and new routes at specific sites, some of which are already under consideration by RBWM.

1)-2) The Goslar Way dual carriageway is a barrier for pedestrians. The crossing near the Alma Road/Goslar way roundabout relies on pedestrians spotting a gap in traffic or taking a long detour via the Vansittart Road underpass. There may be better solutions for this crossing and we would like to see it improved.

3) The roundabout at the junction of the Royal Windsor Way/Clarence Road/Imperial Road is a major barrier for cyclists and pedestrians between the west and centre of town. The tunnels are narrow, badly lit, and unappealing, there are no footpaths at ground level - all are forced underground. Cyclists and pedestrians have to share the space, and cyclists have to dismount. Many school children use it and many people avoid having to use it.

The only current cycle paths from Dedworth Road and the western suburbs towards the centre are via Green Lane/Vansittart Road or to the north of Clewer Village via the tunnel past the Leisure Centre and along the river. These use quiet links to National Cycle Route 4 which goes along Vansittart Road and south of the river, but are very indirect to get to the town centre.

The WNP would like to see a more direct mixed use cycle path/footpath created along the little used footpath along Goslar Way and under the Royal Windsor Way roundabout or otherwise along Clarence Road. This then could potentially link with any improvements along Dedworth Road and through the (potentially improved) Royal Windsor Way roundabout underpasses in future. This would be a major project that would be quite costly, but CIL funds could be allocated.

4) Crossing improvements of the Long Walk at the Albert Road is already being considered by RBWM in conjunction with the Crown Estate.

5) The WNP also supports a new cycle route to connect Windsor to Ascot/Bracknell. There are difficulties for any route south as they go through very sensitive park areas. The most likely is along the B3022 south of LEGOLAND and the WNP would support this in principle subject to design and assessment of impacts on these routes.

CW.03- supports new rights of way where they will make a real difference to public access of open space and open up recreation opportunities, as proposed by RBWM behind Centrica, and between LEGOLAND and Windsor Forest to improve the potential for circular walks. It also supports the consideration of new official PROWs around Windsor where there are some existing paths used at present but which are not currently designated as official PROWs. We would also support new paths south of the river were this possibility to arise on the Windsor Racecourse site

PROJECTS

- a. Signage at present doesn't really give a sense of a coherent whole network. A clear network of signage would encourage its use although the cost would be considerable (RBWM estimates £6-£8m).

4.33 *Parking*

OBJECTIVE: To protect and improve parking for residents and businesses.

CONTEXT

Car parking is the most frequently mentioned issues in our consultations. It is a problem for residents, business owners and employees.

A large proportion of visitors to Windsor travel by car and there is a high level of car ownership in the area. It is a problem which is becoming worse as residential densities increase. Commuter traffic and residents compete for on-street parking spaces in both Neighbourhood Plan Areas with a growing population leading to an increase in the number of resident cars without a commensurate increase in the number of car parking spaces.

The 2014 Visitor Survey (Section 5.6) reported that 43% of all visitors to Windsor travelled by private vehicle but that over the previous 4 years this number had fluctuated significantly with no obvious trend. Of these visitors, broadly 75% had used town car parks and 23% had used other parking, including on-street parking. Whilst over the previous 4 years, these numbers are broadly consistent, there is a marginal tendency for the former to be decreasing and the latter to be increasing. Hence the need to manage on-street parking.

According to RBWM records in September 2013 and allowing for recent changes, the WNP Area has a very low allocation of public car parks, (as might be expected of a suburban out of town centre area). In the “inner” suburbs within easy walking distance of the centre there are 28 Pay and Display spaces (Youth Centre Goslar Way) and an additional 190 at weekends (King Edward VII Car Park) , out of a total Windsor availability of 2,200 rising to 2,704. (See Traffic Report in our Evidence base for the detailed analysis). Remaining parking is on the street.

Residents parking schemes are spreading (recently around the Boltons area) as residents find their access to parking near their homes is scarcer, and the approval of a Residents Parking Scheme tends to push the problem outwards across the area.

Dropped kerbs allow front gardens to be used for parking, and although this may be more convenient for the householder concerned, it often leads to the loss of on street communal parking spaces and some damage to the character of the area. In/out driveways particularly can result in the loss of more street parking spaces. These can, especially if done badly, diminish the quality of the street scene.

RBWM Parking Strategy and policy is currently under development. BLP paragraph 16.10.3 and Policy BLP12g cover Parking and developers must “provide car and cycle parking in accordance with current Parking Strategy”, and it is believed that this will take a flexible approach to the provision of parking spaces in new developments , and areas with good accessibility such as town centres can be

provided with less parking than the maximums. Some recent conversions have been allowed with NO parking provided or insufficient parking for the number of occupants on the assumption that the occupiers will use public transport. In the WNP's view this exacerbates the parking problem as the assumption that people living in the town centre will not use cars is not necessarily realistic at present. This is borne out by research which demonstrates that providing insufficient parking spaces in suburban estates doesn't result in people using public transport instead³¹.

Previously, under the RBWM's Local Transport Plan and Parking Strategy (May 2004), a standard was set across the borough for new developments³².

Photo 8 Dropped kerb and sympathetically done front garden parking



INTENT

- (1) We wish to strengthen the current standards
- (2) To manage development in areas where there is a particular parking shortage.
- (3) To manage the appearance of parking at the front of houses
- (4) To increase parking provision where possible

POLICIES-Parking

PAR. 01: Development must make adequate provision to meet existing and future parking needs.

All new housing developments must comply with the new parking standards for the WNP in *Appendix 5*

³¹ "Space to Park" by David Rudlin and John Sampson with help from Susanne Gallenz and Sangeetha Banner of URBED (Urbanism, Environment and Design). The report has been produced as part of the Space to Park research project. First Published: November 2013 ISBN: 978-0-9573

³² RBWM standard for residential units was 1 space per 1 bedroom unit, 2 spaces for 2 & 3 Bedroom units. This policy was not compulsory and can be flexibly applied across the borough as long as an average of 1.5 spaces per dwelling is achieved

New housing developments that include the provision of garage space must be of the minimum space size for cars 7.0m x 3.0m (internal dimension) for this to be counted as a parking space. If a garage is proposed, then the driveway must be of a sufficient length to allow a second car to park clear of the pavement whilst providing space for the garage door to open.

Underground and/or undercroft parking will be encouraged subject to design considerations.

Front garden parking must consider design guidance in the WNP General Design Guide.

In cases where planning permission is necessary for alterations and extensions to properties, support will not be given for the conversion of garage space to habitable rooms/residential use where there is inadequate space to park cars off the street in line with the parking standards.

Development proposals should not result in a net loss of parking spaces.

Design and layout of off- site parking areas, on street parking areas, garage parking blocks will be designed to allow ease of access from driveways and accessibility to parking areas without causing obstruction.

PAR.02: We support increases to car parking provision at the following sites subject to satisfactory design considerations.

a. Princess Margaret Hospital

b. In the Great Park, Queen Anne's Gate Parking Area, and the picnic area at Rangers Gate where it can be done without conflicting with current Green Belt policy.

REASONED JUSTIFICATION

PAR.01 -seeks to ensure that parking with dwellings is designed to be useable. Sometimes developments have provided spaces which are not well designed or practical to use, which increases the impact of developments on the amenity of nearby residents as it increases the need to park nearby. The use of design solutions is suggested in research "Space to Park" referenced in the context section.

Where existing parking problems exist, then conversion of garages into habitable rooms increases the pressure on parking spaces nearby, therefore we wish to discourage this, unless it can be demonstrated there are adequate spaces nearby.

The Boroughs former parking standards (RBWM 2004 Local Plan) provided good guidelines for the provision of parking spaces in new developments, and where feasible, these standards are preferred:

1 bedroom unit	1 space per unit
2-3 bedroom units	2 spaces per unit
4 or more bedroom units	3 spaces per unit
Flats or HMOs with communal spaces	1 space per bedroom

Hostels and Hotels

C2 Hostels	1 space per 3 residents
C1 Hotels/Guest houses	1 space per bedroom

Dropped kerbs will be discouraged. They often involve parking dominating the front garden, and loss of on street parking spaces, and are damaging to the look of an area, unless they are well designed and landscaped. Our General Design Guide shows good practice in the design of front garden parking and we require that applicants use this.

PAR.02 The two hospitals in Windsor are valuable health facilities, but do cause some pressure on nearby streets as their on-site car parks do not always accommodate all staff and users. Princess Margaret Private Hospital has indicated that they may be willing to consider an additional level on their car park, and public usage at quiet times which could help increase supply of spaces for the town centre and residential areas, as long as designed to minimise impact on surrounding properties.

King Edward VII Hospital has also indicated a willingness to consider this issue, although funding for any development as well as design considerations would be an issue, as this is an NHS Hospital and is Grade II Listed and any extra height would be visible from nearby houses unless it was landscaped into the slope (which would be expensive) so it is unlikely to be viable, so we not included it for this reason.

The Crown Estate has some proposals to alter car parking arrangements on the edge of the Great Park near Queen Anne's Gate, and we support additional car parking as this would help improve access to the park and can be considered as Very Special Circumstances which outweigh the harm to the Green Belt by reason of inappropriateness.

QUESTION-

WHAT ARE YOUR VIEWS ON THIS POLICY BEARING IN MIND THAT THE NEW BOROUGH LOCAL PLAN WILL TAKE A FLEXIBLE APPROACH AND NOT RETAIN THE FORMER PARKING STANDARDS OR ENACT ANY NEW ONES. SHOULD THE WNP SEEK TO IMPOSE STANDARDS OF PARKING PROVISION?

4.4 Housing and Community

Objectives

Provide new housing in character with the different areas of the town

Provide more affordable homes

Ensure that all dwellings have adequate residential amenity

Protect and enhance community and health facilities

Introduction

We have a national housing crisis due to a growing population, changing demographics and lack of housing supply. Housing need projections based on population growth indicate a need for RBWM to supply 712 new homes per year (over the next 15 years)³³ across the Borough (although there are no specific target figures for Windsor). The Borough is struggling to find sites for these homes, particularly in and around Windsor where there are so many constraints.

The WNP has found no new sizeable areas for housing development beyond those that the Borough has already identified in its Borough Local Plan proposals as discussed in Section 2.18. Some areas have been suggested during our research such as Sawyers Close and Ward Royal but after investigations we have eliminated these as owners advise they are unlikely to be available for development during the life of the NP. We have suggested better use of space above shops in our Retail and Small Business section (4.5) which could either support additional housing or small business uses.

“Windfall” sites (that is ones that are hard to predict) and infill and replacements which develop existing areas more densely will be the main source of new housing developments in the WNP area. WNP Policies on Open Space (Section 4.1) and Design (Section 4.2) are intended to ensure that the sites that do emerge are developed in a way that enhances the town and avoids some of the pitfalls of increasing density.

In the WNP Place Policy, (Section 4.6.4) we discuss the former Imperial House Site and Police Station site between Alma and Vansittart Roads. The WNP supports the redevelopment of Windsor Police Station for housing, ideally in conjunction with some re-assignment for residential use of the Imperial House site which currently has an approved scheme for offices, as yet not built.

³³ The Borough is legally obliged to find space for these housing numbers and these figures have been established in the Strategic Housing Market Assessment for Berkshire based on data from central government. Some of these units will need to be found in Windsor. The NPPF (par 47) recognises we need “to boost significantly the supply of housing”, so the starting point for considering applications for housing development is a presumption in favour (NPPF paragraph 49).

