

# WINDSOR NEIGHBOURHOOD PLAN

## 2019-2034

### REFERENDUM VERSION



Published by The Windsor Neighbourhood Forum.

**FOREWORD**

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

This is the Final Version of the Windsor Neighbourhood Plan and is submitted to The Royal Borough of Windsor and Maidenhead for Referendum.

**Signed**

**John Bastow & Claire Milne (Co-Chairs)**

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**A THANK YOU TO ALL OF OUR SUPPORTERS**

The WNP would not have been possible without the contribution of the Forum members and hard-working and determined volunteers. The chairs particularly sincerely would like to thank Committee members Jane Carter, Theresa Haggart, Alison Logan, Helen Price and Susy Shearer, all of whom have made an invaluable contribution to produce the plan, and Cori Mackin for help with our website. We would also like to thank Forum members for their dedicated support, and officers from the Royal Borough of Windsor and Maidenhead for dealing with us and our many questions with patience.

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## HOW TO USE THIS DOCUMENT

This document is a statutory plan, the policies and projects contained within it aim to deliver the community's vision and objectives for our neighbourhood.

**Sections 1 - 4** Introduces the Neighbourhood Plan and its context locally and in the planning system, the issues, opportunities and constraints, vision and objectives

**Sections 5 - 9** Contains the **GENERAL POLICIES** apply across the whole area

**Section 10** Contains the **PLACE POLICY** which applies to the former Imperial House site.

**Section 11** Explains how the polices and projects will be delivered and implemented

**GLOSSARY** Explains terms used

**APPENDICES** Further detail can be found in the **Appendices**.

The **Evidence Base, Consultation Statement and Basic Conditions Statement, and Strategic Environmental Assessment/Sustainability Appraisal** are all available on our website

[www.windsorplan.org.uk](http://www.windsorplan.org.uk)

## 1 INTRODUCTION

### 1.1 What is a Neighbourhood Plan?

- 1.1.1 A Neighbourhood Plan (NP) allows local people to develop a shared vision for their neighbourhood and to help decide where new developments should go and what they might look like. NPs are a statutory planning document made possible through the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. Once approved, the NP becomes a legal planning document which must be taken into account when making planning decisions. In addition, the NP can act as a prospectus and tool to bring together local stakeholders to help deliver change.

### 1.2 What it can and can't do

- 1.2.1 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 Windsor Neighbourhood Plan (WNP) area are not directly 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” (as covered in Local Plans produced by Local Planning Authorities<sup>1</sup>). Also excluded are developments allowed as “permitted development”. Nevertheless, the knowledge and experience gained through the process of developing the NP shall inform and 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 in Section 11 of this plan.

### 1.3 Sustainability

- 1.3.1 Sustainable development is a golden thread that runs through the WNP. Development which is sustainable and enhances the local area is welcomed. The WNP has no obvious new “greenfield” sites available within the urban area, but areas have been identified where development could include extra housing and employment opportunities at the same time as enhancing the local environment.
- 1.3.2 The historic and natural environments are a key part of Windsor’s character, and WNP policies encourage development to enhance these aspects. A Strategic Environmental Assessment has been prepared alongside the production of this plan to assess the potential cumulative effects of the WNP’s policies. The WNP has an opportunity to meet local concerns and to encourage the following sustainable development:
- enhance the appearance of new housing and employment developments in the town, improve community facilities and key facilities to the west, improve local shopping possibilities
  - maintain/improve open spaces and the environment, and the enhancement and preservation of heritage.
  - support the continuing success of local businesses providing important jobs for local people and generating expenditure in the local economy.

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<sup>1</sup>Planning Practice Guidance - General conformity with the strategic policies contained in the development plan (Paragraph: 074 Reference ID: 41-074-20140306 Revision date: 06 03 2014). Accessed at: <https://www.gov.uk/guidance/neighbourhood-planning--2#General-conformity-with-strategic-policies>

Windsor Neighbourhood Plan.

- consider possibilities for the location of more housing and open space
- enhance sustainable transport infrastructure

## **1.4 The Neighbourhood Plan Area**

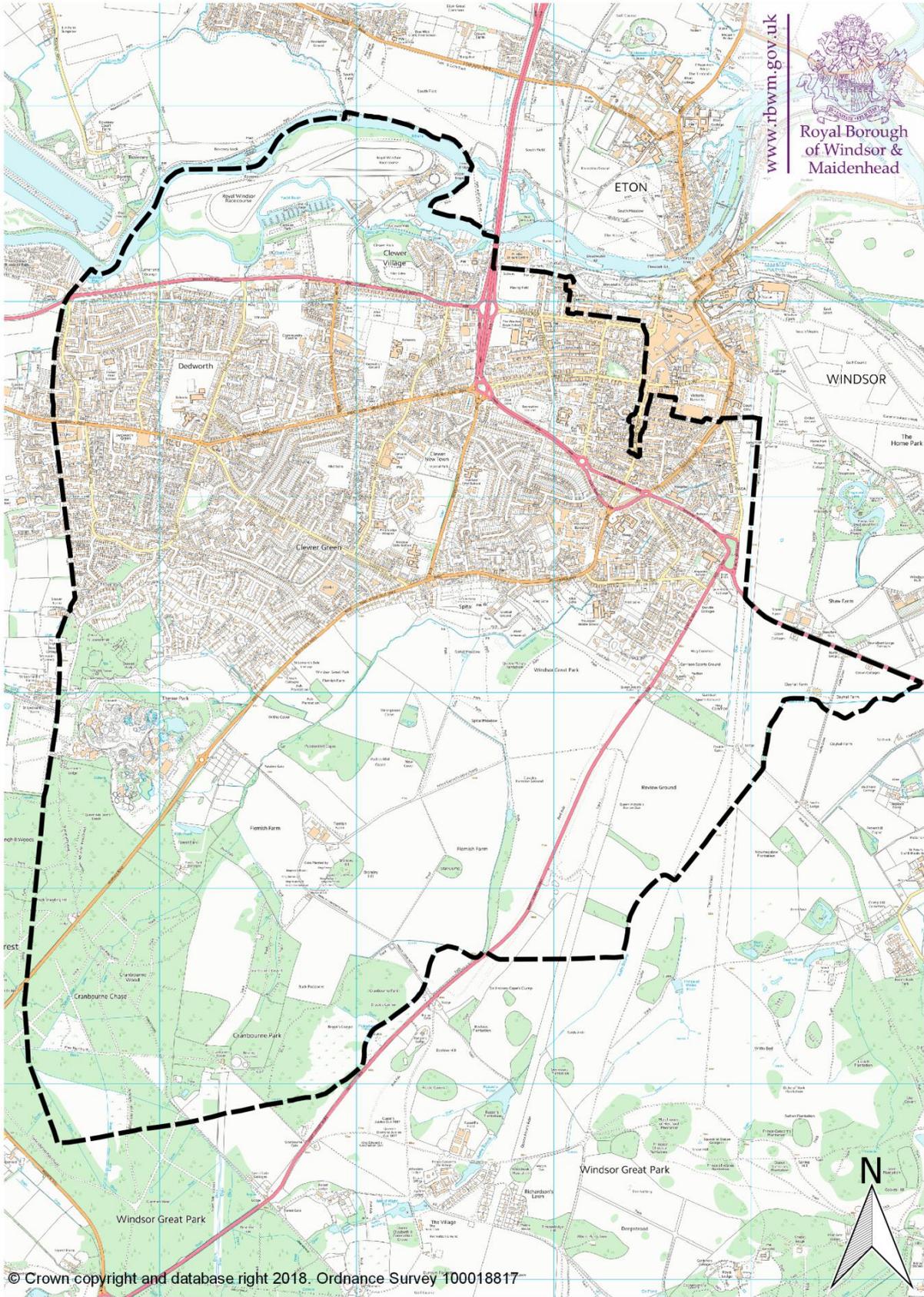
- 1.4.1 The Windsor NP (WNP) Area (*see Map 1 The overleaf*) covers the majority of the residential areas of the town but excludes the town centre (including the Castle and Home Park and the riverside area around the Leisure Centre, Alexandra Gardens and The Goswells) and a small area in the west which is in Bray Parish. The WNP includes (the pre-2019) electoral wards<sup>2</sup> of Park, Clewer East, Clewer South together with most of Castle Without and Clewer North.

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<sup>2</sup> The same WNP designated area will still apply after the new Ward Boundaries come into effect at the May 2019 local elections, so if the WNP is made it will apply across the new ward boundaries.

Windsor Neighbourhood Plan.

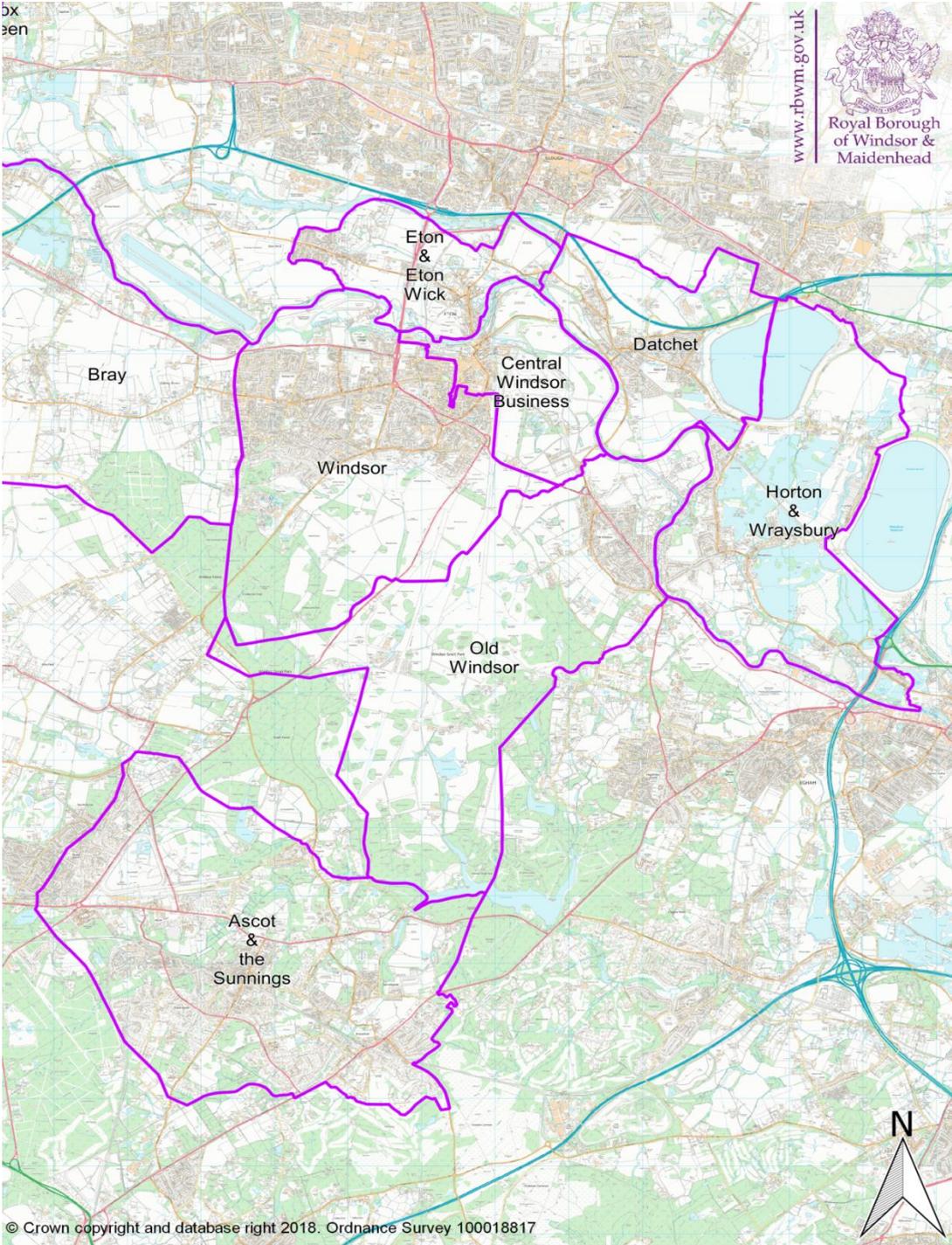
Map 1 The WNP area



### 1.5 The History of Neighbourhood Planning in Windsor

The Windsor Neighbourhood Forum was designated by the Royal Borough of Windsor and Maidenhead (RBWM) in August 2014. At the same time, the “Windsor 2030” Business Neighbourhood Forum was formed, designated and charged with producing a NP for the town centre and central riverside area.

Map 2 Adjoining WNP Areas



1.5.1

## **1.6 Development of the Plan**

- 1.6.1 The WNP has been overseen by a volunteer Forum, through extensive and open consultations with the people and businesses of Windsor and other relevant organisations.

For further details of the seven stages of consultations undertaken see the Consultation Statement. The Basic Conditions statement explains how the plan meets the Basic Conditions regulations. Both documents can be found on the website [www.windsorplan.org.uk](http://www.windsorplan.org.uk).

