

# Central Windsor Neighbourhood Plan

Topic Group Key Issues - Draft Version

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## Version Control

Date	Version	Change	Author
02/02/14	V01	Initial Draft Version	David Marshalsea
09/02/14	V02	Added introduction and appendices	David Marshalsea
22/02/14	V03	Update with Open Space, Natural Environment, Countryside and Leisure	David Marshalsea

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## Introduction

This document outlines the twelve key issues that were identified through the Windsor neighbourhood plan topic groups.

Four topic groups were assembled, with the aim of identifying the key issues relevant to their particular area.

The four topic groups are:

- Business Shopping and Tourism
- Housing Community & the Built and Historic Environment
- Transport
- Open Space, Natural Environment, Countryside and Leisure

The topic group chairs were asked to identify the four key issues relevant to their topic group area. These four issues from the topic groups are included in the appendices of this document for reference. A session was then scheduled between the topic group chairs to identify the overlap between the topic groups, and discover the key themes for the planning policies moving forward. This document lists those 12 key themes, with suggestions on how they could be addressed.

It is not envisaged that the Windsor Neighbourhood Plan will be able to directly address all of the issues / suggestions from the topic groups, as many will be out of scope. It is however planned, that all of the points captured that are out of scope of the Windsor NP, will be summarised and passed onto other organisations (such as the Chamber of Commerce, Open Spaces etc), as it could form useful evidence to progress the issue through those relevant organisations.

### 1. Increase Transport Capacity And Promote Efficient Use Of Existing Infrastructure

- a. Western relief road (to possibly connect M3 and other through traffic to M4)
- b. Manage demand and control of Through Traffic (number of vehicles using Royal Windsor Way as a commuter route) and improve provision and signage of alternative routes
- c. Parking within Windsor (review both the provision of short term “shoppers” parking and long term park and ride.
- d. Ease traffic flows on the Royal Windsor Way, particularly the roundabout at M4 jct 6
- e. More efficient use of roads through active controls and management, such as intelligent traffic lights and signage diverting traffic from localised hot-spots
- f. Review signage for through routes and parking / park and ride areas.
- g. Traffic enforcement (increased provision of 20mph zones around schools and residential areas and stricter enforcement of all traffic laws to improve traffic flow and promote “safer streets” for pedestrians and cyclists by, for instance, raised crossings at the entrance to residential streets)
- h. Review provision for local short term car hire scheme (including the option of using electric vehicles)

## 2. Reduce Demand for Road Transport Capacity

- a. Park & Ride (how to promote, can it be expanded, how to use efficiently to address congestion)
- b. Through Traffic (provision / promotion of an alternative route)
- c. Cycling (promoting safe cycling and addressing cycle parking facilities)
- d. Pedestrians (encourage walking and improve the pedestrian experience through the provision and quality of pedestrian facilities)
- e. Public transport - buses. (promote additional bus capacity, such as direct links between local towns)
- f. Public transport - trains. (use of trains is stifled by need to either change in Slough or use the Waterloo service which takes an hour, can we encourage 24 hour transport with the number of people using Windsor at night over the weekend?)
- g. Create local car-sharing scheme - e.g. web site, mobile phone apps to encourage multiple occupancy.
- h. Variable message signs on motorways (use of active traffic management and directing traffic to all the main visitor attractions in Windsor)
- i. Increased hotel accommodation (providing more hotels, possibly with local shuttle buses into town centre, possibly linking with tram, will alter the timing of travel into the CWNP area)
- j. Valet parking (premium service, meet drivers in town and park the vehicles out of the centre)

## 3. Increase Demand for Alternative forms of Transport

- a. Use of river for visitor traffic (can we create a theatrical experience for visitors?)
- b. Cycle hire scheme (expansion of the Slough cycle hire scheme or creation of stand-alone Windsor & Maidenhead scheme)

## 4. Preserve Existing Areas Of Open Space And Provide New Ones

Currently, the amount of open space which has been provided through development already falls around 50% below that which is required to meet the needs of the existing community. Additional development will exacerbate this pressure, which must be addressed in order to make sure that provision of this essential amenity is robustly supported and not irrevocably undermined.