Our consultations showed that there was concern about the affordability of housing in the area and the inability of young people to buy here. We would have liked to include a policy on affordable housing and investigated this possibility extensively looking at Community Housing initiatives.

Options which some communities have started are Community Land Trusts which develop land for community use to be owned by the community in perpetuity, or Co-housing communities. Such schemes could be considered as a project if a group were to come forward as we have been unable to progress this within the WNP. Any interested persons should approach the committee to discuss.

PRE-SUBMISSION DRAFT

4.41 Residential amenity

OBJECTIVE: To ensure that all new or enlarged dwellings or conversions have appropriate standards of amenity.

CONTEXT

Local people have expressed concerns that some recent developments display poor standards of amenity for residents, both when new homes have been built and existing buildings have been converted.

Existing Local Plan and emerging Local Plan policies already refers to the provision of adequate standards of residential amenity³⁴, and conversions are allowed where adequate amenity space is provided.³⁵

National Planning Policy now allows conversion of offices into flats through Permitted Development rights, Local Plans have limited control and NPs have no control over such conversions, even where residential amenity can be poor (e.g. no bin, bike, garden or parking space).

We feel that the pressure on land here is so great, especially in inner Windsor, that it is attractive for developers to bring forward schemes which pare space to the absolute minimum, reducing the interior and exterior amenity quality of developments, and overdeveloping plots. This has an impact on the quality of life of those inside as well as outside the development for example by forcing bin or bike storage to the front, providing inadequate parking, and creating a cramped appearance. Our General Policies on Character and Design, are also relevant here.

³⁴ Emerging Local Plan policies BLP3 Design, deal with as follows 3.2i Landscaping and Amenity, 3.2.1 storage refuse and recycling and 3.2.g public realm. Also BLP19 Housing Layout and Design, BLP20 Housing Density BLP 24 Residential Amenity (propose that all residential development new and extended-should display high standards of Layout and Design and adequate levels of residential amenity. This includes space for bins, storage, outside space for gardens and recreation, and other amenities for residents. The Borough's Supplementary Planning Note - Sustainable Design and Construction (2009) Para 3.106 states that all developments are expected to have access to appropriate facilities for the storage and collection of waste.

Planning Practice Guidance (Para 040) asks local authorities to ensure that enough discreetly designed and accessible storage is provided for all the different types of bin used in the local authority area.

³⁵ Existing Local Plan policies (H12) allow the conversion or subdivision of larger residential dwellings into smaller units under certain conditions. Emerging BLP policy (BLP 7.9 p78 Preferred Options consultation) has a similar approach, provided it does not harm the character and appearance, provides adequate amenity, car parking, garden space, etc. Conversion of two story dwellings into smaller units is regarded as less acceptable.

INTENT

To ensure a higher quality of space and amenity by specifying good practice standards.

POLICIES –Residential amenity

RES 01 All dwellings should provide sufficient amenity space to meet household recreational needs. Gardens should be in scale with the dwelling, reflect the character of the area and be appropriate in relation to topography and privacy. Flats should have access to sufficient amenity space, preferably private.

RES 02 Internal storage and external storage space should be provided to accommodate the separation of recyclable materials, together with screened and easily accessible bin storage outside which is adequate for the number and size of bins required. All new individual dwellings should provide sufficient outside storage space and suitable bin stores.

PROJECT

Where particular problems have been identified with lack of appropriate storage areas for bins, (e.g. Gardner Cottages between Vansittart Road, Duke Street and Arthur road, and the new development of the former Mitre Pub on the corner of Oxford and Vansittart Roads Road) ...the NP will support appropriate solutions with the agreement of residents.

REASONED JUSTIFICATION

RES 01 We feel that developments should provide good quality exterior amenity space, so that people have access to appropriately sized gardens and recreation spaces close by. Many new developments, especially conversions from former offices have been allowed with very limited amenity space. We expect developments to demonstrate they are targeting Building For Life 12 (published by the Design Council CABI) in the design of their proposals.

RES 02 We would like to strengthen existing Planning Practice Guidance to prevent any further increase in the number of unsightly and inappropriately sited bins and bin stores in the area. Visible bins and bikes stored outside harm the amenity of neighbours and damage the street scene.

Appropriate storage is needed for all dwellings.

Best practice standards such as Building for Life 12 should be used as a guide.

Where there are identified problems already we will support the community to find appropriate and innovative solutions. Underground bin stores, communal bin areas, and other ideas are used elsewhere and can be explored.

4.42 Community

OBJECTIVE: Protect and enhance community facilities

CONTEXT

Windsor is generally well served with community facilities. Indoor Leisure centres, indoor sports venues, cultural buildings and places of worship are all provided in various locations throughout the WNP area. (Public houses we deal with in section 4.5.2).

See APPENDIX 4 for a list of all of the community facilities in the WNP area.

Assets of Community Value. The NPPF (Ch 8) as well as the emerging BLP support the protection and improvement of community facilities unless they are no longer needed or can be provided elsewhere, so the WNP doesn't need a general policy on this. However, If a community facility is under threat and has an "Asset of Community Value" status this will be a material consideration in any planning decision. The WNP can help to organise applications for facilities to become ACVs where necessary.

Health facilities are planned by Local Area Health Authorities. The Infrastructure Delivery Plan indicates the need for more GPs and dentists by 2031 (8.8 across the whole RBWM area).

Most GP services and health facilities are in the centre of Windsor. There are three GP surgeries in Windsor Centre, but only one in West Windsor along Vale Road which is under pressure from increasing patient numbers and limited room for expansion and parking. This is still some distance from people who live to the far west of town.

The Local Transport Plan part 2 Access to GP surgeries by Public Transport and Walking highlights the travel time for Windsor residents to access surgeries, with people in Clewer South being worst off. In the emerging BLP section 3.4.8 it is commented that "access to hospitals and doctors is often cited as a cause for concern in consultations".

INTENT

Strengthen protection and support for existing community facilities.

Support investigation of health facility on the west side of Windsor where there is a gap.

POLICY Community

COM.01 Development proposals to sustain or extend the existing community use of the following buildings and the development of new facilities will be supported in the following sites;

- i) New Windsor Community Centre, Hanover Way
- ii) Manor Youth Centre, Hanover Way.
- iii) Windsor Youth and Community Centre, Alma Road
- iv) Scout Hut Green Lane
- v) Clewer Youth and Community Centre, Parsonage Lane
- vi) Scout Hut, Wolf Lane
- vii) Guide Hut, St Leonards Road (by Gardeners Hall)
- viii) Windsor Scout and Guide Hut, Maidenhead Road
- ix) Gardeners Hall, St Leonards Road

PROJECT COMMUNITY

- a. Assist the community to nominate community facilities as Assets of Community value
- b. Work with Vale Road Surgery in investigating whether there is a need for a further surgery in West Windsor .

REASONED JUSTIFICATION

COM.01 There are some community facilities in the WNP area which can be improved or updated to meet increasing demands from a growing population, and which provide important facilities for the community. Some of these may need additional space or new facilities. We have listed those for support which are open to the general public for general community use.

PROJECTS.

- a. We will assist in ACV applications where community facilities are under threat.
- b. The location of the surgery in Vale Road in West Windsor is still some distance for those who live to the far west of town. There is currently a pilot scheme to offer seven day access to routine GP and Practice Nurse appointments. However, this is located at King Edward VII Hospital which again is some distance from residents in West Windsor. The potential housing developments on the west of Windsor (within the Bray area) and within the Windsor area, together with the potential development of community pharmacies located within GP surgeries will undoubtedly place further demands on the only GP surgery in West Windsor. With no further evidence we are not in a position to form a policy but nevertheless propose a project on working with the Vale Road surgery in investigating whether there is a need for a further surgery in West Windsor.

4.5 Working and Shopping

4.51 Introduction

Photo 9 Tescos Dedworth Road



During our community consultations we heard many concerns about business, which we have categorised as working and shopping issues. The loss of public houses, too many betting shops, the loss of offices and jobs, and need for provision for small business, were all mentioned as local issues. The fear that without space for businesses Windsor will lose its traditionally vibrant and mixed economy and become a dormitory town, was expressed by many from the business community as well as some residents.

The major Borough designated employments sites in the WNP area are.

1. Centrica, Maidenhead Road
2. Fairacres Industrial Estate, Dedworth Road
3. (the former) Imperial House, between Alma and Vansittart Roads

Other major commercial business sites in the WNP area are LEGOLAND, Windsor Racecourse, Keeler and Tesco but there are other small businesses scattered throughout the area, including shops, workshops, and many people working from home, as well as a considerable number of employees in Health and Military institutions.

Current Borough policy³⁶ is to concentrate larger businesses in designated employment areas as well as to continue to support individual business sites within other areas. Vale Road /Shirley Avenue Industrial Estate is to be re-allocated for housing in the emerging BLP.

Any changes of use³⁷ for these individual sites that are outside of permitted development must apply for planning permission.

³⁶ (LP E1 & Emerging BLP 25 9 Economic development) 26 (defined Employment Sites) 27 (other sites and loss of employment uses) 28 (Retail Hierarchy) 30 (District and Local centres) 31 (shops and parades outside of defined centres) 33 (Visitor development (including hotels))

³⁷ There is a national system for classifying business premises into "Use Classes". All business premises are designated for a particular Use Class and any proposed changes to a business use have to obey the rules. Some changes of use are

National Policy is to allow unused commercial buildings to be converted into residential dwellings under Permitted Development Rights, subject to prior approval being gained. This policy has resulted in the loss of much office space in Windsor in recent years, but is controlled by national policy and is outside the scope and control of an NP and the Borough. (We understand that WINDSOR 2030 has asked the RBWM for an “Article 4 Direction” which will suspend the right of offices to be turned into flats, on the basis that the Windsor economy is already suffering from the loss of offices).

Retailing (A1 retail use class) is having to adapt to changing markets³⁸ due to the internet and changing shopping patterns. Major retailers are consolidating their shops into major centres. This potentially can lead to potential loss of retail provision in peripheral centres like the neighbourhood centres and parades in the WNP area, (as well as in the town centre). There is pressure to convert shops into other types of retail uses (A2/A3) such as fast food, betting shops, beauty parlours etc. These parades can now also be converted into housing as this is now allowed under specific circumstances by Permitted Development Rights, and so they are increasingly vulnerable. This can be particularly an issue in the western suburbs of Windsor which depend upon those neighbourhood shops more due to their distance from the town centre.

4.52 Public houses

OBJECTIVES:

Protect public houses from inappropriate development.

Photo 10 The Black Horse pub Dedworth Road



CONTEXT

Public houses³⁹. Loss of public houses has been a strong theme in our research. Some public houses, have been sold for housing despite an ongoing demand as a viable business, or for use as a

automatically permitted without seeking planning permission including those within a use class, so councils and NPs have no control of these changes of use.

³⁸ RBWM Retail Review June 2015

³⁹ In England the listing of a public house as an asset of community value will trigger a temporary removal of the national permitted development rights for the change of use or demolition of those public houses that communities have identified as providing the most community benefit. This will mean that in future where a public house is listed as an asset of community value, a planning application will be required for the change of use or demolition of a public house. This then provides an

community facility. Particularly in areas where there are few other eating and drinking opportunities they can be a real loss to the community.