- 1.6.2 Once made the WNP will cover the plan period 2019-2034. This time frame broadly fits with the RBWM planning cycle as the emerging BLP is intended to apply from 2013 to 2033.

## 2 ABOUT THE WNP AREA

- 2.1.1 This section contains an overview of the opportunities and constraints of the whole town, how the WNP area fits within it, and what makes it special. 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.
- 2.1.2 Windsor is internationally famous as the home of Royalty and has international significance as a major heritage site and showcase for the UK. Nearly 7 million tourists visit the town every year, mostly on day trips, to the Castle, River, LEGOLAND, Racecourse and Great Park. The 2018 Royal Wedding was viewed by 2 billion people worldwide and attracted over 100,000 visitors on the day. The town's appearance and heritage are therefore extremely important.
- 2.1.3 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. The 32,000 or so residents consequently have access to many more amenities than would normally be expected of a town of similar size, and people as a result aspire to live here. 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.
- 2.1.4 It has traditionally been 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. The WNP area is encircled by Green Belt and special landscapes, although set within this Green Belt are two tourism businesses, LEGOLAND and Windsor Racecourse, which are important for the local economy. The economy is not wholly tourism though, and has always been mixed with several major health and military institutions, some medium sized commercial offices and some small- scale light industry, and small businesses scattered through the area.
- 2.1.5 The town's popularity brings considerable pressures 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.
- 2.1.6 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 Castle and Great Park, the town has of necessity grown out westwards.

## 2.2 The WNP area and the Town Centre

- 2.2.1 The town centre and central riverside are not in the WNP area (they are in the W2030 area which intends to do a business-led Neighbourhood Plan) but there is large degree of interdependence between the two areas. The WNP area depends upon all of the amenities in the central Windsor area, and vice versa.

## 2.3 What makes the WNP area special?

- 2.3.1 The WNP area comprises the mostly suburban part of the town. It is socially, economically and architecturally mixed with the majority being family housing with gardens. There are higher density Georgian and Victorian terraces mostly in the inner suburbs and mostly low- density family housing with gardens in the outer suburbs along with an increasing number of flats<sup>3</sup> on re-developed plots. 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.
- 2.3.2 House and land prices have increased to around fourteen times average incomes, and redevelopments mean the town is becoming increasingly dense. At present there are still green surroundings, from the green belt all around the town, as well as gardens, parks and green pockets and tree lined streets in the urban area, although the urban greenery is under pressure particularly through the need for parking and more homes.
- 2.3.3 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 issues for people and businesses who live and work here as the distance between the town centre and southern and western suburbs are a long walk, bike or car journey away and the issues are exacerbated by the underpasses, busy roads and traffic congestion and parking pressures.
- 2.3.4 The immediate population close to the town centre is relatively small<sup>4</sup>, with relatively more being in the middle and outer suburbs where there are fewer facilities within walking distance. Community facilities are also under pressure and these will become increasingly important as densities increase. The total Windsor population was 30851<sup>5</sup> at the 2011 census having increased by just under 10% since 2001. At the same growth rate, it is estimated that the current population is around 32500.

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<sup>3</sup>Based on 2011 census data [www.rbwm.gov.uk/public/jsna\\_ward\\_profiles](http://www.rbwm.gov.uk/public/jsna_ward_profiles) the most common housing types are as follows; Park Ward; Detached 37.74%, Castle Without Ward 35.78% terraced, Clewer East Ward Flats 33.02% Clewer North Ward Semi Detached 41.49%, Clewer South ward not available

<sup>4</sup>Castle Without ward in 2011 census had a population of 6952, Clewer North 7728, Clewer South 5341, Clewer East 5450, Park 5290.

<sup>5</sup>Excluding Eton and Castle Ward had 2748 in 2011 of which it is estimated that 800 are in the Windsor2030 area.

- 2.3.5 The area economy is changing as it is losing offices and small business premises including light industrial which are being redeveloped to housing both through RBWM policy as well as under Permitted Development Rights. Small and growing businesses are finding it hard to find space to operate.

## 2.4 Neighbourhood Area Constraints

- 2.4.1 Under the NPPF there is a presumption in favour of sustainable development and this is a thread that runs through the NP, however it is important to understand any limitations for development around the WNP area. There are a considerable number of constraints discussed below.
- 2.4.2 Green Belt. The built area of Windsor is totally surrounded by Metropolitan Green Belt, not all of which is publicly accessible, (although not all) and this green feel defines the surround of the town and much of the suburban area.
- 2.4.3 Within this Green Belt 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<sup>6</sup>. Parts are also internationally designated (EU) 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. These are recognised in the Conservation of Habitats and Species Regulation 2010, and the Wildlife and Countryside Act 1981.
- 2.4.4 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.
- 2.4.5 The Crown Estate allows public access to some parts of the Great Park and this is extremely important for recreation for the people from the WNP area as well as for the whole region. However large parts of the Great Park are private. As population increases across the whole region RBWM and the Crown Estate consider that the edges of the Great Park are deemed to be at increasing threat from change and potential environmental stresses from public access. Where there are some more sensitive areas access is “permissive”<sup>7</sup> and there are a limited number of access points on foot only (such as off Winkfield Road where a footpath runs through Crown farmland) and limited nearby parking capacity at those access points.
- 2.4.6 Tourist businesses in the Green Belt. LEGOLAND to the south and Windsor Racecourse and Windsor Racecourse Marina sites are to the north in the Area. All are “washed over” by the Green Belt so any development on these sites is subject to national and local Green Belt policy.
- 2.4.7 The Thames River Corridor runs to the north of the WNP and is protected for its landscape value and is a RBWM designated Green Corridor. It includes Sutherland Grange Nature Reserve (also designated by RBWM).

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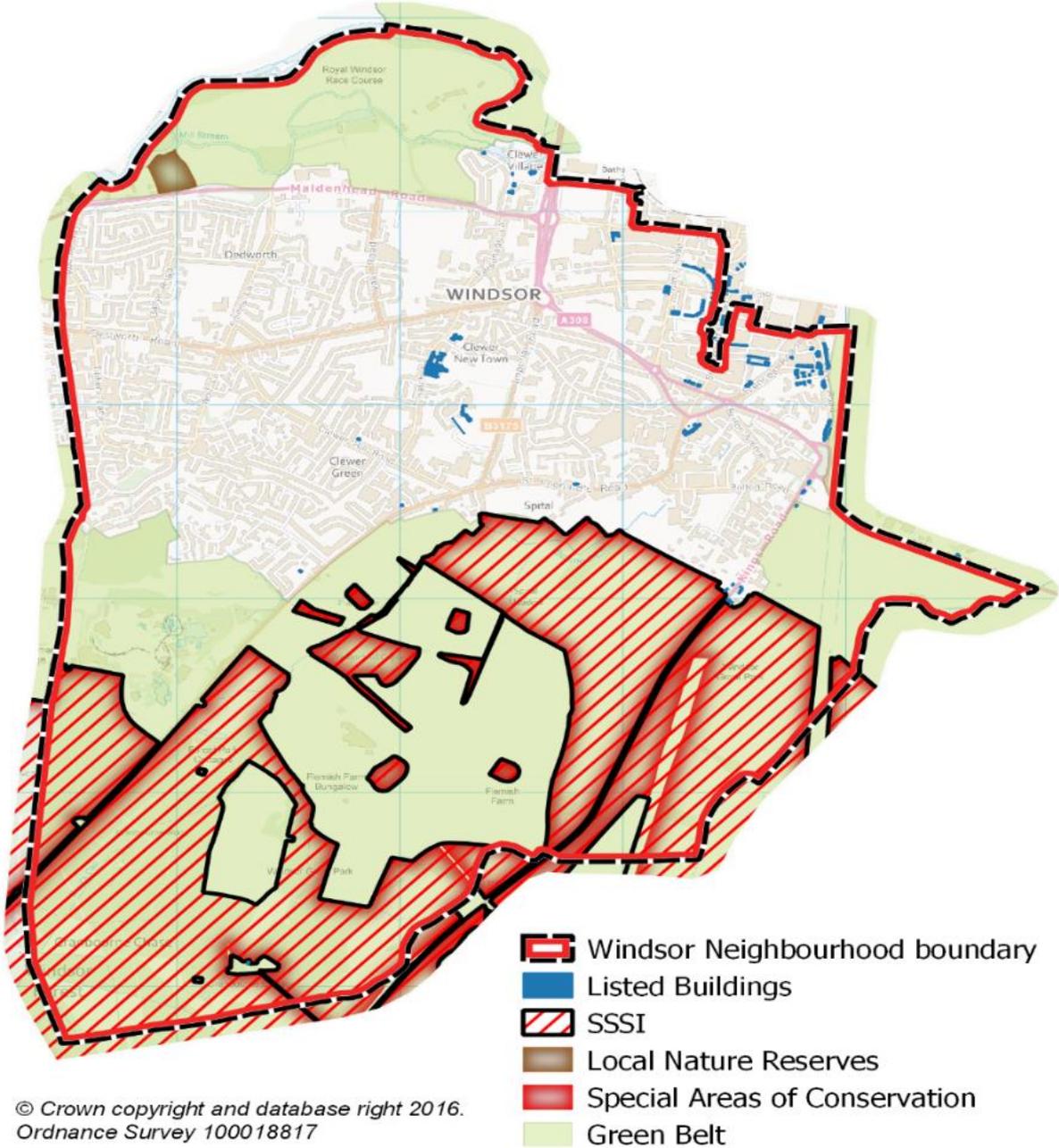
<sup>6</sup> The Register of historic parks and gardens is managed by Historic England

<sup>7</sup> To the right of the Crown and can be withdrawn at any time.

Windsor Neighbourhood Plan.

- 2.4.8 A large part of the north of the Area is within areas of flood risk (flood risk zones 2 and 3). 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 embankment and sluice gate, next to Stag Meadow. Many other streams and “river ditches” cross the area although are not always visible, such as beside Imperial Road and under Hatch Lane and its adjoining roads.
- 2.4.9 There is still a growing flood risk from climate change, from both river, surface water, and ground water levels, and there is also risk to a critical drinking water catchment area which is spread across part of the area.

Map 3 Listed buildings and special landscapes in the WNP Area



- 2.4.10 Green and Community Infrastructure. Open Spaces within the urban environment are valuable community resources which underpin the quality of life. Various urban open spaces, including parks, natural and semi natural areas, amenity green spaces, allotments, school playing fields, sports pitches, and play areas are relied on by the population. RBWM Open Space Study 2019 and the earlier Open Space Audit 2008 identified that there are shortages of some types of open space against established standards and they are unevenly distributed.
- 2.4.11 Windsor is generally well provided with various Community Centres, Sports and Recreation and Leisure facilities, and churches, which provide essential facilities and support an active leisure, recreation and community life<sup>8</sup>. Many leisure and sports facilities are along the riverside or in the Home Park east of the town centre, (W2030 area) so some distance from peoples' homes, particularly for those in the west of town.
- 2.4.12 Heritage. Protecting Windsor's heritage and enhancing the wider overall setting for Windsor Castle (probably the most recognised and important castle in the country and a designated Ancient Monument) is of the utmost importance for Windsor. 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. (See Map 3 p14). 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, and which enable an appreciation of Windsor's history including churches and churchyards.

## 2.5 Neighbourhood Area Opportunities

- 2.5.1 Our consultations with local people and SWOT analysis showed that the area is generally well served with community and leisure facilities, and the main planning concerns centre around the appearance of the town, fewer facilities in the west of the neighbourhood area, the threats to and gradual erosion of heritage, preserving community facilities, open spaces, employment and shopping, Green Belt, and dealing with increasing traffic congestion. The need for affordable housing was also a concern. Each of these challenges presents opportunities to make a positive change via the WNP.
- 2.5.2 Our investigations have shown that there are no obvious or substantial greenfield or brownfield sites within the WNP which do not already have permission within the area boundary or are not covered by existing Borough plans or by Green Belt or other designations restricting developments. We therefore predict that we will see new housing or business development mostly consisting redevelopments of "windfall sites", (that is as yet unknown sites which will be put forward for development by their owners), or infill between them, or attempts to use of some existing open spaces against community wishes, and some increased development in already-developed Green Belt business sites such as LEGOLAND and Windsor Racecourse

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<sup>8</sup> See the WNP website Evidence Base for the list of community facilities

- 2.5.3 We have therefore concentrated mostly on the design aspects to help to shape any future windfall redevelopments which will inevitably come forward. We have an opportunity to influence the design of redevelopments and infill to improve the appearance of the town and the way it functions, and to direct developments to where local people want to see them. The WNP approach is to create policies and projects which can help to deal with the increasing densities in a way that is acceptable to the community through better design that is more aligned with the wishes of the community.
- 2.5.4 The plan sets out what would be permissible in terms of design and character, and also gives some suggestions as to general locations where development could occur both for housing and retail sites. It is very difficult to be specific on what densities should be<sup>9</sup> in a town where character is so diverse as what might be appropriate in St Leonards Hill will not be in central Windsor<sup>10</sup>. The appropriate quantum of development would be based on professional judgements on a case by case basis guided by strategic policies in the Borough Local Plan.
- 2.5.5 The WNP has tried to avoid repeating policies which are already covered in the adopted and emerging BLP, while at the same time being aware of the likely time lag between the WNP and BLP adoption timetable.
- 2.5.6 The WNP is required to generally conform to the strategic policies of the BLP, whilst it has to take into account evidence on the allocated strategic sites. It can seek to influence some aspects such as design and detail through its policies.