- a. As a minimum requirement, ensure the retention of all existing open space already provided under the PPG 17 standard of 4.3 ha/1,000 pop., comprising 2.5 ha of “informal” and 1.8 ha of “formal” open space. (NB: This was used to support previous Local Plan open space policies and has now been used as the basis for the new Borough Local Plan open space policies.)
- b. Through planning policies, suitably scaled development proposals and from S106, CIL and other sources, ensure that both land and the funding to provide it are sought in order to maintain appropriate, high standards. This is necessary to enhance and/or provide more open space which is suitable for the community’s needs.
- c. Prevent overdevelopment from “garden grabbing” and excessive, high-density “brown field infill”;
- d. Where brown field development is permitted, ensure that densities are reasonable and that each development makes an acceptable contribution of associated open space;
- e. While some development may be deemed necessary, protect school playing fields from excessive loss;

- f. Protect the Green Belt from undue or inappropriate development;
- g. Any new development near the flood plain should be sited responsibly;
- h. Protect allotments, hedgerows and woodlands from loss through development;
- i. Avoid the proliferation of gated developments.

## 5. Enhance Existing Open Space And Outdoor Recreation Facilities

- a. Maintain and improve all green spaces appropriately;
- b. Support air, water, terrestrial and soil bio-diversity and SSSIs through positive development choices and processes, and enhance and develop “green corridors” to help sustain bio-diversity;
- c. Protect, support and enhance the natural environment by expanding the overall amount of informal open space;
- d. Enhance and increase the provision of formal open space such as equipped play areas, sports pitches and cycle circuits;
- e. Ensure there are sufficient “green lungs” and “buffer zones” to meet required levels of air quality, safe drinking water, household water supplies, general drainage including storm drainage, and sanitation.

## 6. Improve Access "To and Through" Open Spaces

- a. Improve existing footpaths, cycle ways, roads, and parking facilities for cars and cycles in order to provide essential access to and through open spaces;
- b. Provide cycle parking in “key destinations” such as the Great Park, Windsor Farm Shop and in other car parks and suitable areas;
- c. Improve walking and cycling routes linking both sides of the River Thames;
- d. Facilitate awareness of existence of open spaces and access routes through better signage and the use of QR codes, maps, leaflets, advertisements and other means of promoting their amenity use;
- e. Extend provision of cycle paths eg. Brunel railway viaduct, south side of Winkfield Road, etc.
- f. Identify and enhance “connectivity” of cycle and pedestrian “circuits” and routes to promote the use of open space;
- g. Integrate the Jubilee Walkway and other schemes into the “open space network” to promote greater awareness and use of open space.

## 7. Develop And Promote Open Spaces As “Destinations” For Local Use And Tourism

- a. Stag Meadow
  - Develop an additional cycle path to provide access from Windsor to Stag Meadow, connecting with Winkfield and Ascot.
  - Improve pathway surfaces to enhance visibility and usability by walkers and cyclists.
  - Ensure greater visibility for links to the wider cycle path network, eg. National Route 4, other town centre routes, etc.
- b. Alexandra Gardens and Alma Road Coach Park
  - Re-assess optimum use of the Alexandra Gardens Coach Park
  - Provide improved and more attractive, better signposting to some of areas of the river, and support the possible development of specific walking and cycling “circuits” / “trails”.
  - Alma Road Coach Park helps provide very good access for visitors to the town but lacks amenity: configure open space and tree planting to enhance air quality and also improve views from Alexandra Gardens.