INTENT

We support the principle of maintaining public houses where they remain as viable businesses, and or where the buildings can have alternative community or commercial functions, or where they are in heritage or landmark buildings, especially in areas where there are few community facilities.

POLICIES –Public houses

PUB 01. Where the loss of a public house is proposed, the developer must prove that there is no viable use by carrying out a 12 month public marketing exercise in a form agreed by the local planning authority in advance of being undertaken.

Mixed uses and other commercial or community uses will be encouraged where the existing business is no longer viable. Community uses should be considered first.

PROJECT

Create a list of remaining public houses and apply for ACV status as required.

REASONED JUSTIFICATION

PUB.01. There are three issues around the loss of public houses.

- 1) Loss of viable Businesses
- 2) Loss of Community facilities (pubs act as community living and dining rooms and meeting places)
- 3) Loss of buildings full of local character.

Issue 1: Although this is covered by RBWM business policy, this has not saved some public houses which were valued by the community, so we can also seek to protect viable pub businesses in our policies. We wish to protect business uses and also community uses by asking for a viability test, and ensuring that replacement uses consider community business uses first.

Issue 2: This has now been addressed by national policy. The loss of public houses has evidently been a national concern as there has now been a change in national policy to enable these valuable facilities to be better protected. In April 2015 legislation was brought in so that future public houses which have been listed as Assets of Community Value (ACV) will no longer be demolished or allowed to change use without a planning application and a chance for the community to comment. This is a welcome change for Windsor, (but too late to save many), and any public houses which are not ACVs will still be vulnerable. In many cases there are now alternatives to pubs which can serve a similar community function, such as coffee shops.

opportunity for local people to comment, and enables the local planning authority to determine the application in accordance with its local plan, any neighbourhood plan, and national policy. The local planning authority may take the listing into account as a material consideration when determining any planning application."

Issue 3: This is covered by heritage building and character policy. Our policies under Character and Heritage (including Non Designated Heritage Assets) should help to protect any valuable buildings which remain.

As a project we have created a list of remaining public houses, and will act as an information point for residents who may wish to nominate public houses as ACVs. We have a nomination form on our website and we will pass suggestions to RBWM. See our List of remaining public houses in the WNP area at Spring 2016 in *Appendix 5 List of Community Assets (including Pubs)*

PRE-SUBMISSION DRAFT

4.53. Retail and small business

OBJECTIVES;

Support improvement of appearance, shop fronts and public realm in local shopping areas.
Support a healthy balance of retail uses including independent retailers
Support business uses and facilities
Support small and independent business

CONTEXT

The WNP area does not cover the town centre, so shopping in the WNP area is confined to Dedworth Road Local Centre, Neighbourhood Parades, and some individual local stores. These act a focus for service and convenience uses, with very little “comparison” shopping. Also two garden centres outside but immediately adjacent to the WNP area (within Bray NP area) provide retail facilities which serve the whole of Windsor, but are especially useful for those on the western edge of town.

Our consultations showed concern from local people about this local shopping and potential loss of essential services. Concerns included the appearance of shopping parades and the public realm around them, maintaining a good balance of independent retailers, and essential shops. (Rents and Business Rates which were mentioned by some people are outside the scope of an NP). Concerns about the number of fast food takeaways and betting shops were also expressed, and there has been some evidence of clustering of these around Dedworth Road.

Existing Local Plan policy⁴⁰ supports the role of local shopping parades and centres and resists change of use to non-retail (Use Classes A2 or A3) unless it is required to maintain vitality where retail use can no longer be sustained. The emerging BLP (policy 30) supports development proposals within Local Centres (Dedworth Road?) and BLP 31 Shops and parades outside of defined centres, allowing change of use that support community functions and also requires appropriate marketing evidence for change of use.

Local parades are also now vulnerable from being changed to housing because changes of use from A1 & A2 (financial and professional services) to C3 (dwellings) is now permitted development. These small parades are quite vulnerable as the loss of one shop in a small parade can lead to smaller footfall and the subsequent loss of the whole parade.

Shop fronts can also contribute to the attractiveness of an area. Existing RBWM shop front policies relate only to the town centre, and do not extend to neighbourhood parades where architecture tends to be undistinguished twentieth century design. External security shutters are not normally permitted in RBWM, but have crept in in places.

People want to see independent retailers thriving in their area, and we wish to encourage planning applications from independent retailers.

National policy allows offices and commercial premises to be changed into homes through Permitted Development Rights and the NP and Borough is unable to stop this happening except through an

⁴⁰ Local plan policy S7

article 4 direction. This is creating a situation where businesses will be increasingly unable to find premises in the WNP area.

The high level of start-ups in RBWM indicate a need for micro and small business provision yet there is little such space available.

Provision of sufficient employment space is the responsibility of the Borough, and the Employment Land Review assesses the need for such space. The evidence in the RBWM Employment Land Assessment 2009 suggests that the need for employment space within the Borough can largely be met through intensification and redevelopment leading to more efficient use of existing sites. Current Local Plan policies⁴¹ restrict development for business uses to existing centres of employment and town centres, but allow small scale developments (Under 100m²) outside of these areas.

Some existing shops are low in height and this can be considered as a poor use of land. There is potential for more storeys in some places, such as the Co-op site on Arthur Road or Tesco's on Dedworth Road, and some shops along the main shopping area at the junction of Dedworth Road and Vale Road/St Andrews Crescent, where there is scope to provide residential units above shops..

Windsor Racecourse Marina is a small site in the Green Belt by the river where there is already some development, and a small "lodge" holiday park has permission there, to add to the Restaurant and boat facilities already there.

INTENT

To ensure that retail premises are available for a varied range of essential shops and attempt to work towards a healthy balance of use classes and encourage independent retailers.

To improve the appearance of shop fronts, and the public realm around local shopping parades.

To designate Dedworth Road/Vale Road as a "Key Local Shopping Area" and improve its appearance, public realm and shopping facilities.

To increase the use of space above shops.

POLICIES RETAIL AND SMALL BUSINESS

RET 01 Shop fronts: All proposals for new shop fronts in the WNP area should conform to the general principles and objectives as outlined in the Windsor NP Shop Front Design Guide (2016) and summarised below.

General Principles: Any shop front should reflect the building overall. A sense of local character should be encouraged. Exterior metal roller shutters should be avoided. Where possible the whole frontage area including parking and landscaping should be considered as a whole, as well as pedestrian and disabled access.

Objectives: To support retail architectural features of merit, well-proportioned frontages, to use appropriate materials, to ensure accessibility, to create attractive window displays, integrate

⁴¹ Local Plan policy E1

security features, signs canopies and awnings in proportion, make maximum use of the forecourt and best use of colour.

For more details and examples see *Appendix 13*

RET 02

There is a presumption against A5⁴² Hot food takeaways and Sui Generis uses such as betting shops and pay day loan shops where clustering of such uses would harm retail vitality of A1-5 uses.

RET 03

Changes of use from A1 to A2/A3/B1 will be accepted in the Local Centre where A1 remains at 40% of all units

1. Development that supports the vibrancy and vitality of the Dedworth Local centre by diversifying and enhancing the range of local shops and services for the local community will be supported
2. The loss of shops and related commercial services for the local community will be resisted unless it can be demonstrated that reasonable efforts have been made to secure their continued use for these purposes.

RET 04 We support the use of air space above shops allowing mixed use, as long as the shop is retained as it doesn't contradict other policies in this plan, particularly in the following locations. The height of any re-development should be commensurate with the character of the area.

1. Co-op site at Alma Road
2. Tesco, Dedworth Road.

(Dedworth Road Other sites are covered by our Place Section Dedworth Road Urban Design Scheme 4.61)

RET 05

We support some limited development at Windsor Racecourse Marina to improve the use of the waterfront with publicly accessible facilities on previously developed land.

PROJECTS

We support general improvements to the public realm that would help to boost retail vitality and footfall such as; cycle parking, pavement widening, additional short stay parking, planting of trees and verges. in Key Local Shopping areas at the following locations:

1. Clewer Hill Road
2. Springfield Road
3. Clarence Road (next to the Shell Garage)
4. Arthur Road

⁴² Extract from Use Classes ([www.planning portal.co.uk](http://www.planning.portal.co.uk)) A1 Shops A2-Financial and Professional Services A3.Restaurants and Cafes A4 Drinking Establishments A5 Hot food takeaway Sui Generis A use that does not fall within any other use class.

REASONED JUSTIFICATION

RET 01 The Existing RBWM shop front design guide doesn't cover the WNP area, so we have outlined a WNP area Shop Front Design Guide with some good general principles and positive examples which are suitable for the type of suburban area local shopping parades we see in our area.

RET 02 Improvements to appearance through general public realm improvements and shop front improvements along with appropriate and essential shop uses should help to attract customers and help them to stay longer. Some shops do not make the best use their shopfronts and metal roller shutters have crept in, damaging the public realm, creating dead frontages, and this can enhance a perception that a Neighbourhood area is unsafe. Our Supplementary Planning Document is intended to provide guidance in what local people wish to see and uses similar ideas from similar areas elsewhere as well as existing RBWM Shop front guidance for central Windsor.

RET 03 We wish to guard against the potential cumulative negative impacts of new developments on local shopping areas. There is a recent history of clustering of such uses along Dedworth Road, and three betting shops within a short distance. This is close to an area of deprivation, and two schools, and can exacerbate some known social problems. The planning applications for the last betting shop were faced by considerable local opposition.

RET 04 We can incentivise uses on Dedworth Road by allowing the space above shops to be used more effectively as covered by the NPPF Core Principle 17 "*encourage the effective use of land...*". Several shops along Dedworth Road have recently applied for planning permission for increasing height and these applications which are coming forward already such as Mahjacks and Threshers can be supported as long as the proposal conforms with our Dedworth Road policy. This will allow more space for homes in areas that are well connected and help with the vitality and viability of local shops, could also help small business find space where offices are built above shops.

RET 05 The restaurant at Windsor Racecourse Marina provides a popular waterfront location for local people to visit and uses the Marina waterfront on a small backwater of the Thames accessed down a private road between the Harvester and Windsor Racecourse. The Marina has recently been expanded and a development of holiday lodges overlooking the Marina is currently underway. The site also supports small business uses in the form of a small boat yard. There is parking right adjacent to the site in a gravel parking area, and facilities for boat users from the Marina. Some more public access on the waterfront at this site would be a good use of land and could provide a valuable public amenity for leisure. The site is in the Green Belt and flood plain of the Thames and is next to but not part of the Royal Windsor Racecourse, and it is previously developed land. This is compatible with Borough Local Plan policy TM7 on the Racecourse site to allow development which doesn't result in over intensification or conflict with policies on development in the flood plain, and should be designed with detailed consideration of these and landscape issues.

PLACE POLICIES and PROJECTS

4.6.1 Dedworth Road Urban Design Scheme

Within the WNP area this is the main area which could have a significant positive impact on the town if redeveloped. We have applied and interpreted our general policies for this area to demonstrate a vision for it and how we feel it can be improved. The scheme brings together shop front, retail, highways, and public realm issues. This scheme is intended as a starting point for discussions with the appropriate councillors and officers within RBWM rather than as a final polished scheme, and the details would be subject to negotiation. It could be paid for using Community Infrastructure Levy funds.