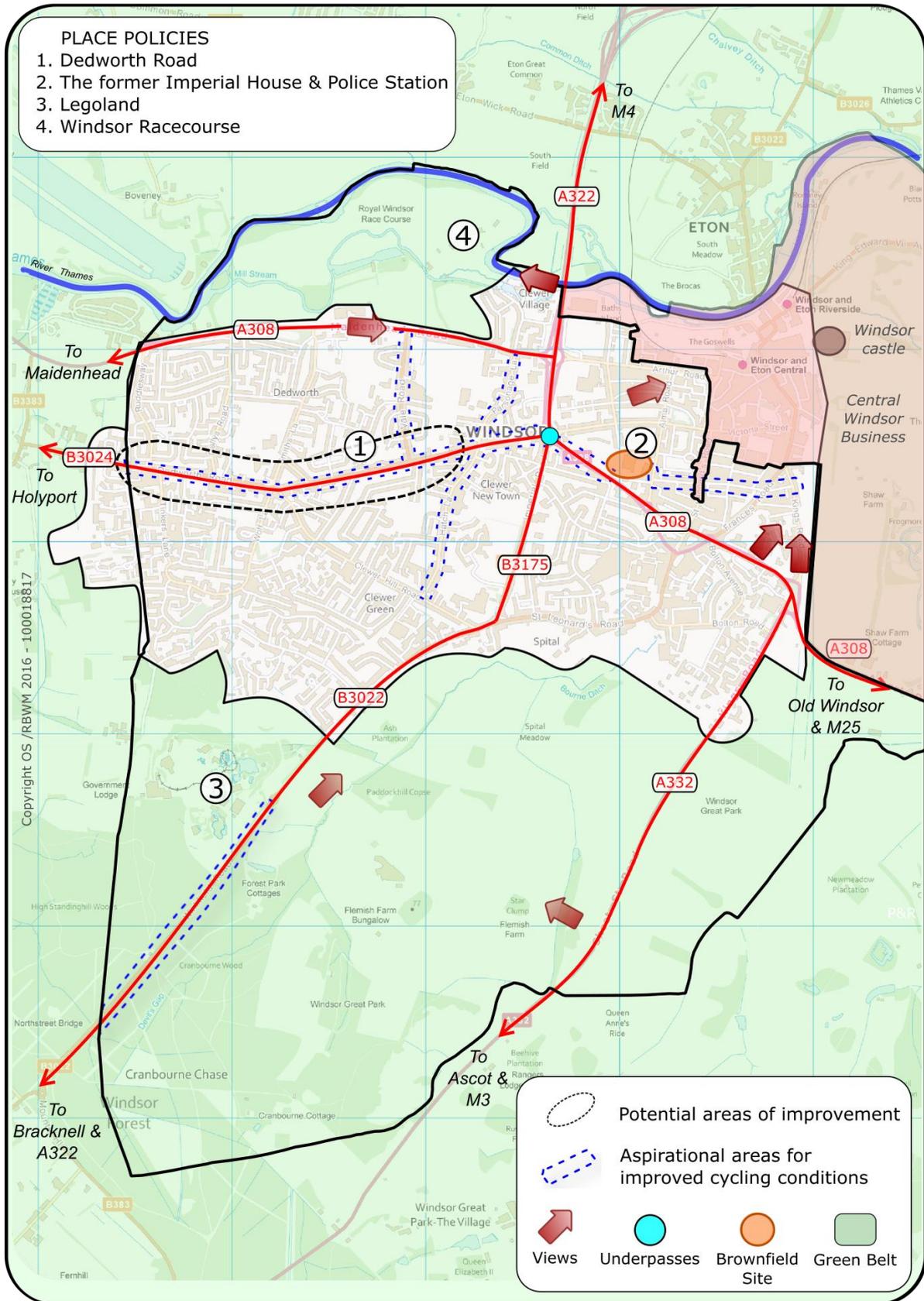
The **opportunities** for specific places are summarised overleaf (*Map 4 p17*).

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<sup>9</sup>RBWM emerging BLP suggests minimum of 30 dwellings per hectare across the Borough.

<sup>10</sup> AECOM (The Former Imperial House and Adjacent sites Masterplanning and Design Advice) estimates housing density in central Windsor (terraced streets of Queens Road/St Marks Road) as 52 dwellings per hectare

Map 4 Main Area Opportunities



### 3 VISION and OBJECTIVES

- 3.1.1 The Vision Statement and objectives encapsulate how we believe people want to see the area develop. The vision and objectives are the touchstone for all future development. Applicants should reflect the objectives within their proposals in order to contribute to the realisation of the WNP vision.

#### 3.2 Vision Statement

*In 2033 developments in the WNP area have provided a more attractive and a better place to live, work and visit. It has protected and enhanced the character of the area as part of the wider historic (market) and royal town of Windsor. The primarily suburban area has conserved local heritage, while developing a modern character fit for the future. This sustainable green and leafy urban environment has benefited from the delivery of new green and blue infrastructure, including improved pedestrian and cycle links to the Thames, Great Park and local green spaces. These in turn have supported the businesses and attractions that are important to the local economy and met the needs of residents.*

The WNP intends that by 2034

- i) The historic nature of the town and its key views have been preserved and enhanced by the conservation of heritage and through attractive new development that is sympathetic to the town's distinctive and historic character.
- ii) There is a green and leafy feel to the town, with a linked network of green and open spaces, and with new developments throughout the NP area contributing green boundaries and attractive front garden landscaping to "bring nature in".
- iii) The Parks and Gardens and Green Belt surrounding the urban area are protected but accessible
- iv) The outer suburbs have been enhanced through attractive new developments which have been thoughtfully designed to sustain and develop locally important character areas such as the Hatch Lane /Parsonage Lane/Mill Lane (Clewer) corridor and the Laing Estate.
- v) The WNP area Windsor is a cohesive, diverse and family friendly community where everyone has good access to shopping, community and leisure facilities, including a new health centre in West Windsor, a range of local pubs and restaurants and improved local centres.
- vi) There are attractive and flexible new homes in a mix of sizes and types which provide a good level of amenity space and adequate and well-designed parking.
- vii) Residents and visitors can move around easily and safely using both local public transport and a convenient and well linked network of improved footpaths and cycleways, and have easy access to the town centre and suburbs from the south and west using well linked safe and convenient underpasses and footways
- viii) There is a vibrant and diverse economy and sustainable facilities for business. The area maintains a sizeable and stable business and commercial sector housed in high quality premises and providing a range of jobs for local residents. Controls are in place to prevent the casual loss of some businesses including public houses.
- ix) Leisure opportunities have been widened through a new footbridge across the Thames

**allowing easier access to the Thames paths and other attractions on the north side of the river.**

**3.3 Key Objectives**

3.3.1 Below are a series of key objectives grouped under the themes that emerged from comments received during our community consultation. The WNP is structured under the themes. Each objective includes accompanying aims that should be considered as integral to achieving the stated objective. The policies, projects and monitoring indicators are directly informed by the objectives.

*Natural Environment (including Open Space)*

<b><i>OBJECTIVE 1: Protect the environment and enhance the green and blue infrastructure network and the safe access to it</i></b>
<b>Aims</b>
<ul style="list-style-type: none"> <li>i. Keep Windsor green and enhance and expand the green infrastructure</li> <li>ii. Maintain and improve biodiversity, the green feel of the town and the green network.</li> <li>iii. Encourage the re-greening of areas of the town where street trees and front garden landscaping have been lost.</li> <li>iv. Protect and increase the quantity and quality of green space and the safe access to it.</li> <li>v. Improve flood resilience, drinking water sustainability and water supply and sewerage infrastructure</li> </ul>

*Appearance (including Character, Heritage, Design and Views),*

<b><i>OBJECTIVE 2: Conserve local character and encourage high quality design</i></b>
<b>Aims</b>
<ul style="list-style-type: none"> <li>i. Strengthen protection for heritage buildings and features</li> <li>ii. Improve the overall appearance of the town with development “In keeping” with the character and street scene</li> <li>iii. Enable new development of high quality of design, which enhances its surroundings</li> <li>iv. To preserve and enhance areas of special local character</li> <li>v. Preserve key views</li> </ul>

*Getting Around,*

<b><i>OBJECTIVE 3: Encourage sustainable modes of transportation</i></b>
<b>Aims</b>
<ul style="list-style-type: none"> <li>i. Reduce the impact of traffic.</li> <li>ii. Improve opportunities for walking and cycling within the area</li> <li>iii. Improve and protect parking for residents and businesses</li> </ul>

*Housing and Community*

<b><i>OBJECTIVE 4: Support the delivery of new housing and community facilities</i></b>
<b>Aims</b>
<ul style="list-style-type: none"> <li>i. Find space for new homes on brownfield sites</li> <li>ii. Ensure that each new or enlarged dwelling is provided with adequate internal and external amenities.</li> <li>iii. Protect and enhance community and health facilities</li> </ul>

*Working and shopping*

<b>OBJECTIVE 5: Grow the local economy and enhance commercial areas for the benefit of business, workers, shoppers and tourists</b>	
<b>Aims</b>	<ul style="list-style-type: none"> <li>i. Protect public houses from inappropriate development</li> <li>ii. Support improvement of appearance, shop fronts and public realm in local retail areas.</li> <li>iii. Support healthy balance of retail uses including independent retailers</li> <li>iv. Support businesses uses and facilities</li> <li>v. Support small and independent business</li> </ul>

*Place policies*

<b>OBJECTIVE 6: Enable redevelopment in an area (Imperial House, Alma Road) in accordance with the vision and objectives of the plan.</b>	
<b>Aims</b>	<ul style="list-style-type: none"> <li>i. Enhance the public realm, street scene and sense of place.</li> <li>ii. Improve movements (including traffic flows) within the local area and encourage sustainable modes of transport</li> <li>iii. Maintain and enhance green and blue infrastructure.</li> <li>iv. Support mixed uses to maintain vitality and viability in commercial/retail areas</li> </ul>

*Community Infrastructure Levies*

<b>OBJECTIVE 10: Direct the use of Community Infrastructure Levies and Section 106 Agreement funds in line with community priorities</b>	
<b>Aims</b>	<ul style="list-style-type: none"> <li>i. To steer the use of available funding towards community priorities.</li> </ul>

3.3.2 Planning applications are decided on the basis of the statutory planning policies. When the WNP is made, it will form part of the Development Plan along with the Borough 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.

## 4 POLICIES and PROJECTS

### 4.1 Introduction to the WNP policies

4.1.1 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 a specific PLACE policy for the Former Imperial House.

4.1.2 The **THEMES** are:

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

- The **PLACE** policy is specific to the former Imperial House and Police Station quarter

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

- **OBJECTIVE:** reference to applicable key objectives
- **CONTEXT:** an introduction to the issues or opportunity the policy seeks to address
- **POLICY:** the policy wording that shall apply to planning applications
- **REASONED JUSTIFICATION:** this sets out the rationale for the policy approach and cites relevant evidence and guidance to aid the applicant and decision maker.

*PROJECTS: where issues or opportunities cannot be addressed through planning policy, this plan identifies in Section 11 (Delivery and Implementation Plan) some separate projects and infrastructure items which might be followed up during the plan period.*

## 5 NATURAL ENVIRONMENT AND OPEN SPACE

### 5.1 Introduction

- 5.1.1 The special character 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 calibre of natural environment as part of that public realm is essential to our health and quality of life as well as to environmental sustainability, including climate change. Local people have identified a number of key aspects relating to the green infrastructure including open space and biodiversity that we can improve. 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 policy<sup>11</sup>.

### 5.2 Green Infrastructure including Open Space

#### OBJECTIVE

Protect the environment and expand and enhance the green and blue infrastructure network and the safe access to it.

#### CONTEXT

- 5.2.1 The RBWM Open Space Audit 2008 has been used as evidence to develop the WNP policies, supplemented by the RBWM Open Space Study 2019. These list the open spaces under various typologies<sup>12</sup> and make recommendations on quality quantity and accessibility standards, although the latter does not include spaces under 0.2 hectares in size.
- 5.2.2 The RBWM Open Space Study 2019 uses the Fields in Trust<sup>13</sup> 2015 (FIT) standards for Open space for people living in towns and cities as well as the Thorpe Report on Allotments (<sup>14</sup>1969) and these are somewhat different from the earlier standards from Natural England and PPG17. These new standards can be more flexibly applied but could also risk a decline in the amount of open space which is supplied principally by the Borough.

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<sup>11</sup>RBWM Local Plan 2003; RBWM Open Space Study/Audit 2008; RBWM Open Space Study 2019, RIBA City Health Check 2011; “Creating the Right Environment for Health” The Annual Report from the Director of Public Health RBWM July 2018.