- c. The riverside area
  - Preserve and enhance the utility and amenity of the area encompassing the train stations, riverside routes, the Home Park and the Thames Path as a key part of the “Windsor Experience”.
  - Address the need for more informative and attractive signposting to direct pedestrians and cyclists towards interesting, efficient routes.
  - Ensure that an appropriate balance is struck between access and public safety and security.
  - Expand and improve provision of pedestrian and cycle crossings and traffic islands.
- d. The Long Walk
- e. Trinity Wildlife Garden and other “Green Pocket Squares”
- f. Local [Equipped] Areas of Play (LAPS / LEAPS)
  - Bachelors acre includes the equipped children's area of play (LEAP) which is closest to Windsor town centre. It provides local and visiting families with a secure and safe play area with equipment suitable for 3-8 year olds, a refreshment stand, toilets and an interactive water feature. As Windsor is a popular tourist destination for families, this park and its facilities provide a vital amenity which should be enhanced and maintained to a much higher standard of care and, ultimately, promoted in tourist guides and other publicity material. Unfortunately the current state of the park is disappointing and quite hazardous as there are large, dangerous stepping stones at the base of the balance beams. Mud and deep puddles are also a hazard and are present throughout the park for several months of the year. It is not a safe or sufficiently welcoming place at present for either local or visiting families.
- g. Vansittart and Imperial Park Recreation Grounds
- h. Other

## 8. Economic Health

**Key fact: Windsor has lost 6000 jobs over the last 5 years.**

- a. Encourage business growth at a sustainable level to maintain or increase the current supply of employment floor space.
- b. Encourage start ups and small businesses and aspire to create incubator units to maintain economic vibrancy and diversity and encourage a start up culture.
- c. Encourage retail diversity.
- d. Attract major employers/prestige businesses/clean businesses/technology companies.

## 9. Balance needs of residents/business/visitors

- a. Manage the night time economy in a more controlled way to reduce the adverse effects on residents & potential new business from noise and crime and reduce adverse impact on Windsor’s reputation. Better enforcement of planning & licensing, tables and chairs, music, antisocial issues.

## 10. Enhance Visual impression

- a. Improve the riverside areas in keeping with the historic town but making better use of the asset of the river.

- b. Improve the visual first impression for visitors wherever possible; -buildings and architecture in keeping with a historic town, arrival facilities, signage, escalators, etc.
- c. Encourage more/good quality hotels, regular markets/Christmas markets.
- d. Tramway (similar theatricals to use of river, possibly with a circular route, driverless trams, 24 hour running designed to ease travel for residents, commuters and tourists)

## 11. Heritage

- a. Historical buildings
- b. Views and sightlines
- c. Open spaces
- d. River
- e. Castle
- f. Conservation zones
- g. Churches
- h. Non-designated heritage assets
- i. Special streets
- j. Castle, Army, Tourism

## 12. Bringing out the character of local communities, Development 'in keeping'

- a. Clewer New Town
  - b. St Leonards Hill
  - c. Clewer Green
  - d. The Village
  - e. The Boltons
  - f. Duke Street
  - g. Ward Royal
- Identifying assets of community value and heritage in each
  - Protect local neighbourhood shopping areas and pubs away from the town centre

## Appendix A - Business Shopping and Tourism

VISION (High level picture of what we want to see)

- Preserve, enhance and support Windsor's distinct local character and cultural identity as a heritage town.
- Business buildings offices and shops should respect Windsor's heritage (but allow for the modern age and embrace new technology).
- Support Windsor as a prestige destination and employment location.
- Aim for a successful diverse vibrant and healthy local economy that meets and balances the needs of residents and businesses and visitors.
- Enhance accessibility to the town centre for visitors and businesses without disadvantaging residents.
- Endeavour to create a fantastic welcome for visitors and great first impression.
- Improve use of riverside areas.
- Support a distinctive public realm and open spaces.
- Support space for cultural and fun activities
- Encourage people to stay overnight

Section 3. MAIN ISSUES AND OBJECTIVES (specific goals)

### 1. Economic Health

**Key fact: Windsor is losing jobs 6000 over the last 5 years.**

- a) Encourage business growth at a sustainable level to maintain or increase the current supply of employment floor space.
- b) Encourage start ups and small businesses and aspire to create incubator units to maintain economic vibrancy and diversity and encourage a start up culture
- c) Encourage retail diversity.
- d) Attract major employers/prestige businesses/clean businesses/technology companies

### 2. Balance needs of residents/business/visitors

- e) Manage the night time economy in a more controlled way to reduce the adverse effects on residents & potential new business from noise and crime and reduce adverse impact on Windsor's reputation. Better enforcement of planning & licensing, tables and chairs, music, antisocial issues.