Photo 11 Shops on Dedworth Road St Andrews Ave junction



Community Comments

- * feel small businesses closing in Dedworth feel we are losing local trades.*
- * loss of small shops in Dedworth and replacement with Fast Food chains and bookies.*
- * Dedworth is the "forgotten area" of Windsor It is steadily going downhill, blighted by lack of investment*
- * Creation of a heart for Dedworth is a small step in the right direction*

Vision

In 2030 Dedworth Road has an improved street scene and public realm throughout that has been de-cluttered to create a more attractive and pleasant environment. Highways improvements have brought about a more positive experience for pedestrians and cyclists including improvements to the roundabout to the east of the road between Dedworth Road and Windsor Town Centre. The creation of prominent arrival experiences at both the eastern and western gateways of Dedworth Road lets visitors know they have entered Dedworth Road, an area with a thriving café culture and night time economy offered alongside retail facilities serving more local needs. Reductions to the width of the carriageway and widening the footpath have made it a safer and more walkable environment without impacting on traffic flows. Remodelled parallel on-street parking bays (incorporating more spaces) have freed up space in front of shops for seating areas creating a sense of activity along the street. Traffic-calming interventions have reduced traffic speeds along the retail hubs and around the Clewer Memorial Recreation Ground alongside pedestrian-prioritised crossings such as zebra crossings in high footfall areas.

OBJECTIVE:

To improve the appearance vitality, viability and utility of Dedworth Road for shoppers, businesses, pedestrians, cyclists and motorists.

CONTEXT (For the full report on Dedworth Road please see Appendix 13)

West Windsor and Dedworth in general was identified in our surveys as an area where there is much scope for improvement.

The appearance of the area, the balance and type of shops, the quality of the public realm, lack of essential services, too many fast food outlets and bookmakers, and lack of centre, were all identified as problems. Pedestrians and cyclists could be better provided for. Dedworth Road is the central thoroughway and dominated by traffic and parking. Retail parades are now susceptible to changes of use to residential uses from Permitted Development Rights, which can threaten the whole viability of areas.

It is a busy road. Average daily vehicle counts recorded along this road for the year to September 2014 show levels of 3-4000 per day (peaking at 350 per hour) between St Andrews Ave and Manor Road, and 6500-8000 per day (peaking at 600 per hour) at the Royal Windsor Way end of Dedworth Road at the Roundabout.⁴³

INTENT

Research in conjunction with AECOM Consultants suggested the best opportunity for improvements existed along the stretch of Dedworth Road between Hatch Lane and Clewer Hill Road junctions. We commissioned AECOM consultants to create an urban design concept to improve Dedworth Road as a starting point for discussions with the community and Borough. They have identified the best opportunities are to improve the two main hubs that exist at St Andrews Avenue Junction and Manor Road Junction and have proposed some possible interventions for them. **Consultation with the community (January/February 2016) has confirmed that this scheme is agreed as a starting point for discussions with RBWM to improve this area. This will be used to work with other relevant organisations to realise improvements.**

Improvements can improve the road without affecting the flow of traffic.

⁴³ Source Average daily Vehicle Counts Recorded 6am-10pm RBWM Permanent Traffic Monitor Data as shown in WNP Transport Appendix No xxx

Overarching policy

Overarching policy

DR.01(a) Dedworth Road

All development within Dedworth Road defined focus areas marked by dotted rings on *Map 11* must utilise opportunities, where relevant, to provide for:

1. Creation of a prominent local centre at the St Andrews Avenue Junction Retail Hub to improve the function of the place for residents and visitors; and
2. Redevelopment and intensification of underutilised land or buildings for new homes or commercial premises;
3. Landscape treatments and street trees and street furniture such as planters and seats and signage where possible without cluttering.
4. Improvements for walking and cycling connections along Dedworth Road
5. Reductions to the width of the carriageway and widening of the footpath where it is possible to do so without impacting on traffic flows and improving parking.
6. Increased parking provision where possible in liaison with the Local Highways Authority
7. Pedestrian prioritised crossings such as zebra crossings.
8. Traffic calming interventions to reduce the traffic speed through the retail hubs and around the Clewer Memorial Recreation Ground and to allow improving access between the shopping and green spaces.
9. A new pocket space and landscape features to provide a place where people can sit and spend time.

Map 12 St Andrews Ave Retail Hub Site Opportunities



DR.01(b)- St Andrews Avenue Junction Retail Hub

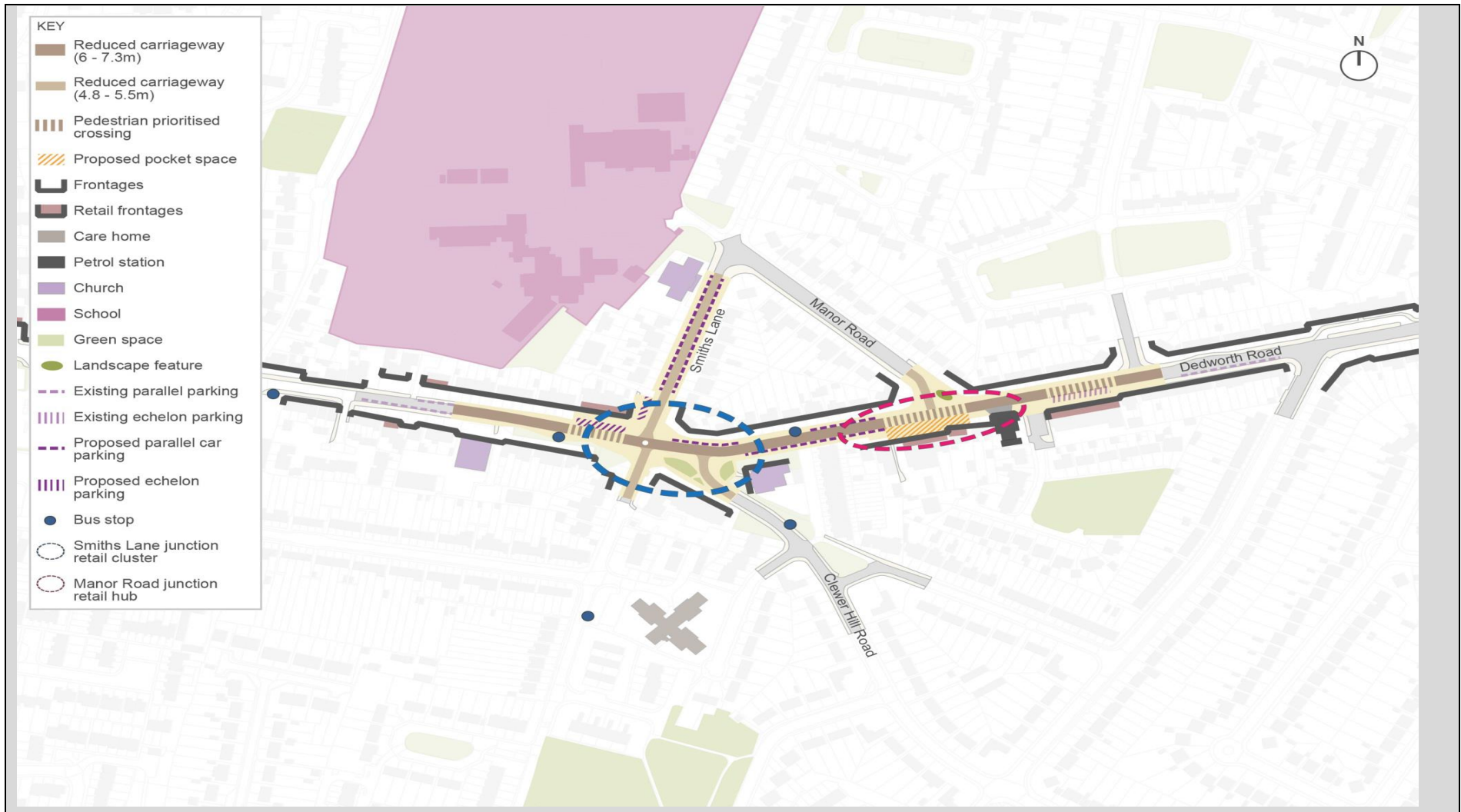
The area marked with the dotted ring on **Map 12** will be allocated as a **Key Shopping Area**, and development opportunities that should enhance the areas retail and residential function for the communities around Dedworth Road and the wider neighbourhood area will be encouraged.

Proposals in the **Key Shopping Area** should, where relevant, provide for:

1. Redevelopment and intensification of plots in the proposed Key Shopping Area where land is under-utilised
2. A wide variety of retail outlets, especially those that will encourage social interaction; and
3. A new pocket space and landscape features to provide a place where people can sit and spend time and more activity;
4. More cycle parking;

PRE-SUBMISSION DRAFT

Map 13 Manor Road junction site opportunities



DR.01c)-Manor Road junction -Retail Hub

The retail frontages in Manor Road junction and on the corner of Smiths Lane shall be protected and enhanced and designated as a **Key Shopping Area**.

Proposals in this location (identified on **map 13** should, where relevant, provide for:

1. A new pocket space in front of the retail frontages by the Manor Road Junction, and introduction of landscape features to provide a place where people can sit, interact and spend time;
2. Outside seating areas in front of shops to encourage more activity;
3. Improvement of the pedestrian movement in between the retail frontages and the cluster of retail frontages to the east of the petrol station; and
4. More cycle parking along the retail hub.

REASONED JUSTIFICATION

Both policy ideas propose a number of ideas to improve the centres on Dedworth Road, making them more attractive for users-particularly local people who would arrive on foot-and businesses alike.

The focus here is on design interventions, and our general policies on shop fronts will also apply (see Policy RET.01 section 4.53).

Consideration has also been given to interventions to maintain a healthy balance of use classes to restrict betting shops and fast food takeaways (See our Working and Shopping policy RET.02 section 4.53) There is considerable community concern about the proliferation of these damaging outlets on the community and evidence from obesity rates, diabetes rates, gambling addiction, health of the population.

Implementation. These proposed public realm improvements can be financed by Community Infrastructure Levy funding from development in the Dedworth area. See how we propose to deliver and implement these improvements in Section 5 of this report Delivery and Implementation Plan.

4.6.2 The former Imperial House and Police Station quarter.

Objective. To enable housing to be developed on this major site, in addition to or instead of employment, should employment only uses not materialise.

Context / Intent

The Borough has an established need to provide more housing.

This site is the only major brownfield site in the WNP area. It currently has Planning Permission for a major office development of five blocks with associated multi story parking and off site car parking and RBWM has identified the site in their emerging BLP as a strategic employment site. Should this development NOT materialise for any reason, then the local community would like to see consideration given to mixed use or housing development on the site. This scheme has been drawn up and consulted on within the area and is supported by local people.

Vision

In 2029, the Alma Road and Goslar Way site has been redeveloped to provide a new quarter of the town. The development offers high a mix of high quality homes predominantly for families with generous green spaces and improved linkages to the neighbouring park and retail area as well as some new commercial space.

There is a significant area on the edge of the town centre which comprises two substantial individual sites, the former Imperial House and the existing Police Station. It is the view of the NP that this total area should be considered as a whole for potential development, either separately as is the likely situation or at the same time. This is the single most significant development site in the Area.

The area has the Trinity Conservation Area sitting on its north east edge, and Vansittart Road and the Vansittart Recreation Ground with skate park and children's play area to the West, and Alma Road to the east.