<sup>12</sup>Open Space typologies include Parks and Gardens; Natural and Semi Natural Green Space; Provision for Children and young people ; Recreation Grounds and Outdoor Sports facilities (e.g. Pitches, athletics tracks, bowling greens, tennis courts); Amenity Green Space near housing areas (for informal recreation); Green Corridors or links (which provide important human and wildlife access routes); Cemeteries and Allotments also provide open space.

<sup>13</sup> The RBWM have adopted Fields in Trust standards which have superseded the former quantity and accessibility Natural England standards from the 1990s, and in the case of Parks and Gardens and Natural and Semi Natural green space recommend higher quantities of open space, and in the case of Provision for Children and Young People, lower quantities, Amenity Green Space about the same.

<sup>14</sup> 1968-69 Cmnd. 4166 Report of a Departmental Committee of Inquiry into Allotments [Chairman: Professor H. Thorpe] (Allotments)House of Commons

5.2.3 The standards used by the RBWM as at 2019 are;

	Known as	Typology	RBWM 2008 (Natural England, PPG17) ha/1000 pop	RBWM 2019 (FIT) ha /1000 pop
Parks & Gardens	P&G	1	0.27	0.80
Natural & Semi Natural Green Space	NSN	2	5.40	1.80
Amenity Green Space	AGS	4	0.59	0.60
Provision for Young People and Children		5/6	0.45	0.25
Allotments		8	0.325	0.20
Cemeteries and Churchyards		9	No guideline	No guideline

5.2.4 and the FIT accessibility standards<sup>4</sup>:

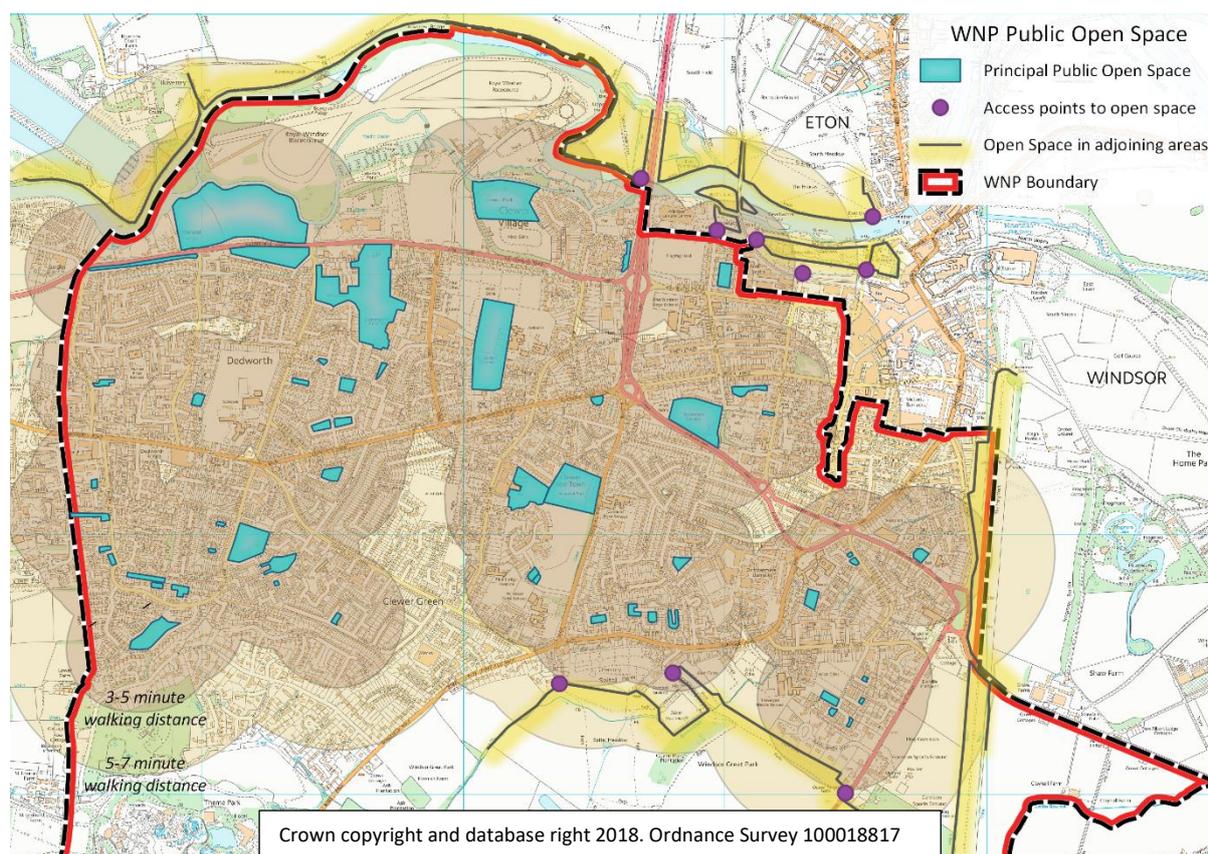
		Typology	metres	Walking time
Parks & Gardens	P&G	1	720	10 mins
Amenity Green Space	AGS	4	480	6 mins
Local Areas for Play (very young children)	LAPs		100	2 mins
Locally Equipped Areas for Play (children who can go independently)	LEAPs		400	5 mins
Neighbourhood Equipped Areas for Play (older children)	NEAPs		1000	15 mins

5.2.5 The 2019 study concludes as follows:

	<i>RBWM Open Space Study 2019 summary Windsor Conclusions</i>
<i>Parks &amp; Gardens</i>	<i>Few deficiencies (mainly due to Windsor Great Park). Need for better signage and more seating.</i>
<i>Natural &amp; Semi Natural Green Space</i>	<i>Few deficiencies (mainly due to Windsor Great Park) Better signage and seating would be an Improvement. Green corridors to connect open spaces required</i>
<i>Amenity Green Space</i>	<i>Need for additional AGS as part of growth allocations, and to the south of the town, where distances to AGS are beyond accessibility standards.</i>
<i>Provision for Young People and Children</i>	<i>Need for more LAPs at local level in Windsor (except N). Provision required for more LEAPs and NEAPs in the west of the town.</i>

- 5.2.6 On the face of it the town has lots of open space, and the green character of the area is one of its defining features.
- 5.2.7 However, the quantity of open space per head is declining as population increases, and not all WNP open space is accessible to the public by reason of ownership, opening times, distance and facilities, so generally accessible public open space is more limited than first appears<sup>15</sup>.
- 5.2.8 The 2008 and 2019 studies both identified high levels of satisfaction regarding access to Parks and Gardens and Natural and Semi Natural space in the Windsor and Eton Area, probably due in part to the proximity of Windsor Great Park, and access to Sutherland Grange Nature Reserve by the River Thames and Clewer Park. There are lower satisfaction levels with the quantity and quality of Amenity Green Space, probably reflecting the uneven spread and some quality deficiencies.

**Map 5- Walking distances to the Principal Public Open Spaces in the WNP Area. (walking circles are centred on the open spaces, dark shaded circle= up to 5 mins walk, light shaded circle = up to 7 mins walk).**



<sup>15</sup> Most school playing fields are not usually open to the public unless through a club, allotments are usually open to members only, there are also some substantial private gardens (for example at Longbourn on Imperial Road and Clarence Crescent Gardens) and much Green Belt open space around the town is private and protected landscape sections of Windsor Great Park (e.g. Windsor Forest), or accessible only to users of Windsor Racecourse and Legoland. Some is allocated highways land, or has “permissive” access which can be withdrawn in future (some Crown Estate areas and footpaths). Some have specified opening times (Convent Public Park open space).

- 5.2.9 WNP consultations have revealed some dissatisfaction with facilities for children and young people particularly in West Windsor. This is consistent with the RBWM findings for the need for more LAPs at local level and more LEAPs and NEAPs in the West of Windsor. Map 5 shows walking distances to get to the principal public open spaces in the Neighbourhood Plan area, illustrating that some areas (unshaded) are further away from public open space than recommended in the standards.
- 5.2.10 *Appendix 1* shows the open spaces in the WNP area numbered according to the Open Space Audit 2008, and subsequent open spaces provided since that date, and gives the detailed typologies of each open space.
- 5.2.11 The listing and mapping of typologies is complex because open spaces often perform multiple functions so there are overlapping typologies for one space. For instance, a Park may contain equipped play areas for young or older children or young people as well as Natural or Semi Natural green space. Children may use Amenity Green Space (unequipped) as play areas. The amount and distribution of open spaces therefore has to be seen within the context of the whole area. In terms of quality, the 2008 study recommends the need to improve and update the type of provision for young people (13 and over) with informal playable spaces, Multi Use Games Areas (MUGAs) and facilities such as skate parks and bike tracks and grass pitches.
- 5.2.12 Most of Windsor Great Park is outside of the recommended 10- minute walking distance for much of West Windsor. Likewise, the access to the Thames Path on the north bank of the Thames is limited to two crossing points in Windsor, which are the Royal Windsor Way Bridge and Windsor & Eton Bridge. These access points are a considerable distance from some parts of Windsor.
- 5.2.13 Recent and future expected population increases (through a higher number of, or density within, developments) during the Plan period indicate that more public open space will be required to maintain both quantitative and qualitative standards for local communities, and that overall provision of areas of open space are falling behind what is needed to keep up with population growth.
- 5.2.14 Under the FIT standards RBWM will require an additional 6 hectares of Amenity Green Space and 30 ha of space for Children and Young People between 2011 and 2031. Finding such additional spaces is very difficult and will need imaginative solutions. Without such additional urban spaces, the pressure on Windsor Great Park and its environmentally sensitive and special landscapes and Natural and Semi Natural Green spaces (as well as other edge of town open spaces) will increase even more, threatening greater environmental degradation.
- 5.2.15 It is recognised that national and local policy supports the creation of and affords protection of public open space. The NPPF para 99 permits communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development. NPPF para 101 notes further that policies for managing development within a Local Green Space should be consistent with those for Green Belts.
- 5.2.16 Policy OS.01 designates areas of Local Green Space that are demonstrably special to the community, where development will be managed as per in Green Belts and Policy OS.02 supports both the protection of existing and the creation of new public open space.

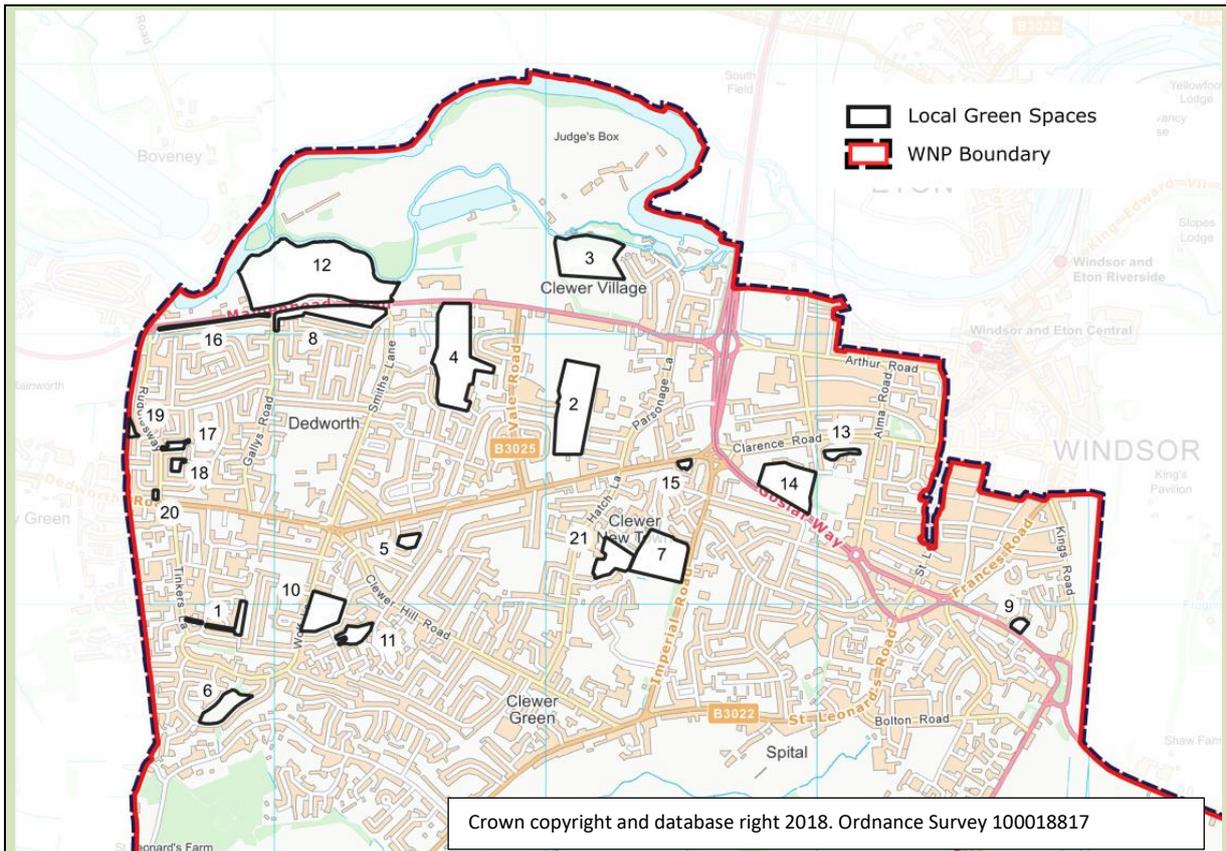
**POLICIES–Open Space**

**OS.01**

i. The areas listed below and Identified on Map 6 and in expanded individual maps below, are designated as Local Green Space, which will be protected in a manner consistent with the protection of land within the Green Belt.