### 3. Management of access/parking

- f) Support the aims of the transport group to improve the management of traffic (parking, coaches, public transport, taxis) to reduce congestion, to improve accessibility to the town centre and Legoland to improve the quality of life for residents and businesses.

#### **4. Best use of land/Visual impression**

- g) Improve the riverside areas in keeping with the historic town but making better use of the asset of the river.
- h) Improve the visual first impression for visitors wherever possible; -buildings and architecture in keeping with a historic town, arrival facilities, signage, escalators, etc.
- g) Encourage more/good quality hotels, regular markets/Christmas markets.

## Appendix B - Housing Community & the Built and Historic Environment

Themes:

Heritage

- Historical buildings
- Views and sightlines
- Open spaces
- River
- Castle
- Conservation zones
- Churches
- Non-designated heritage assets
- Special streets
- Castle, Army, Tourism

Maintaining vitality of the historic trading centre through balance between

- Offices (no loss without replacement)
- Families/singleton
- Leisure/entertainment/hotels/clubs
- Residential
- Parking/transport
- Affordable
- Shopping

Bringing out the character of local communities, Development 'in keeping'

- Clewer New Town
- St Leonards Hill
- Clewer Green
- The Village
- The Boltons
- Duke Street
- Ward Royal

Identifying assets of community value and heritage in each

## Appendix C - Transport

# Central Windsor Neighbourhood Plan

## Transport Topic Group Key Issues

- **Key concerns and Topic Headings** - The items which had been raised as “Key Concerns” and the four proposed headings have been reviewed by the Transport TG.

<p><b>Increase capacity and promote efficient use of existing infrastructure</b></p> <ul style="list-style-type: none"> <li>○ Western relief road (to possibly connect M3 and other through traffic to M4)</li> <li>○ Manage demand and control of Through Traffic (number of vehicles using Royal Windsor Way as a commuter route) and improve provision and signage of alternative routes</li> <li>○ Parking within Windsor (review both the provision of short term “shoppers” parking and long term park and ride.</li> <li>○ Ease traffic flows on the Royal Windsor Way, particularly the roundabout at M4 jct 6</li> <li>○ More efficient use of roads through active controls and management, such as intelligent traffic lights and signage diverting traffic from localised hot-spots</li> <li>○ Review signage for through routes and parking / park and ride areas.</li> <li>○ Traffic enforcement (increased provision of 20mph zones around schools and residential areas and stricter enforcement of all traffic laws to improve traffic flow and promote “safer streets” for pedestrians and cyclists by, for instance, raised crossings at the entrance to residential streets)</li> <li>○ Review provision for local short term car hire scheme (including the option of using electric vehicles)</li> </ul>	<p><b>Reduce Demand for Road Capacity</b></p> <ul style="list-style-type: none"> <li>○ Park &amp; Ride (how to promote, can it be expanded, how to use efficiently to address congestion)</li> <li>○ Through Traffic (provision / promotion of an alternative route)</li> <li>○ Cycling (promoting safe cycling and addressing cycle parking facilities)</li> <li>○ Pedestrians (encourage walking and improve the pedestrian experience through the provision and quality of pedestrian facilities)</li> <li>○ Public transport - buses. (promote additional bus capacity, such as direct links between local towns)</li> <li>○ Public transport - trains. (use of trains is stifled by need to either change in Slough or use the Waterloo service which takes an hour, can we encourage 24 hour transport with the number of people using Windsor at night over the weekend?)</li> <li>○ Create local car-sharing scheme - e.g. web site, mobile phone apps to encourage multiple occupancy.</li> <li>○ Variable message signs on motorways (use of active traffic management and directing traffic to all the main visitor attractions in Windsor)</li> <li>○ Increased hotel accommodation (providing more hotels, possibly with local shuttle buses into town centre, possibly linking with tram, will alter the timing of travel into the CWNP area)</li> <li>○ Valet parking (premium service, meet drivers in town and park the vehicles out of the centre)</li> </ul>
<p><b>Increase Demand for Alternative forms of Transport</b></p> <ul style="list-style-type: none"> <li>○ Use of river for visitor traffic (can we create a theatrical experience for visitors?)</li> <li>○ Tramway (similar theatricals to use of river, possibly with a circular route, driverless trams, 24 hour running designed to ease travel for</li> </ul>	<p><b>Increase Provision for Alternative forms of Transport</b></p> <ul style="list-style-type: none"> <li>○ Re-assess optimum use of the Alexandra Gardens Coach Park</li> <li>○ Cycle hire scheme (expansion of the Slough cycle hire scheme or creation of stand-alone Windsor &amp; Maidenhead scheme)</li> </ul>