Windsor Neighbourhood Plan.

Map 14 Map of identified potential sites between Vansittart and Alma Roads. The former Imperial House site in Blue and Police Station in Green (the other two are not currently available)



The existing status of these sites is summarised below.

	Status	Emerging BLP	Notes
former Imperial House (blue)	Application 10/00820 for employment space refused 12Jul2010. Appeal 10/60074 21Oct2010 allowed Feb 2011.	Listed as a strategic Employment site	Site vacant and boarded. No tenant secured as of February 2016. Planning permission is "live" as the original building has been demolished
the Police Station (green)	Police have been vacating the site.	Listed as a potential housing site ⁴⁴ .	Likely to become available soon. Thames Valley Police have indicated they would seek residential uses for their land holding.

Should the land immediately adjacent and to the South, Youth & Community Centre and Hovis Court become available then we would like these also to be considered as part of the scheme. The existing status of these sites is summarised below.

	Status	Emerging BLP	Notes
Hovis Court (yellow)	Application 15/03184 for extension to office block to 5000 sq m with parking for 92 cars	Not mentioned	The developer has indicated a preference for commercial use
the Youth and Community Centre (orange)	Owned and operated by the RBWM	Not mentioned	

The former Imperial House site has planning permission for five buildings of between one and four storeys, with 25,000 square metres of office space and a café and ancillary security facilities, which could potentially house between 1000 and 2500 employees⁴⁵ and with a total of 495 parking spaces on site and three drop off spaces. RBWMs highways report notes that the proposed parking provision meets the current RBWM standards and the development is close to public transport links. It is fair to say that there are community concerns about the traffic impact of this proposed development although the Appeal decision made clear that these were considered within reasonable limits for up to 1200 employees. However, the Appeal decision (February 2011) makes clear that should the development go ahead, a robust Travel Plan must be implemented including further parking spaces to be provided off site via Park and Ride at LEGOLAND, Home Park and/or Windsor Racecourse to meet potential demand.

⁴⁴ Police Station Site. WNP Discussions with Thames Valley Police Property Services Dept 26th Sept 2014

⁴⁵ For the original reports on this proposed office development see

http://www.rbwm.gov.uk/pam/planning_application_search.jsp?appnum=10%2F00820%2FFULL

Item 32-Planning Appeal Decision Notice, Item 34-Section 106 agreement including Travel Plan, Item 104 Highways Report, Consultee-Highways 19-July-2010

Developers have not succeeded in pre-letting the site since the planning permission was given in 2011, although it is recognised that the current owners could decide to build speculatively anyway. The planning permission is “live”, that is it can be enacted at any time, owing to the demolition of the former Imperial House office block.

Nearby Hovis Court also now has planning permission for extended office accommodation, which can potentially add to parking pressures.

POLICY

IH.01: Alongside the guiding planning principles for the allocation in policy IH.02, the plan supports the provision of a housing or an integrated business/residential scheme for this site.

As illustrated in figure 8, an indicative residential-led scheme that covers the whole site should have a relatively equal split between family houses with gardens (3 and 4 bedrooms) and apartments (1 & 2 bedrooms), at a density of approximately 50 dwellings per hectare.

When development within this area is being considered, it must be considered as an integrated whole. We would prefer a single overall scheme, but we have no objection to individual applications being made, subject to the whole site being viewed as one in terms of (1) surrounding infrastructure; (2) design and appearance criteria; and indicative layout shown in *Map 15*.

Map 14 Indicative scheme for the Police Station and the former Imperial House sites



Overarching Principles

IH.02: Proposals for this area must include provision for the following:

- i) Creation of a new pedestrian and cycle connection between Alma Road and Vansittart Recreation Ground Park
- ii) improving existing pedestrian and cycle ways by introducing overlooking building frontages
- iii) creating a connected layout to increase pedestrian and cyclist movement alternatives
- iv) protecting and enhancing the green character of Alma Road
- v) respecting and responding to the surrounding mass and scale of the buildings
- vi) 'feature' buildings at the location of the former police station, where they create an articulated view from St Mark's Road towards Alma Road
- vii) no substantial retail elements that would detract from nearby shopping areas

REASONED JUSTIFICATION

This is an opportunity for the Windsor plan to assist the council in meeting the housing needs of the community while at the same time really improving this section of the town. RBWMs consultation on sites for development (2013) showed that most respondents would support development of this area with the majority supporting a mix of smaller houses and apartments on this site.

This view was supported by the WNP's recent Options Consultation in Jan/Feb 2016 which reached the same conclusion.

Consultants AECOM were commissioned to consider the development potential of the site. They put forward a number of options for development, in various combinations of housing, apartments and commercial use, which after consultation we narrowed down to 4 options (A through D) which we submitted to public consultation in Jan/Feb 2016. We have not carried out an infrastructure or commercial viability analysis.

The initial responses captured during ongoing consultation activities favoured one particular option, Option C, as shown on *Map 15*, a wholly residential option broadly in line with the RBWM findings in 2013; namely a mix of houses and apartments.

A handful of respondents mentioned a need for some employment space (but this was not at a significant level in our research), although the business community led by the Windsor Chamber of Commerce supports the use of this site for employment uses partly because of the fact that people likely to be working on the site would use and therefore support the retail function and sustainability of the town centre.

We recognise that compromises may be needed and for this reason would support an integrated mixed scheme which combined both employment and residential functions, subject to satisfactory design considerations and sufficient parking provision. An increased residential population near to the town centre would also help to support the retail functions of the town centre and thereby improve town centre sustainability.

It remains our view that a predominantly residential development, but including a small amount of

office employment space could provide a good way forward that could be satisfactory for all parties. Parking considerations and open space provisions of any future scheme are covered by our general Parking and Open Space policies and the same principles apply here.

The WNP covers a fifteen-year period and the policies within it must be flexible AND support growth in accordance with the NPPF. The work which has been done to date provides a basis for discussion with RBWM and the community. The current discussions about the Police Station must proceed within this framework.

PRE-SUBMISSION DRAFT

4.6.3 LEGOLAND

OBJECTIVES

Support development which enables LEGOLAND to retain its status as a key local employer and a leading theme park, but which protects the amenity of local residents, landscape and neighbouring Special Area of Conservation

Community comments

- *Protect the Green Belt*
- *Maintain green links with open countryside*

CONTEXT

LEGOLAND is a key issue within our Area. On the one hand it is a successful international brand and one of the most visited top 10 tourist destinations in the country and a very key and supportive local employer. On the other hand, the volume of visitor generated traffic provides probably the most contentious but subjective issue in the Area. Local mentions from our consultations focus mostly on the traffic volume and appearance issues.

LEGOLAND is also within the Metropolitan Green Belt (and therefore subject to National and Borough Green Belt policy) and in a very environmentally sensitive area, being next to Windsor Forest and Great Park internationally designated Special Areas of Conservation, and Site of Special Scientific Interest⁴⁶, and forms part of the wider edge of Windsor Great Park landscape. The RBWM Landscape Character Assessment 2004 explains the importance of the site as part of the wider landscape of the area.

Windsor Forest (Internationally designated Ancient Forest which has been there since at least 1600AD) shares a boundary with LEGOLAND. The Forest is especially important for biodiversity with “unique assemblages of flora and fauna”⁴⁷ particularly rare beetles and flies and nesting sites for birds⁴⁸. On the opposite side of Winkfield Road is various forest and farmed parkland within the Great Park boundary, and Winkfield Road itself has wide grass verges and hedgerows.

National Green Belt policy allows development within Green Belt under certain circumstances where there is limited infilling or partial or complete redevelopment of previously developed sites (paragraph 89) or the re-use of buildings or certain other forms of development (paragraph 90) or where there are Very Special Circumstances (NPPF paragraphs 87 & 88) and where it can be shown that any harm is clearly outweighed by other considerations.

⁴⁶ SSSIs are sites of national importance designated under the Wildlife and Countryside Act 1981 by English Nature in England. They protect wildlife, geology and Landforms.

⁴⁷ RBWM Landscape Character Assessment 2016. Para 2.2.38.

⁴⁸ Ditto 3.4.10

The emerging BLP identifies LEGOLAND as an “Important Previously Developed Site within the Green Belt” and this is likely to allow redevelopment and more development within the existing built area in accordance with the NPPF. As a whole we have found that residents recognise the need for this and are supportive of this as long as it is balanced with care for dealing with congestion and environmental issues.

A more detailed description of these and other issues is included in our Evidence Base LEGOLAND Report .

Concerning traffic, we have already discussed that an NP is unable to influence traffic congestion directly. Our research has shown that a complete model of traffic flows around Windsor and past LEGOLAND is not yet possible due to gaps in the data; for example, there is no traffic measuring point south of LEGOLAND to establish how much traffic bypasses LEGOLAND or turns South out of the Park. We conclude only that LEGOLAND is not the only generator of local traffic flows, and that one has to look at all of the sources of traffic to understand the problem fully. This can then lead to solutions through working to reduce traffic from ALL of the sources, and to help work with LEGOLAND to improve mitigation. Therefore, we will support a project to do any improved data collection and analysis by RBWM to allow future policies to be developed from a greater knowledge. This is covered under our Getting Around Project section. We will also work with LEGOLAND collaboratively in future to assist in this process.

Concerning appearance, some but not all of the site is visible from close up along Winkfield Road and at long distance across the Great Park from Sheet Street Road, more so in winter, and the entrance to the site has been configured to be attractive to customers.

There is a buffer zone between the northern built area of the park and the park boundary which protects nearby residents from noise and park activity as well as having landscape functions (as identified in RBWM Local Plan Appendix 13).

Concerning biodiversity, we have already discussed in section 4.1 how the park edges along Winkfield Road and buffer zone outside of the developed area can form part of a Green Corridor along Winkfield Road running into Windsor, and the buffer zone can be a green corridor to the area between LEGOLAND and St Leonards Hill.

INTENT

- Support protection and maintenance of the green appearance, landscape, and nearby special areas of conservation.
- Support Winkfield Road and the undeveloped north edges of the park as a green corridor.
- Support the amenity of local residents.

POLICIES LEGOLAND

LEGO.01 Support the protection and maintenance and enhancement of the green appearance of the boundary from Winkfield Road, and views in to the Park from the Great Park, to enhance and maintain Winkfield Road as a Green Corridor.

LEGO.02 Ensure the retention of the existing buffer zone between the north side of the Park and nearby residential areas to support, enhance and maintain the zone as a Green Corridor (see policy BIO 02).

LEGO .03 Support the retention and use of the Park and Ride facility at the park within its current extent.

REASONED JUSTIFICATION

LEGO 01: There are good views towards the site from Windsor Great Park Sheet Street Road parking area in the WNP which enhance the feeling in the Great Park of being completely surrounded by green, so it is a true oasis in a heavily built up south east. This is a very rare experience for most people.

The white St Leonards Mansion (an area Landmark) and a white canopy are currently visible structures above the extensive tree cover in this panorama in summer, although in winter the other structures are more visible from the Great Park Sheet Street Road. Management of the tree canopy cover will be very important to maintain this green view when any development is permitted. See also our Views policy VIE 01 and detail in Appendix 11, View 11.