- 1 Castle Farm Spinney
- 2 Clewer Memorial Recreation Ground
- 3 Clewer Park
- 4 Dedworth Manor and Sawyers Close
5. Greenacre
6. Hemwood Dell
7. Imperial Park
- 8 Maidenhead Road AGS 2
9. Osborne Road-Chaucer Close
10. Osgood Park
11. Park Corner
12. Sutherland Grange
13. Trinity Wildlife Garden
14. Vansittart Recreation Ground
15. Clarence Road Gardens
- 16 Maidenhead Road AGS 1`
- 17 Reed Way /Birch Grove
- 18 Reed Way /Holly Crescent
- 19 Willows Path NSN/AGS
- 20 Dedworth Road/Ruddlesway/Newberry Crescent
21. Convent Public Park

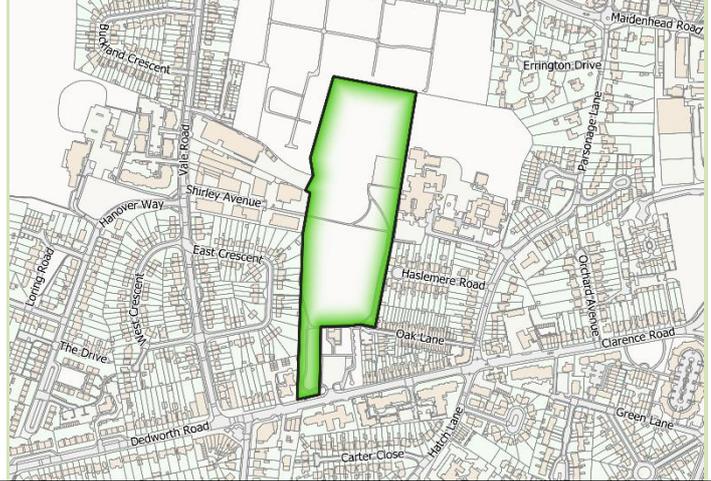
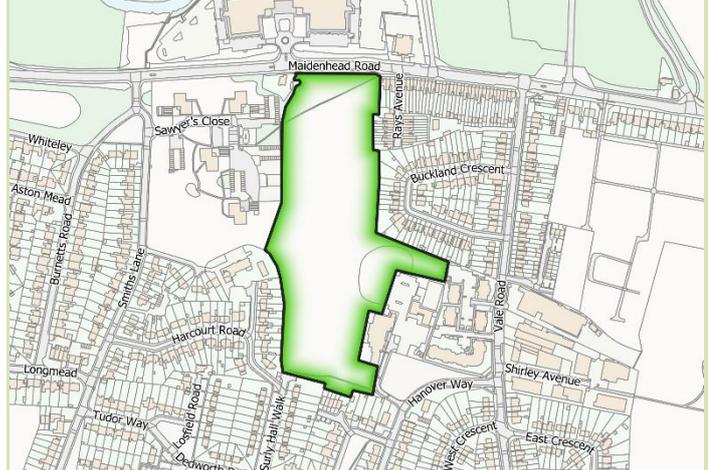
Map 6 - WNP Area- Designated Local Green Spaces

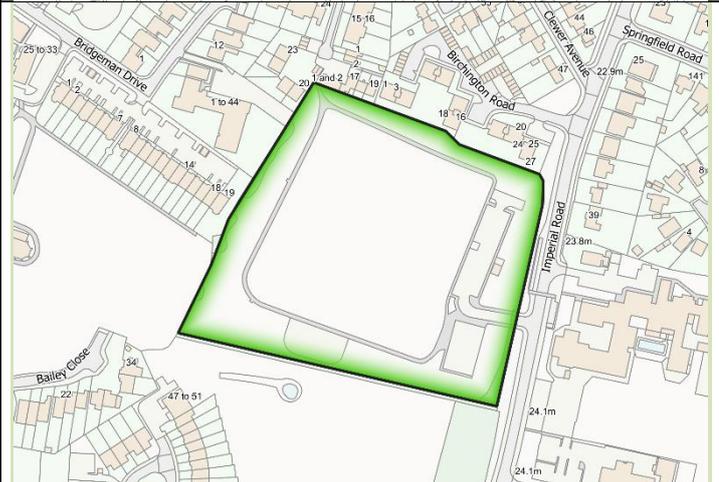


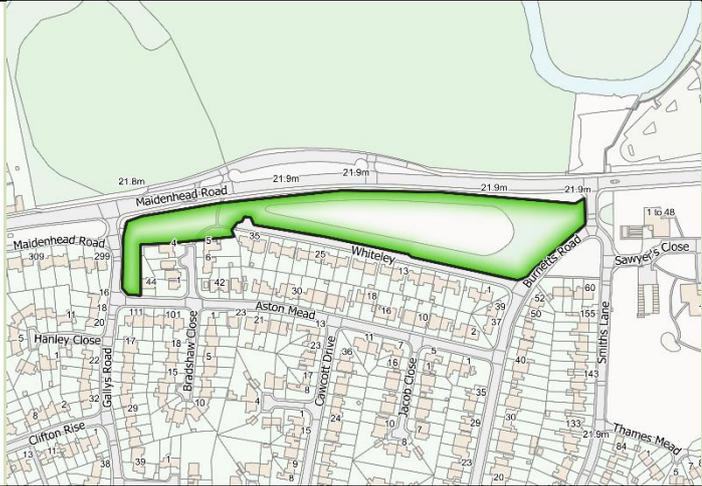
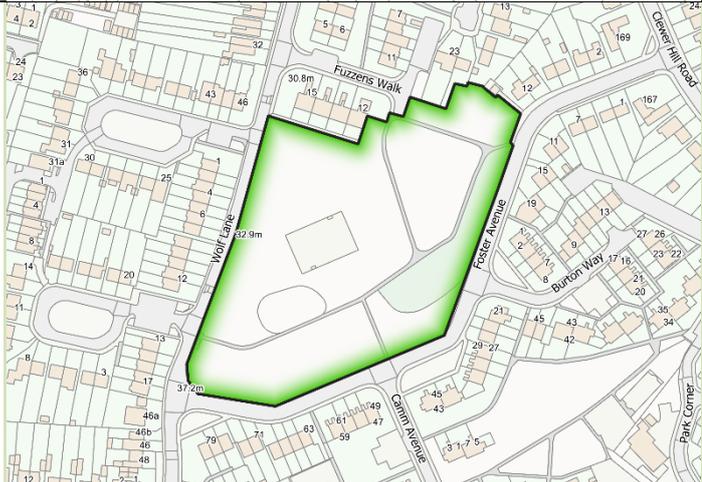
### Designated Local Green Spaces-Individual Maps

(all maps Crown copyright and database right 2018. Ordnance survey 100018817)

<p><b>1</b></p> <p><b>Castle Farm Spinney</b></p> <p>Castle Farm Spinney runs north to south to the west of Priors Road starting from Burnham Close to the north and finishing just short of Wyatt Road to the South. A narrow green corridor with path links the spinney to White Horse Road and across to Tinkers Lane and Basford Way.</p>	
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<p>2</p>	<p><b>Clewer Memorial Recreation Ground</b>                  Located on Dedworth Road between the Three Elms junction and St. Andrews Avenue, it has both car and pedestrian access (not shown on map). Pedestrians are also able to enter the park from Oak Lane, East Crescent and Shirley Avenue.</p>	 A detailed street map of the Clewer area. A green-shaded polygon highlights the location of Clewer Memorial Recreation Ground. The ground is situated on Dedworth Road, bounded by Shirley Avenue to the north, Oak Lane to the east, and East Crescent to the south. Other nearby streets include Haslemere Road, Carter Close, and Ham Lane.
<p>3</p>	<p><b>Clewer Park</b>                  Clewer Park is in Clewer Village near St. Andrew's Church and behind the residential area off Mill Lane (also called Clewer Park). It is 3.9 hectares.</p>	 A map showing Clewer Park, a large green-shaded area. The park is located near a river and residential streets. Dimensions are indicated: 20.4m on the left side and 21.0m on the bottom-left side. House numbers 35, 36, 38, 44, 45, 58, and 59 are visible along Clewer Park Lane.
<p>4</p>	<p><b>Dedworth Manor</b>                  Between Maidenhead Road, Sawyers Close and Hanover Way, this open space houses playing fields, a childrens play area and many trees and saplings.</p>	 A detailed street map of the Dedworth area. A green-shaded polygon highlights the location of Dedworth Manor. The area is bounded by Maidenhead Road to the north, Sawyers Close to the east, and Hanover Way to the south. Other nearby streets include Whiteley, Aston Mead, Burnetts Road, Smiths Lane, Harcourt Road, Longmead, Tudor Way, Longmead Road, Oakworth Drive, Sawy Hall Walk, Vale Road, Shirley Avenue, West Crescent, and East Crescent.

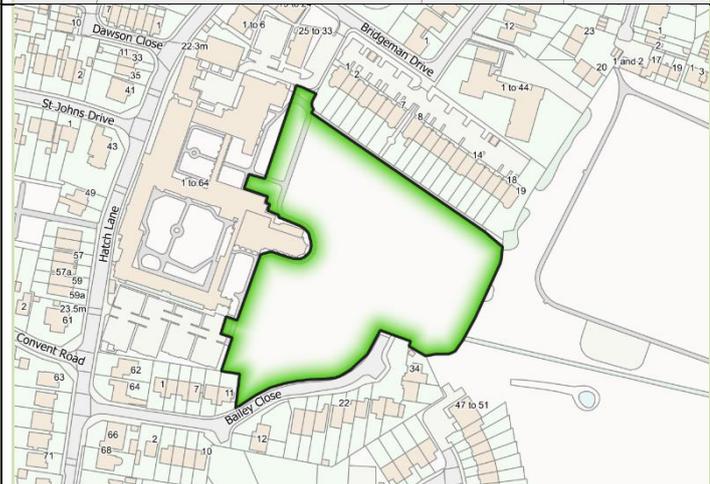
<p>5</p>	<p><b>Greenacre</b> This abuts Greenacre to the east.</p>	 <p>A map showing a large, irregularly shaped area highlighted in green. The area is bounded by a road labeled 'Greenacre' on its western and northern sides. The surrounding area contains several residential plots with house numbers.</p>
<p>6</p>	<p><b>Hemwood Dell</b> Mostly wooded area located between Wolf Lane/Benning Close, Franklyn Crescent/Hemwood Road, it is accessed from all of those roads via footpaths.</p>	 <p>A map showing a wooded area highlighted in green. The area is bounded by 'Wolf Lane' to the north, 'Benning Close' to the east, 'Franklyn Crescent' to the south, and 'Hemwood Road' to the west. The area is surrounded by residential plots with house numbers.</p>
<p>7</p>	<p><b>Imperial Park</b> The Park is located on the western side of Imperial Road, which provides pedestrian, cycle and car access to the site with an additional pedestrian/cycle access from Clewer New Town. It can also be accessed from the eastern side of Imperial Road by the pedestrian bridge.</p>	 <p>A map showing a large, roughly rectangular area highlighted in green. The area is bounded by 'Imperial Road' to the east and south. The surrounding area contains residential plots with house numbers and other roads like 'Bridgeman Drive' and 'Clewer Avenue'.</p>

<p>8</p>	<p><b>Maidenhead Road AGS 2</b>                  This is located south of the A308 Maidenhead Road between Gallys Road and Smiths Lane.                  To the south of the space is the residential road, "Whiteley".</p>	
<p>9</p>	<p><b>Osborne Road -Chaucer Close</b>                  Open Green Space at the entrance to Chaucer Close and Local Equipped Play Area on Osborne Road</p>	
<p>10</p>	<p><b>Osgood Park</b>                  This is located between Wolf Lane, Fuzzens Walk and Foster Avenue</p>	

<p>11</p>	<p><b>Park Corner</b> This is surrounded by Burton Way, Park Corner, Keeler Close, Camm Avenue and Foster Avenue</p>	
<p>12</p>	<p><b>Sutherland Grange Nature Reserve</b> Sutherland Grange Nature Reserve is located on the Maidenhead Road (A308) across from Whiteley between the egresses of Smiths Lane and Gallys Road.</p>	
<p>13</p>	<p><b>Trinity Wildlife Garden</b> Trinity Wildlife Garden (0.39 ha) lies on the boundary of the Trinity Place / Clarence Crescent CA. Accessed from the back of Clarence Rd Medical Centre carpark, off Vansittart Road (NCN4) due south of Clarence Rd/ Vansittart Rd junction immediately NE of Vansittart Recreation Ground.</p>	