residents, commuters and tourists)	
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## Appendix D - Open Space, Natural Environment, Countryside and Leisure

### **V5 CWNP Open Space, Natural Environment, Countryside and Leisure “Vision Statement” (DRAFT Version 5)**

*Windsor is an historic market town which benefits from beautiful streetscapes and heritage buildings; views of Windsor Castle, the Long Walk and surrounding countryside; and the many inviting public open spaces including parks and gardens, woodlands, playing fields, “green corridors” and riverside areas which enliven our town. The special quality of its public realm plays a vital role in Windsor’s success as a place in which to live and work, and as an attractive destination for visitors.*

*Open space, countryside and the natural environment provide the physical context within which all development has taken place in the past. The area available for new development in Windsor as a whole is significantly constrained by the presence of Crown Land, Green Belt and the Thames within its boundaries. In addition to these largely publicly accessible open spaces, the development of “brown field sites” must also contribute to the amount of urban open space which will be required to meet the physical, emotional, psychological and spiritual health needs of a wider – and expanding – community.*

*The CWNP Open Space Topic Group has based its work to date on the observations, interests and concerns of local residents expressed through the ongoing “Post-It Note Survey” (running since October 2012), residents’ questionnaires, discussions at public awareness-raising events and Topic Group meetings over the past twelve months. It **proposes that a range of statements, projects and / or policies be formulated which will help the local community to***

#### **1- PRESERVE THE EXISTING QUANTITY OF OPEN SPACE AND PROVIDE MORE OPEN SPACE**

***Currently, the amount of open space which has been provided through development already falls around 50% below that which is required to meet the needs of the existing community. Additional development will exacerbate this pressure, which must be addressed in order to make sure that provision of this essential amenity is robustly supported and not irrevocably undermined.***

- 1.i As a minimum requirement, ensure the retention of all existing open space already provided under the PPG 17 standard of 4.3 ha/1,000 pop., comprising 2.5 ha of “informal” and 1.8 ha of “formal” open space. (NB: This was used to support previous Local Plan open space policies and has now been used as the basis for the new Borough Local Plan open space policies.)***
- 1.ii Through planning policies, suitably scaled development proposals and from S106, CIL and other sources, ensure that both land and the funding to provide it are sought in order to maintain appropriate, high standards. This is necessary to enhance and/or provide more open space which is suitable for the community’s needs.***
- 1.iii Prevent overdevelopment from “garden grabbing” and excessive, high-density “brown field infill”;***
- 1.iv Where brown field development is permitted, ensure that densities are reasonable and that each development makes an acceptable contribution of associated open space;***
- 1.v While some development may be deemed necessary, protect school playing fields from excessive loss;***
- 1.vi Protect the Green Belt from undue or inappropriate development;***
- 1.vii Any new development near the flood plain should be sited responsibly;***
- 1.viii Protect allotments, hedgerows and woodlands from loss through development;***
- 1.ix Avoid the proliferation of gated developments.***