The hotel and carpark are also visible from close up when passing on Winkfield Road due to some thinner boundary shrubbery in winter. The WNP supports management of the boundary to maintain a largely green appearance and to enhance the use of Winkfield Road as a Green Corridor into Windsor to help take nature in. The LEGOLAND park is immediately opposite Windsor Great Park and next to Windsor Forest. Keeping this boundary green helps to enhance the possibilities for wildlife and biodiversity on the edge of the park and helps preserve the functions of the Green Belt. (A new cycle route is also supported along Winkfield Road as long as the design allows for Green Corridor functions).

LEGO 02⁴⁹: A buffer zone to the north of the site provides both visual and noise protection between the built area and nearby local residential areas of Dower Park/St Leonards Hill is identified in the RBWM Local Plan Appendix 13 and the original site planning permission. We would also like to see it maintained and protected through our plan with both distance and density of trees and vegetation. This zone is also important for wildlife and biodiversity so we wish to see it as an official “Green Corridor”.

LEGO 03: The Park and Ride does no harm, and it is used by hotel guests, and although we have no

⁴⁹ This is a non-statutory RBWM Landscape Conservation Designation identified in the RBWM landscape Character Assessment (Sept 2004) and Local Plan (2003) policy N1. **The emerging LP is expected to update the earlier Appendix 13 but this is not yet available.**

evidence that it is well used by the general public, it can play a useful role in helping towards Windsor's parking problem by, for example, providing a useful facility for Windsor employers as well as visitors to use. People can use the P&R facility all year by for example parking there and taking the 702 bus into London. The facility is promoted by RBWM on their website as part of a ring of small P&Rs around Windsor. (Home Park, King Edward VII Hospital, Centrica are currently the others). The P&R shares spaces with the LEGOLAND hotel, which is shortly to be expanded and could put pressure on available spaces for Park and Ride. We therefore support preserving the scope for P&R spaces within the current extent of the car park.

PRE-SUBMISSION DRAFT

4.6.4 Royal Windsor Racecourse

OBJECTIVES

Support development which enables Windsor Racecourse to retain its status as a key local employer **and** which protects the amenity of local residents

CONTEXT

Windsor Racecourse a leading tourist destination and a key local employer. It is built on an island within the Thames and therefore the whole of the racecourse itself and buildings are within the Thames flood plain as well as within the Metropolitan Green Belt. Development on this site is therefore heavily restricted by National and Local policies covering Green Belt and Flood Plain. The grassed area at the entrance to the site (used as a car park on event days) is the only part of the site outside of the highest risk flood area. The Thames Corridor is important for wildlife and biodiversity and is officially designated as such by RBWM.

National Green Belt policy allows development within Green Belt under certain circumstances where there are Very Special Circumstances (NPPF paragraphs 87 & 88) and where any harm is clearly outweighed by other considerations, and also allows limited infilling or partial or complete redevelopment of previously developed sites (paragraph 89). The emerging BLP proposes the Racecourse site for designation as an "Important previously developed site within the Green Belt" giving it more importance as a commercial site and allowing some development as long as it fits within other policies, and this is likely to include a hotel. RBWM Local Plan policy (N2) "Setting of the Thames" will not allow development which will affect character and setting, and RBWM does not allow functional flood plain to be built on, although emerging BLP policy BLP5 (River Thames Corridor) proposes promoting appropriate river related economic, leisure and sporting activities, and appropriate proposals for sport, leisure and river related employment.

RBWM's 2009 Parking strategy includes a P&R at the site and they secured planning consent for a 400 space Park and Ride at the site in 2012 which was not implemented due to the Olympics. It is expected that this will proceed at some point.

The Racecourse has race meetings and other seasonal events spread through the year, but mostly in the summer April to October with evening and weekend race meetings, totalling around 7/8 events a month in the summer season. This causes traffic congestion and flow issues during those times along this busy "A" road, particularly at the junction with Clewer Village/Mill lane where there is a mini roundabout, and at the entrance to the Racecourse parking areas.

The company has emerging plans to develop the business and has proposed to increase the number of events, as well as a hotel on the site to increase the average visitor stay. Pre-planning application consultations for a hotel were carried out with the community during the summer of 2015. RBWM's emerging BLP is likely to enable this to happen subject to Green Belt Very Special Circumstances.

A “Park and Float”⁵⁰ has also been suggested and supported by RBWM within their Local Plan policy TM7 (2004) although we don’t know if this is the emerging Parking Strategy.

INTENT

Mitigate the effects of known traffic issues at the entrance

Support the amenity of local residents

Support protection and maintenance of green appearance, landscape and Thames River Corridor

Improve access to and enjoyment of the river

POLICIES-ROYAL WINDSOR RACECOURSE

- RWR.01:** Support changes to configuration of the Racecourse entrance to improve flow of traffic and reduce impact on neighbouring properties, particularly on light pollution from departing traffic, and other specific initiatives to improve the flow of traffic.
- RWR.02:** Support “Park and float” subject to independent traffic impact assessment and highways authority being satisfied that traffic management issues are adequately provided for.
- RWR.03:** Support the protection and maintenance of the green appearance of the boundary and green appearance from Maidenhead Road and the river to support enhance and maintain Maidenhead Road as a Green Corridor.
- RWR.04:** Ensure that nearby residential areas are well buffered from Racecourse activity through distance and density of vegetation and trees.

REASONED JUSTIFICATION

We have not included a policy of development here as it is being covered by the emerging BLP. In general, this side of Windsor is not so well served with facilities as the rest. Our research has indicated that many people would welcome some facilities in this vicinity such as a hotel or facilities open to the public near the jetty which residents could benefit from (subject to access and appearance and traffic considerations). A hotel location to the rear of the parking area would be favoured to reduce the impact on the visual appearance of the site from Maidenhead Road, along with lots of green landscaping to screen it.

RWR. 01 Nearby residents complain about the traffic on event days from incoming traffic queuing on Maidenhead Road and also from impact of the lights from departing traffic on their homes. We would like to see changes to the entrance configuration of the site to improve the flow of traffic and

⁵⁰ Park and float. Visitors arriving by car could arrive and park at the Racecourse and get a boat into Windsor from the Racecourse jetty.

reduce the impact on nearby residents, and our other policies would improve amenities for both residents and visitors.

RWR. 02 In principle we also support the improved use of the river and the idea of a limited capacity Park and Float as this could be a development opportunity with a negligible impact on traffic congestion. There is a jetty on the Thames right by the racecourse which enables visitors to come by boat from central Windsor, which is popular on race days, and is an attraction that uses the river well.

We also in principle support Park and Ride as proposed by RBWM. A scheme of 400 cars would not be large enough for a full scale public P&R scheme to work. It may though work for a company or for pre-organised coach arrivals which could run minibuses or boats backwards and forwards at arrival and departure times. There may be a small impact on traffic management issues along the A308 Maidenhead Road which could be minimised if access and road configuration were improved. Public Park and Ride schemes need to be large scale typically 1000 cars (like Oxford) to sustain the frequency of transport necessary to make people want to use them, and also need to intercept people off the main routes into town.

A hotel and/or a park and float could be small scale and visitor attractions in their own right, as long as any traffic impacts can be contained.

RWR. 03/04 We wish to support the green appearance of Maidenhead Road, and promote its use as a green route through the town helping to maintain links between green areas as provided for in our Biodiversity policies. The Thames is already a designated Green Corridor, so linking the Maidenhead Road with it would enhance the green network through Windsor.

Most of the existing buildings are well away from the Maidenhead Road and are close to the river and are totally screened by trees so invisible from the main road, (although some are visible from Eton Wick on the other side of the river), and there is considerable distance between the racecourse buildings and nearby residential areas which buffer residents from racecourse activity. Potential development could diminish the quality of the landscape views in and out of the site as well as diminish the buffering effect, so we wish to protect residents from these effects.

SECTION 5. DELIVERY AND IMPLEMENTATION

5.1 Proposed Delivery and Implementation Mechanisms, Policy Monitoring.

Delivery Body

A WNP Delivery group will be formed that will meet at least annually when the Infrastructure Delivery Plan is renewed to agree delivery using Community Infrastructure Levy funds, as well as monitor the progress of the plan using the monitoring indicators below.

Community Infrastructure Levy (CIL) funding

The CIL is a charge levied on developers which is used to fund Infrastructure improvements. Once a Neighbourhood Plan is “made” (approved by Referendum) 25% of the total generated within the Neighbourhood Plan Area must go towards Local Infrastructure in that area. In the absence of a Parish Council this money can be held by the Local Authority on behalf of the NP Forum. The NP Delivery Body is able to steer the use of the funds. Regulations allow NPs a much wider range of uses of CIL funds than is allowed the Local Authority. (Section 106 funds can now only be used for site specific mitigation).

Implementation

The Neighbourhood Plan will be implemented by the RBWM who are the Local Planning Authority, (who determine planning applications in the area), and through the WNP steering the public and private investment in the series of policies and projects contained herein.

Development Control

Most of the policies described in the WNP will be delivered by landowners and developers making Planning Applications which will be decided upon by the RBWM Development Control Panel and Planning Officers in the usual way. In making the plan care has been taken to ensure that the WNP policies are achievable and reasonable.

The WNP Delivery Group

will also use the plan to guide them in making representations to RBWM Development Control on planning applications that have been submitted in respect of such planning applications that give them concern. They will also work with RBWM to monitor the success of the policies.

Infrastructure projects

The WN Forum propose the following priorities for allocation of funds from the future Community Infrastructure Levy. H-indicates a High priority

- I. Open space access improvement schemes
- II. Open space facilities improvement schemes

- III. Open space provision of additional Open Spaces
- IV. Biodiversity. Green Corridors improvements e.g Roadside Tree planting, verges
- V. Heritage. Advice for householders
- VI. Views. Viewing corridors maintenance/improvement
- VII. Getting Around. Cycle paths/pedestrian routes improvements (general)
- VIII. Getting Around. Underpasses/cycle paths/footpaths improvement (RWW roundabout & Goslar Way)
- IX. Getting around. Traffic measuring point south of LEGOLAND
- X. Getting Around. General Local road improvements, Bus service improvements
- XI. Getting Around. Public rights of way improvements (general)
- XII. Getting Around. Car park provision and parking improvements
- XIII. Residential amenity. Bin store solutions in problem areas
- XIV. Community. Improvements to existing community facilities
- XV. Community GP Research Project
- XVI. Working and Shopping. Improvements to public realm at neighbourhood parades
- XVII. Dedworth Road improvements to public realm/road configuration

Monitoring indicators

Natural Environment and Open Space

Number of Local Green Space

Amount of open space lost to other development

Amount of new open space provided to support development

Number of new open space access points

Number of new facilities provided in open space

Green boundaries lost (metres)

Number of street trees planted

Appearance

Heritage: Number of applicants in Conservation Areas

Heritage: Number of entries on Local Heritage List

Design: Number of applications rejected/approved in accordance with design guides

Views: Number of applications affecting a designated view rejected/approved

Getting Around

Creation of new cyclist facilities (number/length)

Creation of new pedestrian facilities (number/length)

Improvements made to existing cycle paths/footpaths

Parking: Number of new parking spaces provided

Housing and Community

Number and type of dwellings completed

Residential Amenity	Number of dwellings approved /rejected on amenity grounds
Community	Number of Community facilities gained/lost/improved

Working and Shopping

Pubs:	Numbers of pubs lost/alternative uses
Retail:	Number of shop fronts restored
Retail:	Amount of retail floor space gained/lost
Retail:	Number of new dwellings provided
Other Business:	Amount of employment floor space delivered/lost

PLACE Policies

Progress on these policies can be monitored against the objectives for each specific place.