<p>14</p>	<p><b>Vansittart Recreation ground</b>                  Vansittart Recreation Ground is a roughly rectangular parcel of ground, about 2.5 hectares in area, between Goslar Way and the south end of Vansittart Road which is closed to motor traffic. There are access points from Vansittart Road where there is a small car park and off Goslar Way. Footpaths give access to Alma Road and under Goslar Way to Green Lane.</p>	 <p>A detailed street map showing a green-shaded rectangular area representing the Vansittart Recreation ground. The area is bounded by Goslar Way to the north and Vansittart Road to the east. Other streets shown include Green Lane and Alma Road. The map includes various street names and house numbers.</p>
<p>15</p>	<p><b>Clarence Road Gardens</b>                  This is at the front of the Trevelyan development immediately west of the Clarence Road Roundabout</p>	 <p>A map showing a green-shaded area representing Clarence Road Gardens. The area is located at the front of a development, immediately west of the Clarence Road Roundabout. The map shows the roundabout and surrounding streets.</p>
<p>16</p>	<p><b>Maidenhead Road AGS1</b>                  This space is located on the south side of the A308 Maidenhead Road, between Ruddlesway and Gallys Road. There are two parts to this – a narrow strip parallel to the Maidenhead Road and a small square at the end of Redford Road. To the south of the space is the separate residential road, having the “Maidenhead Road” address.</p>	 <p>A map showing a green-shaded area representing Maidenhead Road AGS1. The area is located on the south side of the A308 Maidenhead Road, between Ruddlesway and Gallys Road. The map shows the road network, including Redford Road, Hayse Hill, and Clifton Rise. A red dashed line indicates a specific route or boundary.</p>

<p>17</p>	<p><b>Reed Way 1</b> This Amenity Green Space (AGS) is to the North of Reed Way, adjoining Birch Grove (56A)</p>	
<p>18</p>	<p><b>Reed Way 2</b> This space is to the South of Reed Way with access by footpath from Reed Way and Holly Crescent. Access is also possible via footpath between 121 &amp; 123 Ruddlesway (56B).</p>	
<p>19</p>	<p><b>Willows Path</b> This NSN and AGS is a triangle of green space located on the Western side of the Laing Estate. It lies on the Willows Path (which connects Maidenhead Road to Dedworth Road) and immediately to the rear of Nos. 28-36 Ruddlesway. A public footpath and green verge connects to Ruddlesway.</p>	

<p>20</p>	<p><b>Dedworth Road /Ruddlesway</b> This area is on the NW corner of the junction of Dedworth Road and Ruddlesway (Southern end), occupying open land between Dedworth Road and the entrance to Newberry Crescent.</p>	
<p>21</p>	<p><b>Convent Public Park</b> Convent Park is located behind the Convent Court, Grey Court and Cloisters residential developments (formerly the Convent of St. John the Baptist, Chapel and grounds) between Bridgeman Drive, Hatch Lane and the back of Imperial Park. Access is from Bridgeman Drive, off Hatch Lane.</p>	

**OS.02**

i. In existing residential developments, open space which has already been provided through previous planning permissions should be retained in order to protect and ensure sufficient amenity on these sites. Where additional development is proposed which could result in the loss of on-site open space, proposals should be supported by-

a. an open space assessment to demonstrate that the open space is no longer needed, **and**

b. for the provision of an equivalent or better alternative provision to be made nearby, since open space must be located close to the residential area it serves.

ii. Allocation of new areas of open space will be supported. Should any major site be redeveloped during the plan period a new public open space should be provided within the development.

iii. Proposals which improve the quality of public open space will also be supported, including the following provision of facilities in appropriate locations:

a. Multi-Use Games Areas (MUGAs);

b. Outdoor Gym facilities in suitable locations within designated open space;

c. Sports Pitches, including artificial surfaces, in accessible locations and on suitable sites particularly to the west of the town centre.

### **REASONED JUSTIFICATION**

- 5.2.17 OS 01 This policy designates Local Green Space as set out in the NPPF para 101. Appendix 1 explains how each identified space meets the required LGS criteria.<sup>16</sup>
- 5.2.18 OS.02 Existing Local plan standards oblige developments to provide 15% Amenity Green Space, and the WNP is supportive of this level of provision.
- 5.2.19 Amenities such as children’s play areas and facilities for young people are scattered through the area. Clearly there is scope for more particularly for young people and in the west of town. This would also help compensate for the fact that most formal sports facilities are at Windsor Leisure Centre and in the Home Park in the central riverside area and east of town and a substantial distance from people’s homes.
- 5.2.20 This policy aims to encourage best practice in Open Space provision<sup>17</sup> and to reinforce the standards to be applied in the emerging BLP, to maintain the standards in our area. As already discussed, an expected rise in the number of residents in the WNP area of around 20% by 2030 in the WNP area will place increasing pressure on all current resources and infrastructure.
- 5.2.21 Designing developments imaginatively to maximise the opportunity to provide open space within the site can help, for example with gardens on top of parking areas, or green rooftop gardens and balconies. Accessibility is not just about distance. 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. Providing facilities increases the number of people who can use them and the length of time they can be there, thereby widening access. Proposed project: Bins and benches (See section 11).
- 5.2.22 If there were another crossing point<sup>18</sup> on the River Thames nearer resident’s homes in the west of Windsor to give access to the Thames Path National Trail (on the north bank of the Thames) then recreation possibilities would be improved. However, it has not been possible to find a site for this within the WNP area, but the aspiration remains for the future.

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<sup>16</sup> NPPF para 77, lists criteria for LGS that 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

<sup>17</sup> Under RBWM standards 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.

<sup>18</sup> Current crossing points are at the Elizabeth Bridge and several miles to the west in Bray

### 5.3 Green and Blue Infrastructure and Biodiversity

**OBJECTIVE 1**

Protect the environment and enhance the green and blue infrastructure network and the safe access to it.

Photo 1 Corner of Hatch lane Green Route



Photo 2 Parsonage Lane Green Route



Photo 1 Imperial Road-Green Route



### *CONTEXT*

- 5.3.1 The presence of Green infrastructure and biodiversity is a requirement for environmental sustainability and the health of ecosystems. The NPPF<sup>19</sup> encourages healthy green networks and linkages between them, and the recent emerging Borough Design Guide 2019 also encourages a healthy green infrastructure.
- 5.3.2 Windsor has been historically blessed by many tree lined streets, verges and gardens, hedgerows, and parks which together create a green character and feel, as well as providing a network that enables the opportunity for wildlife and biodiversity to thrive.
- 5.3.3 Combined with important biodiversity areas around the fringes of town<sup>20</sup>, these form the green infrastructure.
- 5.3.4 Increasingly dense development may lead to loss of biodiversity as well as a loss of green character, spaciousness and visual amenity and to the loss of green links. Individual developments in themselves may only have small effects on biodiversity and character but cumulatively can cause disruption to a network and contribute to significant declines in biodiversity and ultimately in extinctions.
- 5.3.5 Green Corridors provide important links between areas in a network. There are only two officially RBWM designated “Green Corridors”<sup>21</sup> (See Glossary<sup>22</sup>) in the WNP area-one is the River Thames, and the other is the Willows Path (between Ruddlesway and Wyevale Garden Centre on the edge of West Windsor). Green Corridors require strips of land alongside pathways or roads. It is often not feasible in a largely urban area to provide new strips of land alongside existing roads and paths. However, we want to recognise that hedgerows verges and trees often on private land function as part of the green infrastructure network and to encourage greening and re-greening, not just within the limited definition of Green Corridors.
- 5.3.6 Many suburban and through roads can be described as “green routes” owing to their largely green character, with street trees, verges, and green shrubs and trees in gardens and plot boundaries. As well as providing insect & wildlife habitats and vegetation these also act as connectors to other green areas and help form a green network. Examples are 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, Bolton Ave, Vale Road, Hatch Lane Parsonage Lane and Mill Lane. The through roads particularly also set the scene for the experience of the town as people arrive and transit through it, or as they head towards the centre. They also help to provide the wider attractive setting for Windsor Castle and Great Park.
- 5.3.7 There is strong pressure on all green aspects from development. 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 vegetation. Fencing and walling often creates barriers to wildlife access.
- 5.3.8 The need for parking space is particularly acute, so that trees & green front boundaries or gardens are often lost when front gardens are converted for parking and increasingly dense developments are built. Bigger buildings obviously take up more land and loss of greenery creates a more urban feel. Some people feel that street trees are a nuisance, resulting in them not being replaced in some places when they die.

5.3.9 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 on all roads where there are gaps but particularly on through roads. We also wish to encourage developers to consider the green aspect more.

5.3.10 The WNP seeks to strengthen the network of roads with a substantially green appearance, with the intention that these “Green Routes” to maintain and enhance the links between green areas and improve the ultimate function of the green infrastructure both on the edge of town and through town. This will help maintain wildlife and biodiversity as well as character and help to bring nature in to the town to mitigate losses caused by more dense development.

### **POLICIES Green and Blue Infrastructure Network**

#### **BIO.01**

- i) Development proposals should minimise impacts on biodiversity and provide net gains in biodiversity where possible. The following will be supported: Provision of wildlife friendly planting and “in the ground”<sup>23</sup>soft landscaping and planted boundary treatments, particularly at front and front-side boundaries, front garden parking areas and communal gardens; planting areas for residents, edible planting, communal gardens (where private gardens are not feasible), green roofs and green walls.
- ii) The retention introduction and replacement of trees with species suited to the local area.

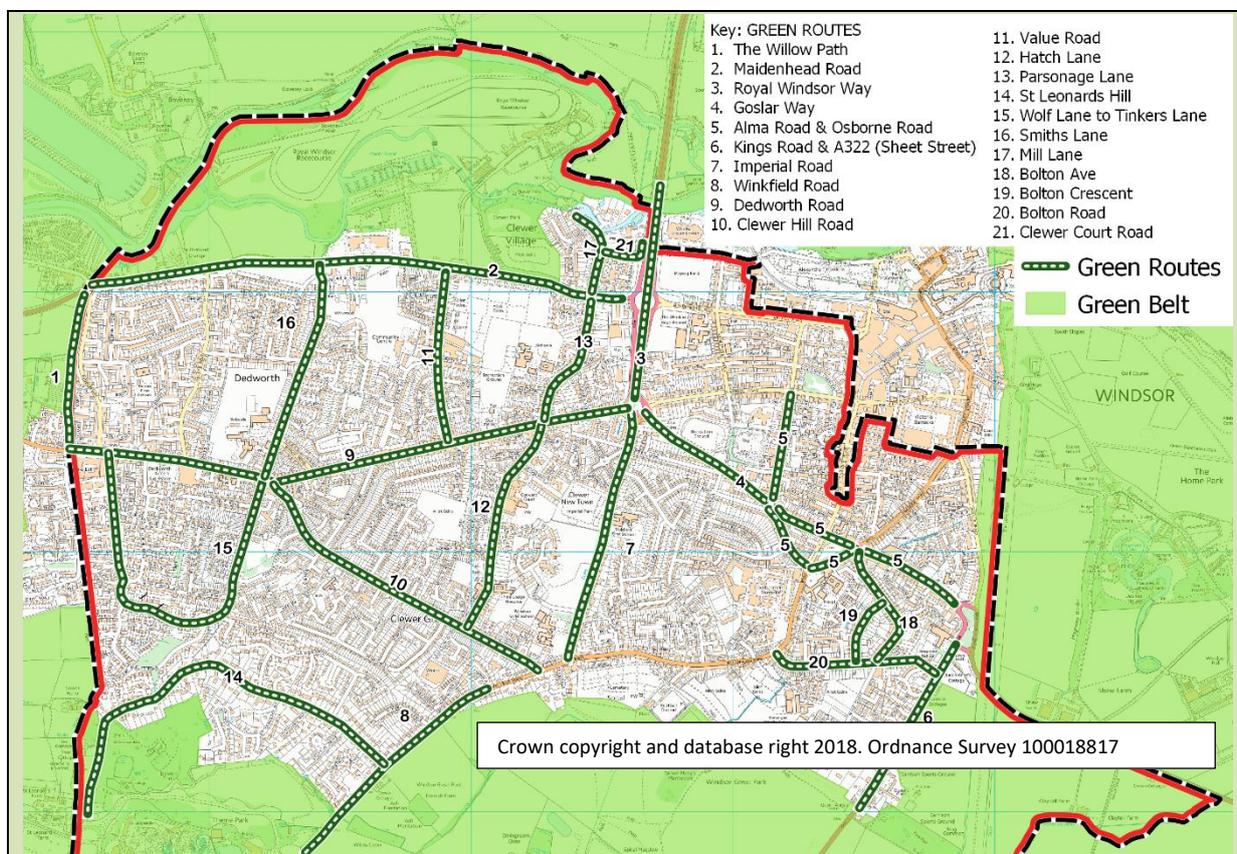
#### **BIO.02: Green Routes**

a) The routes listed below and shown on the accompanying Map 7 comprise Green Routes. Where development fronts these routes the provision of green boundary treatments with trees, vegetation and soft landscaping to sustain and improve air quality and visual amenity, and the safeguarding, provision and/or enhancement of habitats to facilitate the movement of wildlife, will be supported.