#### **2- ENHANCE THE QUALITY AND USEFULNESS OF OPEN SPACE AND OUTDOOR RECREATION FACILITIES**

- 2.i Maintain and improve all green spaces appropriately;***
- 2.ii Support air, water, terrestrial and soil bio-diversity and SSSIs through positive development choices and processes, and enhance and develop “green corridors” to help sustain bio-diversity;***
- 2.iii Protect, support and enhance the natural environment by expanding the overall amount of informal open space;***
- 2.iv Enhance and increase the provision of formal open space such as equipped play areas, sports pitches and cycle circuits;***
- 2.v Ensure there are sufficient “green lungs” and “buffer zones” to meet the required levels of air quality, safe drinking water, household water supplies, general drainage including storm drainage, and optimum sanitation.***

#### **3- IMPROVE ACCESS “TO AND THROUGH” OPEN SPACES**

- 3.i Improve existing footpaths, cycleways, roads, and parking facilities for cars and cycles in order to provide essential access to and through open spaces;***
- 3.ii Provide cycle parking in “key destinations” such as the Great Park, Windsor Farm Shop and in other car parks and suitable areas;***
- 3.iii Improve walking and cycling routes linking both sides of the River Thames;***
- 3.iv Facilitate awareness of existence of open spaces and access routes through better signage and the use of QR codes, maps, leaflets, advertisements and other means of promoting their amenity use;***

**3.v** Extend provision of cycle paths eg. Brunel railway viaduct, south side of Winkfield Road, etc.

**3.vi** Identify and enhance “connectivity” of cycle and pedestrian “circuits” and routes to promote the use of open space;

**3.vii** Integrate the Jubilee Walkway and other schemes into the “open space network” to promote greater awareness and use of open space.

#### **4- IMPROVE AND PROMOTE OPEN SPACES AS “DESTINATIONS” FOR LOCAL USE AND TOURISM**

##### **4.i Stag Meadow**

- Develop an additional cycle path to provide access from Windsor to Stag Meadow, connecting with Winkfield and Ascot.
- Improve pathway surfaces to enhance visibility and usability by walkers and cyclists.
- Ensure greater visibility for links to the wider cycle path network, eg. National Route 4, other town centre routes, etc.

##### **4.ii Alexandra Gardens and Alma Road Coach Park**

- Provide improved and more attractive, better signposting to some of areas of the river, and support the possible development of specific walking and cycling “circuits” / “trails”.
- Alma Road Coach Park helps provide very good access for visitors to the town but lacks amenity: configure open space and tree planting to enhance air quality and also improve views from Alexandra Gardens.

##### **4.iii The riverside area**

- Preserve and enhance the utility and amenity of the area encompassing the train stations, riverside routes, the Home Park and the Thames Path as a key part of the “Windsor Experience”.
- Address the need for more informative and attractive signposting to direct pedestrians and cyclists towards interesting, efficient routes.
- Ensure that an appropriate balance is struck between access and public safety and security.
- Expand and improve provision of pedestrian and cycle crossings and traffic islands.

##### **4.iv The Long Walk**

##### **4.v Trinity Wildlife Garden and other “Green Pocket Squares”**

##### **4.vi Local [Equipped] Areas of Play (LAPS / LEAPS) such as Bachelors’ Acre Play Park**

- **Bachelors’ Acre includes the equipped children’s area of play (LEAP) which is closest to Windsor Town Centre.** It provides local and visiting families with a secure and safe play area with equipment suitable for 3-8 year olds, a refreshment stand, toilets, and an interactive water feature. As Windsor is a popular tourist destination for families, this park and its facilities provide a vital amenity which should be enhanced and maintained to a much higher standard of care and, ultimately, promoted in tourist guides and other publicity material. Unfortunately, the current state of the park is disappointing and quite hazardous as there are large, dangerous stepping stones at the base of the balance beams. Mud and deep puddles are also a hazard and are present throughout the park for several months of the year. It is not a safe or sufficiently welcoming place at present for either local or visiting families

##### **4.v Vansittart and Imperial Park Recreation Grounds**

##### **4.vi Other**