Dedworth Road	Public Realm improvements, number of shops retained, number of housing units added, crime rates
Imperial House/Police Station	Number of housing units/employment space created
LEGOLAND	Green boundary and buffer zone appearance
Racecourse	Entrance changes, resident impacts, green boundary appearance.

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PART 1 APPENDICES FOLLOW

APPENDIX 1 GLOSSARY

No	Term	Definition
Abbreviations		
	ACV	Asset of Community Value
	BLP	Borough Local Plan
	CIL	Community Infrastructure Levy
	DCLG	Department of Communities and Local Government
	HMO	House in Multiple Occupation
	LCA	Landscape Character Assessment
	LGS	Local Green Space
	MUGA	Multi Use Games Area
	NDHA	Non Designated Heritage Asset
	NP	Neighbourhood Plan
	NPPF	National Planning Policy Framework
	OSA	Open Space Audit 2008
	P&R	Park and Ride
	PPG	Planning Policy Guidance
	PRS	Private Rented Sector
	RBWM	Royal Borough of Windsor and Maidenhead
	SPD	Supplementary Planning Document
	SSSI	Site of Special Scientific Interest
	SWOT	Strengths Weaknesses Opportunities Threats
	TA	Townscape Assessment
	TG	Topic Group
	WNP	Windsor Neighbourhood Plan

General Terms		
	Green Infrastructure	<p>Green Infrastructure from DCLG website (12/8/2016) PPG Paragraph: 027 Reference ID: 8-027-2160211</p> <p>“What is green infrastructure?”</p> <p>“Green infrastructure is a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure is not simply an alternative description for conventional open space. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, canals and other water bodies and features such as green roofs and walls”.</p> <p>The term allows us to refer and consider the collective value of all these spaces at once. Component elements include parks, private gardens agricultural fields, hedges, trees, woodland, green roofs and green walls, rivers, and ponds. The term covers all land containing these features regardless of its ownership, condition, or size. The term GI is a description of what land is, but also reflects what the land does. Benefits include 1) reducing flood risk 2) improving psychological health and wellbeing 3) boosting local economic responsiveness, 4) providing a habitat for wildlife. The REAL benefit of GI to planning is that it can help deliver other local regional and national policy OBJECTIVES, not just those related to green space. The challenge is to ensure that GI is capable of providing functions which will meet numerous planning OBJECTIVES: this requires thorough design planning and management. Success is reliant on a shared understanding between developers, planners etc, of what green infrastructure is, what it can achieve and how to achieve this.</p>
	Permitted Development Rights	<p>Development that is permitted automatically under planning laws. Neighbourhood planning policies cannot address these issues. The only circumstances when an NP can have an impact is where a local authority has issued an Article 4 Direction to remove permitted development rights for a given area and so require planning applications to be submitted.</p>
	Development	<p>This is where neighbourhood planning comes into its own, with planning policies determining what development can take place and where.</p>
	Planning conditions	<p>These are requirements that have to be met by the applicant. Examples might be the retention of trees or limiting use of a site to daylight hours.</p>
	Planning obligations	<p>These are legal agreements to make otherwise unacceptable development acceptable-such as the provision of affordable housing.</p>

	Excluded development	<p>An NP cannot include provision about development that is excluded. Excluded development is</p> <ul style="list-style-type: none"> a) A county matter (schedule 1 of 1990 ACT) i.e. relating to minerals b) Any operation or class of operation relating to waste development, Development that falls within Annex 1 to Council Directive 85/337/EEC i.e. Oil refineries, power stations, radioactive waste disposal, iron and steel smelting, asbestos operations, chemical installations, motorways, airports, ports and toxic dangerous waste disposal. c) Development consisting wholly or partly of a national infrastructure project.
	Parks and Gardens	<p>These include urban parks, formal gardens and country parks. Parks usually contain a variety of facilities, and may have one or more other open space types within them.</p> <p>Primary purpose - Informal recreation</p> <p>Community events</p> <p>Other purposes - Sports and formal recreational activities, if there are pitches and/or other facilities available on-site for cycling, boating, etc.</p> <ul style="list-style-type: none"> - Children's / Young people's facilities and activities
	Natural & Semi-Natural (NSN) Green Spaces	<p>These areas include publicly accessible woodlands, urban forestry, scrub, grasslands (examples: downlands, commons and meadows), wetlands and wastelands.</p> <p>Primary purposes –</p> <p>Wildlife conservation (<u>Example</u>: churches and churchyards in rural areas provide varied important, successful wildlife habitats which should be protected and maintained.)</p> <p>Biodiversity</p> <p>Environmental education and</p> <p>Other purposes</p> <ul style="list-style-type: none"> - As areas of informal open space, many of these will be suitable for walking, picnics and quiet contemplation. - Some areas may also be suitable for cycling and / or mountain biking.

	Amenity Green Space	<p>AGS is <u>most commonly but not exclusively found in housing areas</u>. This includes informal recreation green spaces and village greens. <u>Primary purposes</u> (RBWM O S Audit)</p> <ul style="list-style-type: none"> - informal activities in close proximity to home or work - children's play - enhancement of the appearance of residential or other areas <p><u>Additional functions</u> (WNP O S TG / Public Consultation)</p> <ul style="list-style-type: none"> - visual/physical "buffer" (eg. verges) between parking, paved and built areas - wildlife habitats - terrestrial biodiversity - air pollution control - drainage and soil / water biodiversity - preservation of historic fields, boundaries, sites, woodlands and routes
	Provision for children	<p>These areas are designed primarily for play and social interaction involving children below age 12. Whilst it is recognised that a wide variety of opportunities for children exist (including play schemes and open spaces not specifically designed for this purpose), as per PPG17, this typology considers only those spaces specifically designed as equipped play facilities (LEAPs). Primary purposes (RBWM O S Audit) - children's play Additional functions (WNP O S TG/Public Consult) - social interaction - providing for a healthy community - formal open space - proximity to wildlife habitats supporting biodiversity (eg. Vansittart Recreation Ground, Imperial Park)</p>
	Provision for young people	<p>These areas are designed primarily for play and social interaction involving young people age 12 and above. Whilst it is recognised that a wide variety of opportunities for young people exist (incl. youth clubs and open spaces not specifically designed for this purpose), as per PPG17, this typology considers only those spaces specifically designed for use by young people, eg: teenage shelters; skateboard parks; BMX tracks; and Multi-Use Games Areas (MUGAs). Primary purposes (RBWM O S Audit) - activities or meeting places for young people Additional functions (WNP O S TG/Public Consult) - social interaction with individuals from other age groups - a healthy community - formal open space - wildlife habitats and biodiversity</p>

	Outdoor sports facilities	<p>These are natural or artificial surfaces either publicly or privately owned and used for sport and recreation, including: * outdoor sports pitches * tennis courts and bowling greens * golf courses * athletics tracks * playing fields (including school playing fields)</p> <p>Primary purposes (RBWM Open Space Audit) - Facilities for formal sports participation</p> <p>Additional functions (WNP Open Space TG / Public Consult) - Social interaction and cohesion - Supporting a healthy community - Informal open space surrounding pitches, tracks, etc. used for relaxation and non-sport activities such as picnics, walking and cycling (eg: Imperial Park, Vansittart Rec) - Wildlife habitats and terrestrial, soil, air and water biodiversity</p>
	Allotments	<p>These provide opportunities for those people who wish to do so to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion. This may also include urban farms. NB: Private gardens are not included.</p> <p>Primary purposes (RBWM Open Space Audit) - Growing vegetable, fruit and flowers</p> <p>Additional functions (WNP Open Space Topic Group / Public Consult) - Social interaction and cohesion, community development - Supporting a healthy and sustainable community - Informal open space for relaxation and activities such as picnics, walking and cycling - Environmental sustainability, including wildlife habitats and terrestrial, soil, air and water biodiversity</p>
	Green Corridors	<p>“Green Corridors” include towpaths along canals and riverbanks, cycleways, rights of way and disused railway lines.</p> <p>Primary purposes (RBWM Open Space Audit) - Walking, cycling or horse riding - Leisure purposes or travel - Opportunities for wildlife migration</p> <p>Additional functions (WNP Open Space TG/Public Consult) - Social interaction and cohesion - Supporting a healthy and sustainable community - Visual amenity - Environmental sustainability including wildlife habitats and terrestrial, soil, air and water biodiversity</p>
	Cemeteries and churchyards	<p>This relates to cemeteries and churchyards which still contain space for new burials and also includes disused churchyards and other burial grounds.</p> <p>Primary purposes (RBWM Open Space Audit) -Burial of the dead -Quiet contemplation</p> <p>Additional functions (WNP Open Space TG / Public Consult) - Social cohesion - Historic record and heritage - Environmental sustainability through support for wildlife habitats - Terrestrial, soil, air and water biodiversity.</p>

	Civic spaces	These are hard surfaced areas which are usually located within town or city centres. Primary purposes (RBWM O S Audit) - Community events - Setting for civic buildings Additional functions (WNP Open Space Topic Grp/Public Consult) -Social interaction and cohesion -Community development and heritage -Important sites which can also be located within other open space areas.
	Strategic Policy	<p>Strategic policies⁵¹ will be different in each local planning authority area. When reaching a view on whether a policy is a strategic policy the following are useful considerations:</p> <ul style="list-style-type: none"> A. whether the policy sets out an overarching direction or objective B. whether the policy seeks to shape the broad characteristics of development C. the scale at which the policy is intended to operate D. whether the policy sets a framework for decisions on how competing priorities should be balanced E. whether the policy sets a standard or other requirement that is essential to achieving the wider vision and aspirations in the Local Plan F. in the case of site allocations, whether bringing the site forward is central to achieving the vision and aspirations of the Local Plan G. whether the Local Plan identifies the policy as being strategic

END

⁵¹ See para 76 of the Planning Practice Guidance

APPENDIX 2 - Committee and Forum members and WNP roles

COMMITTEE

Claire Milne BA, MA (Management) CIPS Diploma **WNP Co-Chair, Consultations & Lead Working and Shopping TG.** Chair of the Boltons Residents Association.