1. The Willows Path (Ref RBWM Public Rights of Way Map 5 route 4)
2. Maidenhead Road (A308)
3. Royal Windsor Way
4. Goslar Way
5. Alma Road and Osborne Road
6. Kings road and A322 (Sheet Street Road)
7. Imperial Road
8. Winkfield Road
9. Dedworth Road (except parts in policies DR.01a-c)
10. Clewer Hill Road
11. Vale Road
12. Hatch Lane
13. Parsonage Lane
14. St Leonards Hill
15. Wolf Lane to Tinkers Lane
16. Smiths Lane
17. Mill Lane

- 18. Bolton Avenue
- 19. Bolton Crescent
- 20. Bolton Road
- 21. Clewer Court Road

Map 7 -WNP Area Green Routes



b) The provision of new and the linking of existing green routes will be supported, as will improvements in access to the Neighbourhood Area’s blue infrastructure network. The recreation of river corridors and wetland habitats, and the reinstating of open waterways from river culverts will be supported.

c) New developments and future Green Corridor improvement work in close proximity to the River Thames and other ordinary watercourses/water bodies, should be designed to integrate and improve access to the blue infrastructure network

d) Proposals should explore opportunities to recreate river corridors and wetland habitats in urban areas through:

- i. the design of site layouts; setting development back, allowing space for water, habitat, wildlife and recreation;
- ii. reinstating the natural open waterway within existing culverted reaches of the river(s).

### ***REASONED JUSTIFICATION***

- 5.3.11 Taken together these policies should a) help to consolidate the Green and Blue Infrastructure, providing good safe access for human beings, wildlife, and wider elements of biodiversity to and through open spaces and the natural environment. We wish to encourage best practice in greening the town.
- 5.3.12 BIO.01 These policies aim to preserve and enhance Biodiversity and the green feel of the town in new developments thereby maintaining character, and improve the appearance of the streets including parking in front gardens. We also wish to encourage the addition of trees where appropriate.
- 5.3.13 Edible planting (except where this would be undesirable on main roads because of pollution) is good for wildlife and humans. We wish to encourage landscaping and replacement of green boundaries, as well as the maintenance of such landscaping.
- 5.3.14 Frequently recent developments have completely paved over front driveways and made no or only cursory provision for greenery by planting in pots which are not maintained, and have thereby damaged the street scene and area character. We wish to encourage alternatives to this.
- 5.3.15 Recent Royal Horticultural Society reports<sup>24</sup> 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.
- 5.3.16 Planting that contributes to the biodiversity of the area and supports the establishment of green routes is particularly encouraged.
- 5.3.17 Retention of trees on development sites is covered by Borough policy. Trees help mitigate drainage and flooding issues, retaining and absorbing water, so they are particularly useful on sites where surface water drainage can be a problem such as along Hatch lane, although it is recognised that high water seeking varieties should only be used only where flood risk is an issue.
- 5.3.18 Where mature trees cannot avoid being lost, we wish to encourage developers to replace them with trees chosen from varieties appropriate to the setting. Recommendations for suitable planting can often be found in the Townscape Assessment.
- 5.3.19 BIO.02a) We wish to encourage and maintain a strong green infrastructure with a network of linked green and quiet routes and spaces, so that nature has a chance to thrive despite being in an urban area that is becoming more densely built up. We wish to encourage and maintain green routes as links between green spaces, including urban open Enhancing links between open spaces is as important as the development of new sites. Development over the plan period is encouraged to capitalise on opportunities to increase and enhance the network creating links between open spaces and local residents.

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<sup>24</sup> 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

- 5.3.20 The routes we have chosen are important as they are part of the existing green infrastructure and form part of the essential green character and historic fabric of Windsor. These routes are often busy roads and are already at least partially tree lined or partially green and are edged by hedges and trees in gardens or verges or are bounded by substantial green open spaces and gardens on one or both sides in parts. Many are gradually having their green feel eroded through development which has taken out or is expected to take out greenery within them or on their boundaries, so eroding their network function as well as historic character. Some such as Dedworth Road and Clewer Hill Roads currently have less current greenery than others and possibly less scope for it, but we aspire to improve them where possible.
- 5.3.21 Encouraging the retention and re-establishment of greenery particularly will help to join and maintain links between the open Green Belt areas which surround Windsor to the parks, Thames 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 and planting, and streets can include trees and grass verges where there is space. Where there is a conflict between proposed uses, such as between foot or cycle paths or parking and green spaces and boundaries, design solutions which maximise green aspects are encouraged..
- 5.3.22 There are some green spaces which provide vital links in the green network. One such important link that we would like to see maintained is the buffer zone between LEGOLAND and the residential areas of St Leonards Hill. This is already Green Belt and has the dual function of connecting the Area of Special Landscape Importance at the top of St Leonards Hill to Winkfield Road and the rest of the Great Park on the other side of Winkfield Road, as well as providing its buffer functions for nearby residential areas.

## 5.4 Flooding and Drainage

### OBJECTIVE 1

Enhance the Blue Green Infrastructure and the safe access to it

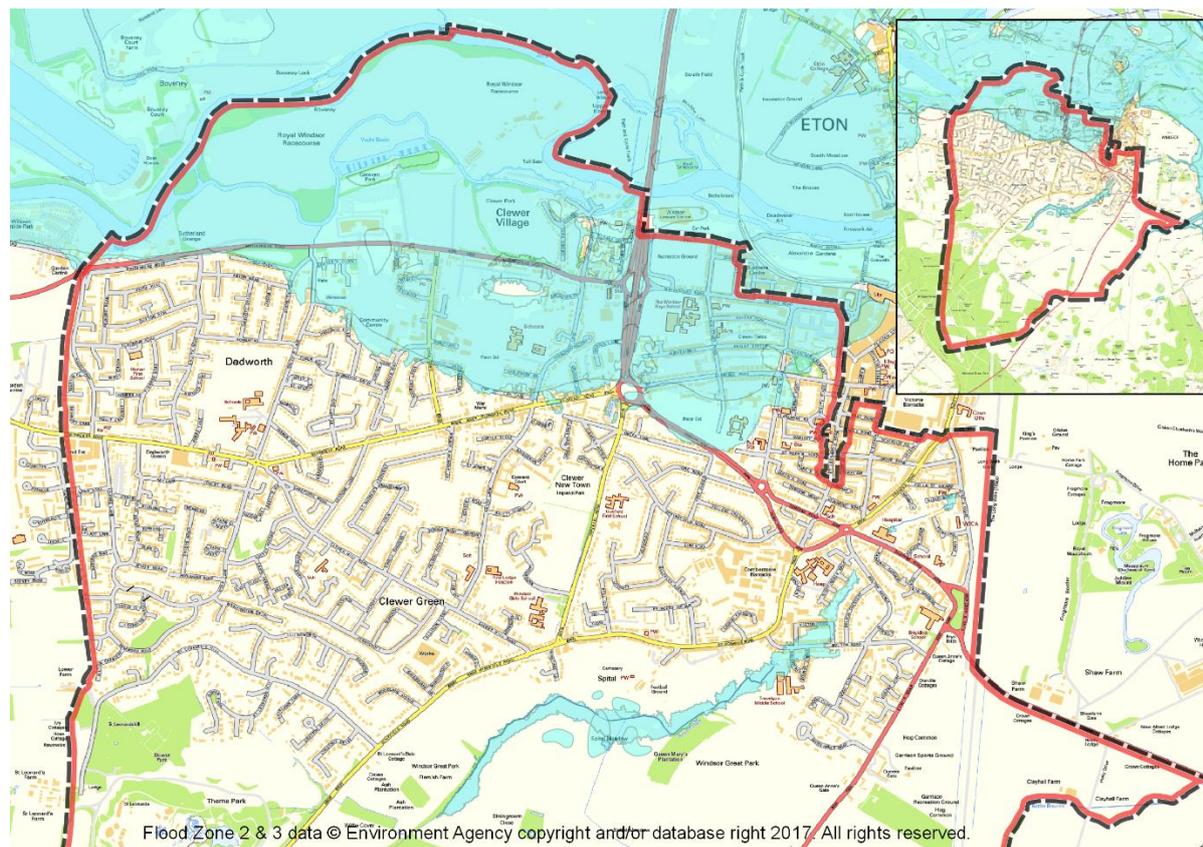
#### CONTEXT

- 5.4.1 The NP area is affected by Flood Zones 2 and 3, defined in the NPPF and NPPG as having a medium to high risk of flooding, from both the Thames and some of its tributaries, as well as from ground and surface water flooding. The water table is high in much of the area, and the underlying geology particularly clay soil conditions exacerbate surface drainage problems in some places.
- 5.4.2 Windsor has been protected by the Jubilee River flood relief scheme (since 2002) and the Bourne ditch embankment and sluice gate near Stag Meadow (since 1995) which have helped to mitigate against flooding. However, the Environment Agency still deems there to be a risk as rainfall events are likely to become more extreme in future, with 1 in a 1000 year flood events becoming 1 in a 100 year events, particularly in Critical Drainage Areas<sup>25</sup>.
- 5.4.3 Surface water flooding from run off is an increasing issue as areas that are hard paved increase with more development and speeds up runoff and exacerbates flooding.
- 5.4.4 A key sustainability objective for NPs is for new development to be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure.
- 5.4.5 Both the Environment Agency and Thames Water have recommended that the WNP considers flooding and water supply issues in order to mitigate the effects of population growth and climate change.
- 5.4.6 Old Windsor which is downstream from Windsor receives all of Windsor drainage, and has a very serious risk of flooding.
- 5.4.7 Windsor's sewage system relies on processing downstream at Ham Island Old Windsor and there is believed to be limited processing capacity for increased sewage volume from any source. Sustainable development in Windsor is therefore more important.
- 5.4.8 According to the Environment Agency, the WNP area also is part of the principal Water Supply Aquifer for the area and there are Groundwater Source Protection Zones (SPZ) within the area

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<sup>25</sup> A **critical drainage area** is defined in the Town and Country Planning (General Development Procedure) (Amendment) (No. 2) (England) Order 2006 a **Critical Drainage Area** is "an **area** within Flood Zone 1 which has **critical drainage** problems and which has been notified... ..the local planning authority by the Environment Agency".

Map 8- WNP Flood Risk Zones 2&3 from river flooding



## POLICIES – Flooding

### WAT 01

Development should be made safe from flooding and not increase the risk of flooding elsewhere. Drainage on site should separate foul and surface water flows. The use of Sustainable Urban Drainage Systems will be supported.

### REASONED JUSTIFICATION

- 5.4.9 WAT 01 There is a medium to high flood risk across parts of the WNP area. Evidence comes from Environment Agency Flood Risk Maps of River and Surface water flooding.
- 5.4.10 The National Planning Policy Framework and National Planning Policy Guidance establishes a sequential test to be applied in respect of flood risk. Development should be located first where there is a lower risk of flooding, avoiding therefore areas of higher risk.
- 5.4.11 Sustainable Urban Drainage Systems (SUDS) help to provide flood resilience in a locally relevant, sustainable manner.
- 5.4.12 Use of SUDS helps to slow runoff. We strongly encourage the use of SUDS. Within the WNP area subsoils vary, and where subsoils are clays SUDS may not be suitable so developers will need to take advice on this.

## 6 APPEARANCE (HERITAGE, CHARACTER, DESIGN AND VIEWS).

### 6.1 Introduction

- 6.1.1 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 key objective and core principle of our NP.
- 6.1.2 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. Recent evidence<sup>26</sup> corroborates this approach.
- 6.1.3 Our general policies are intended to cover a range of eventualities. We mention specific sites where there is an identified issue.

Photo 2 Kings Road



Photo 3 Essex Lodge Osborne Road



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<sup>26</sup>Policy Exchange “Building More- Building Beautiful” report suggests that 85% of people want new development to blend in with what is there and people prefer Georgian terraces and Victorian mansions to concrete blocks. Other research from social enterprise group Create Streets shows that local opposition to new housing drops sharply when residents are presented with traditional human scale architecture.

## 6.2 Heritage

### OBJECTIVE 2

Conserve local character and encourage high quality design

#### CONTEXT

- 6.2.1 History and heritage is the main reason why visitors come to Windsor and our survey identified its preservation and enhancement as a key concern. The WNP area provides part of the wider setting for Windsor Castle and Great Park.
- 6.2.2 National policy requires the conservation of heritage assets in accordance with their significance.<sup>27</sup> Many buildings in our area, particularly nearer the town centre, are “Listed”<sup>28</sup> 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 (Inner Windsor, Mill Lane /Clewer Village, Trinity Place/Clarence Crescent), and national policy provides for the conservation and/or enhancement of Conservation Areas.