John Bastow BSc, MPhil, CEng, MIETJ **WNP Co-Chair, Finance and Lead Transport TG**

Susy Shearer BA, PGCE **WNP Secretary and Lead Open Spaces TG,** Clewer Group Residents Association, Windsor & Eton Society Heritage & Environment Committee, RBWM Cycle Forum

Alison Logan MA (Hons), Grad Cert Hist **WNP Lead Housing & Heritage TG,** Windsor & Eton Society Heritage & Environment Committee

Jane Carter BA (Hons), LLB (Hons), MRTPI **WNP Town Planning consultant**

Cori Mackin BA, MA (Digital Media) **WNP Website and social networking**

Helen Price BSc, CDipAF, MHCIMA **WNP Press Officer and Deputy Secretary,** former Chair of West Windsor Residents Association

WNP FORUM MEMBERS AS AT 31 AUGUST 2016 (39)

Vivienne Allen
Ian Bacon
John Bastow
George Bathhurst
Brian Carter
Jane Carter
Pauline Carter
Kevin Chapman
Nick Clemo
Steve Conway
Carole Da Costa
Wisdom Da Costa
Jane Daly
Franco De Luca
David Eglise
Ingrid Fernandes
Theresa Haggart
Lynn Healy
John Holdstock
Curt Hopkins
Hilary Hopper

David Jessey
Emma Kenny
Peter Kingswood
Bob Kiralfy
Malcolm Lock
Alison Logan
Cori Mackin
Andrew Melville
Claire Milne
Raewyn Porteous
Helen Price
Brian Rayner
Trevor Robinson
Susy Shearer
Anne Taylor
Margery Thorogood
Peter Wilkinson
Frances Williams

PRE-SUBMISSION DRAFT

APPENDIX 3

Background and timeline of Neighbourhood Planning in Windsor

1) WINDSOR & ETON NP The earliest designated NP group (Sept 2012-March 2013) was a **Windsor & Eton NP (WENP)** group initiated and chaired by RBWM Park Ward Borough Councillors. This covered the whole of Windsor and Eton (including Eton Wick), and was designed to access the NP process via the Parish Council of Eton. After several launch events this group was disbanded..

2) CENTRAL WINDSOR NP. The **Central Windsor NP Area & Forum (CWNP)** (June 2013-March 2014) was then initiated and chaired by RBWM Park Ward Councillors. It covered the whole of Castle Without Ward, part of Eton & Castle Ward, Park Ward, & Clewer East. Following representation by the two excluded West Windsor wards of Clewer North and Clewer South to join the CWNP area, and a Forum vote the CWNP had to be terminated. The CWNP Forum was dissolved.

3) WINDSOR NP & WINDSOR 2030 Business NP. Two new groups formed and after discussions both sought designation from RBWM. RBWM decided the boundary, leading to the current situation of two designated NP areas. Windsor Neighbourhood Area covering the suburbs and Central Windsor Business Neighbourhood Area (otherwise known as WINDSOR 2030). Both Areas were designated in a RBWM Cabinet decision on 21st August 2015.

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APPENDIX 4 Community Facilities

Definition

“In the Royal Borough Community facilities include local shops, meeting places, indoor sports venues, cultural buildings, public houses, places of worship, health care facilities, leisure centres, libraries, day care centres and post offices” (RBWM Draft BLP 2016).

Leisure/sports/recreation Centres

Apple Pilates and Yoga Centre, corner of Osborne Road/Bolton Road
Five Star Health and Fitness, Vale Road
Flemish Farm Polo Ground
Heidi Rhodes School for Dancing, Fairacres Industrial Estate
Lemonade Gallery/Prime Studios, Alma Road (artists studio).
Recreation Ground, Vansittart Road
Windsor Football Club, Stag Meadow, St Leonards Road
Windsor Tennis Club, Maidenhead Road
Yoga for Harmony, Arthur Road

Places of worship and associated halls

All Saints Church and Hall, Alexandra Road
All Saints Church, Dedworth Road
Chapel, Windsor Cemetery
Dedworth Green Baptist Church Smiths Lane
Holy Trinity Church, Trinity Place
Kingdom Hall of Jehovahs Witnesses, Grove Road
Kings Church International, Frances Road
Muslim Prayer Room, Medina Dairies, Vale Road
St Agnes, St Leonards Road
St Andrews, Mill Lane, Clewer
St Edwards and St Marks Catholic Church and Hall Alma Road
St Johns the Baptist, Hermitage Lane
St Marks Catholic Church, Dedworth Road,
St Marks, Kings Road
The Church of Clewer St Stephens, Vansittart Road
The Windsor Methodist Church and Hall Alma Road
Windsor Fellowship Church, Alma Road
Windsor Gospel Hall, Ruddlesway
Windsor Methodist Church, Alma Road
Windsor Muslim Association, Manor Youth Centre, Hanover Way,
Windsor Spiritualist Church, Adelaide Square

Hotels

Holiday Inn Express, Alma Road
LEGOLAND Hotel, Winkfield Road
Royal Adelaide Hotel, Kings Road

Education Centres:-Schools/Colleges/Music Centres

Clewer Green Church of England
Dedworth Green First School Smiths Lane
Dedworth Middle School Smiths Lane
Hilltop First School Clewer Hill Road
Homer First School Testwood Road
Montessori School, St Edwards Parish Centre, Dorset Road
Oakfield First School Imperial Road
Queen Anne First School Chaucer Close
St Edwards Catholic First School
St Edwards Royal Free School
The Lawns Nursery School Imperial Road
The Windsor Boys School Vansittart Road
The Windsor Girls School Imperial Road
Trevelyan Middle School Windsor Wood Close
Trinity St Stephens First School Vansittart Road

Private Schools(Charities)

Brigidine School Kings Road
Kings House School, Frances Road.
Upton House School St Leonards Road

Youth and/or Community Centres

Clewer Youth and Community Centre, Parsonage Lane
Guide Hut, St Leonards Road (by Gardeners Hall)
Manor Youth Centre, Hanover Way.
New Windsor Community Centre, Hanover Way
Scout Hut Green Lane
Scout Hut, Wolf Lane
Windsor Scout and Guide Hut, Maidenhead Road
Windsor Youth and Community Centre, Alma Road

Day Care - pre- school and senior citizens, social services

Edith Rose Nurseries, Oxford Road
First Steps Pre School, Hanover Way
King George V Clarence Road Day Centre
Little Monkey's Nursery, St Leonards Road
Oakbridge Day Centre-Imperial Road
Spencer Denney Centre, Park Corner
The Manor Children's Centre, Hanover Way
The Riverside Day Nursery, Stovell road
Windsor Day Nursery and Pre-school, St Leonards Road

Care/Residential/Assisted Retirement/Nursing Homes/Sheltered Housing

Anchor, Bridgeman Drive
Bowes Lyon Close, Ward Royal
Bridgeman Court, Bridgeman Drive
Castle View, Clarence roundabout (shortly to be opened)
Central and Cecil Housing Trust, Dedworth Road
Connaught Court, Alma Road,
Filmer Road,
Hanover Housing Association, Hanover Gardens
Leslie Dunne House, Fuzzens Walk
Osborne House, Osborne Road
Queens Court, Dedworth Road
Sandown Park Vale Road,
Sir Sydney Camm House, Albert St,
St Andrews and Cross Oaks, Dedworth Road
The Meads, Green Lane,
Winton House, Dedworth Road

Cultural –Cinemas/Theatres/Arts centres/Museums/Music Venues/Libraries

Fire Station Arts Centre, St Leonards Road
Library Dedworth Green

Clubs

Alma Road Social Club
Gardeners Hall Windsor Allotments and Home Garden Association (WAHGA),

Grenadier Club Maidenhead Road
New Windsor Community Association Hanover Way
Royal British Legion

Health services (Hospitals, Doctors Surgeries, Dentists, Chiropractors)

Alma Medica (Private), Alma Road
Apple Physiotherapy, Essex Lodge, Osborne road
Care Dental Windsor, Dedworth Road
Clarence Medical Centre, Vansittart Road
Complete Dental, St Leonards Road
Cosmetic Dental Care, Clewer Hill Road
Dedworth Medical Centre, Vale Road
Dentalign Orthodontics, Alma Road
Halsa Care Group, Dedworth Road
JS Mankoo, Dorset Road
Julian Slimm and Associates, St Leonards Road

King Edward VII Hospital, St Leonards Road/Alma Road
Lee House Surgery, Osborne Road
Maria White Dental Practice, Alma Road
Oakleigh Dental, Alma Road
Oasis Dental Care, Dedworth Road
Princess Margaret Hospital, Osborne Road
Sensura Dental, St Leonards Road
Smile, 101 St Leonards Road
Spire Windsor Clinic, Frances Road
St John's Ambulance, Maidenhead Road
The Windsor Knee Clinic, Frances Road
Windsor Chiropractor, Green Lane
Windsor Dental Practice, Oxford Road
Windsor Dialysis Centre, Maidenhead Road

Other

Costa Coffee Shops x 2, Dedworth Road
Tesco Superstore, Dedworth Road

Pubs

- | | |
|--------------------------|-----------------------------------|
| 1. The Duke of Connaught | Arthur Road |
| 2. The Bexley Arms | Bexley Street |
| 3. The Prince Albert | Clewer Hill Road |
| 4. The Swan | Clewer Village (currently vacant) |
| 5. The Black Horse | Dedworth Road |
| 6. The Prince Arthur | Grove Road |
| 7. The Windsor Castle | Kings Road |
| 8. The Windsor Lad | Maidenhead Road. |
| 9. The Alma | Springfield Road. |
| 10. The Duke of York | St Leonards Road |
| 11. The Vansittart Arms | Vansittart Road |
| 12. The Sebastopol | Clewer Hill Road |
| 13. The Copper Horse | Alma Road |
| 14. The Crispin | Grove Road (currently vacant) |

APPENDIX 5- WNP PARKING STANDARDS

Development in the WNP area must make adequate provision to meet existing and future parking needs of inhabitants, visitors and tradespeople.

All new housing developments must comply with the new parking standards for the WNP below.

1. New housing developments that include the provision of garage space must be of the minimum space size for cars 7.0m x 3.0m (internal dimension) for this to be counted as a parking space. If a garage is proposed, then the driveway must be of a sufficient length to allow a second car to park clear of the pavement whilst providing space for the garage door to open.
2. Consideration of underground and/or undercroft parking will be encouraged for an efficient use of space, subject to design considerations.
3. Front garden parking must consider design guidance in the WNP General Design Guide.
4. In cases where planning permission is necessary for alterations and extensions to properties, support will not be given for the conversion of garage space to habitable rooms/residential use where there is inadequate space to park cars off the street in line with the parking standards.
5. Development proposals should not result in a net loss of parking spaces.
6. Design and layout of off- site parking areas, on street parking areas, garage parking blocks will be designed to allow ease of access from driveways and accessibility to parking areas without causing obstruction.
7. **Use a range of parking solutions** appropriate to the context and the types of housing proposed. Where parking is positioned to the front of the property, ensure that parking area is balanced with at least an equal amount allocated to an enclosed landscaped front garden as it is for parking to reduce vehicle domination..
8. Allow for plenty of trees, planting and landscaping. Wholly paved front gardens should be avoided.
9. Where rows of narrow terraces are proposed, consider positioning parking within the street scene, for example a central reservation of herringbone parking.
10. Where parking is limited, in/out driveways should be discouraged.
11. Reinforce the spatial enclosure of the street, making clear the areas reserved for parking and landscaping and footpaths. Use discrete marking such as small brass numbers or block markers rather than white lines to delineate spaces, to avoid unsightly markings.
12. Ensure parking is visible from homes so that users know it will be safe, where possible avoiding rear parking courts.
13. In major developments a combination of allocated and unallocated spaces is suggested.

14. The Boroughs former parking standards (RBWM 2004 Local Plan) provided good guidelines for the provision of parking spaces in new developments, and where feasible, these standards are preferred:

1 bedroom unit	1 space per unit
2-3 bedroom units	2 spaces per unit
4 or more bedroom units	3 spaces per unit
Flats or HMOs with communal spaces	1 space per bedroom

Hostels and Hotels

C2 Hostels	1 space per 3 residents
C1 Hotels/Guest houses	1 space per bedroom

APPENDIX 6 – INDEX OF POLICIES

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END