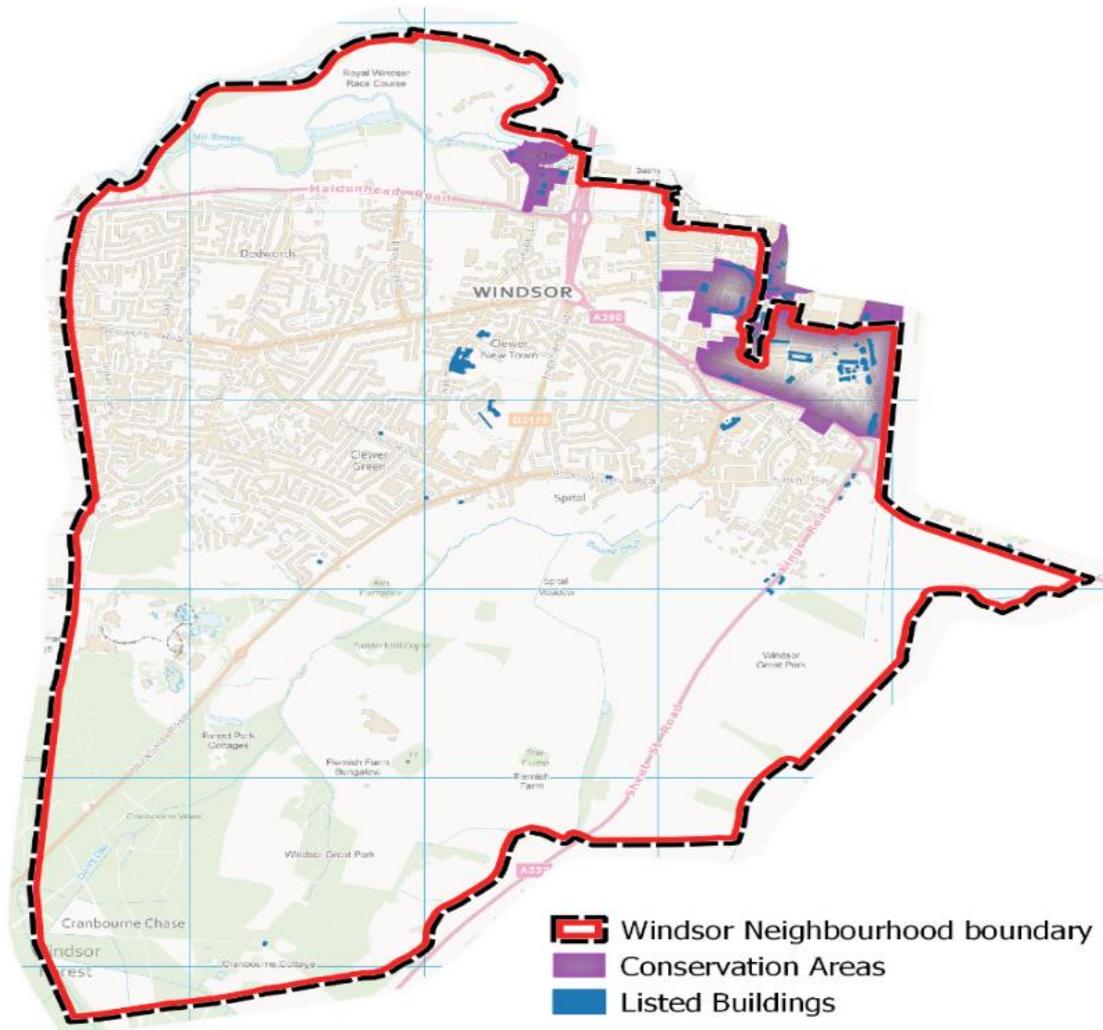
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<sup>27</sup> 1990 Planning Act (Listed Buildings and Conservation Areas) Para 72 General Duties for Planning authorities and the NPPF

<sup>28</sup> Historic England Grade I or Two Listed status

Map 9 Conservation Areas & Listed Buildings in the WNP area

Conservation Areas Clockwise are 1) Mill Lane (Clewer Village), 2) Trinity Place/Clarence Crescent, 3) Inner Windsor



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## POLICIES –Heritage Buildings and features

### HER.01

Development within Conservation Areas and their settings should conserve and/or enhance local character. Development should incorporate high quality materials and have regard to the relevant Conservation Area Appraisal and Townscape Assessment, as well as to the WNP Design Guide (Appendix 2).

### HER.02– Local Heritage List

The effect of a development proposal on the significance of a non-designated heritage asset should be taken into account, having regard to the scale of any harm or loss and the significance of the heritage asset. A Local List of non-designated heritage assets is set out in Appendix 4.

Photo 4 An Example from the Non-Designated Heritage Asset List



Typical late Victorian houses of wealthy businessmen or courtiers. The design is reminiscent of a French Chateau. These grand villas on the South side of Osborne Road contribute greatly to a sense of opulence and spaciousness along this stretch of the road.

### **REASONED JUSTIFICATION**

- 6.2.3 We wish to ensure that all developments within the Conservation Areas use our Design Guide. National policy requires applicants to describe the significance of any heritage assets affected by proposed development, including any contribution made by their setting. To help achieve this, the Neighbourhood Forum is keen to encourage the use of the Windsor Design Guide. We wish to not only stop degradation of our historic environment but to enhance it while at the same time ensure that design can, in some instances, respond to very localised circumstances.
- 6.2.4 HER.02-National policy and guidance encourages the identification of buildings and structures of local value which, although they may not meet the criteria for National Listed status, and may or may not be in Conservation Areas, do justify special attention as they help to define the sense of place.
- 6.2.5 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”<sup>29</sup> and can include amongst other things Churches, and churchyards, pubs, houses. The 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 inclusion on a local list of NDHAs. It is intended that this Local List will be developed and added to over the next few years.. The developing list contains all the Heritage Assets identified by Conservation Area Appraisals together with other assets identified by the community..

The NPPF (2018) para 197 requires that a balanced judgement be taken in respect of NDHAs whether in or out of a Conservation Area. Properties deemed to be NDHA are defined on the Local List Appendix 4 of this plan, or any subsequent amendment thereof

<sup>29</sup> Historic England Advice note 7 Local Heritage Listing. (May 2012)

## 6.3 Character and Design

### OBJECTIVE 2

Conserve local character and encourage high quality design

#### CONTEXT

- 6.3.1 Windsor is an important historic tourist town, and its appearance is key to its success. Residents and businesses are proud of it and have strong views about preserving the most attractive areas and improving those which are less attractive. Up until now, there has been 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.
- 6.3.2 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. The more attractive the town the more people will be inclined to linger.
- 6.3.3 National policy<sup>30</sup> encourages the NP to establish a strong sense of place, to seek to enforce local distinctiveness and integrate new development into the locality through “good” design. Design guides and codes and policies developed with local communities are encouraged.

Photo 5 New Houses off Vansittart Road demonstrating local architectural features



photo 6 Alma Road .New infill house on the left In- keeping with but not the same as its neighbours



<sup>30</sup>NPPF- Section 12 achieving well designed places para 125, 126

6.3.4 RBWMs has recently published and is consulting on a Draft Design Guide SPD (Feb 2019). It already has an approved “Townscape Assessment” (TA) and “Landscape Character Assessment” (LCA) which may be used for planning decisions and demonstrate the wide historical and architectural mix in the area, but these can be complex and difficult to use.

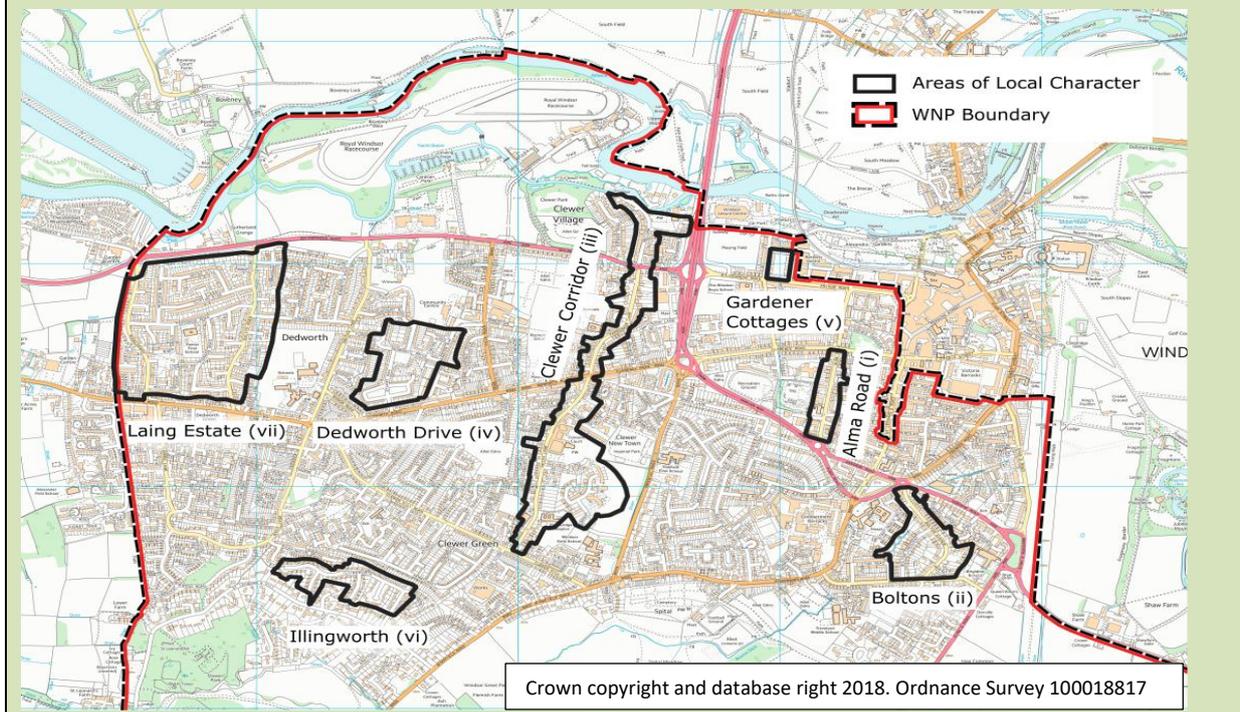
6.3.5 The WNP has identified particular pockets of distinct local character which residents have said they wish to maintain and in conjunction with the community has developed Area Character Assessments and Area Design Guides (*See Appendix 2b*) for these distinctive neighbourhoods.

## POLICIES-Design

### DES.01

Proposals for development should demonstrate how they have taken account of design guidance, including the Windsor NP Design Guide. Development affecting any of the seven areas identified on Map 10 should also demonstrate how they have taken into account the relevant NP Area Design Guide.

Map 10 Area design guides-indicative areas



### ***REASONED JUSTIFICATION***

- 6.3.6 The WNP Design Guides aim to ensure that development proposals take into account what local people consider to be good design. The guides have been developed with the help of local architects who advise RBWM and were the subject of community consultations in Jan 2016.
- 6.3.7 DES.01 The WNP Design Guide Appendix section 2a aims to advise applicants to take account of locally specific circumstances and encourages the use of specific additional NP guidance, the RBWM Townscape and Landscape Character assessments and Conservation Area Appraisals.
- 6.3.8 The guide now provides a realistic framework for developers which will also help to meet community design aspirations.
- 6.3.9 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. Our aim is to provide guidance to developers in respect of the kinds of development appropriate to different parts of the town, with the intention of helping them to “get it right”. The Design Guides give positive examples and are not prescriptive, so allow for good modern design and ensure that design can, in some instances, respond to very localised circumstances.
- 6.3.10 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.
- 6.3.11 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.

## 6.4 Key Views

### OBJECTIVE 2

Conserve local character and encourage high quality design

Photo 7 River Thames from Royal Windsor Way Bridge



Photo 7 Windsor Castle from Osborne Road/ Chaucer Close



### CONTEXT

- 6.4.1 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 a historically important place. Our landmarks and built environment encourage visitors to come here and remind us why we like to live here.
- 6.4.2 The RBWM Townscape assessment<sup>31</sup> recognises the importance of views and identifies three key views through parts of our WNP area which should be taken into account by development. These are
- In to the Castle along the Maidenhead Road.
  - In to the Castle along the Long Walk,
  - Out from the Castle along the Long Walk.
- 6.4.3 However, it is not only panoramic views and the silhouette of the castle that are important. For residents within the town, occasional glimpses of this landmark, the River Thames and other local landmarks also add to its appeal.
- 6.4.4 Existing Local Plan policies say that developments must retain important views in and out of sites<sup>32</sup>. The Emerging BLP requires consideration of character and design including the Townscape and Landscape Character Assessment and of views<sup>33</sup>.

<sup>31</sup>(Urban Structure and Landscape setting of Windsor)

<sup>32</sup> RBWM saved policy H10

<sup>33</sup>RBWM BLP Reg 19 Policy SP3 d and e

- 6.4.5 Best practice<sup>34</sup> has informed the methodology followed for the WNP areas which considers only PUBLIC views, that is views in and out of PUBLIC areas. The approach helps us to understand and protect important Panoramas, Linear views, River Prospects, and Townscape views that are available to from public places.

## **POLICIES-Key Views**

### **VIE.01**

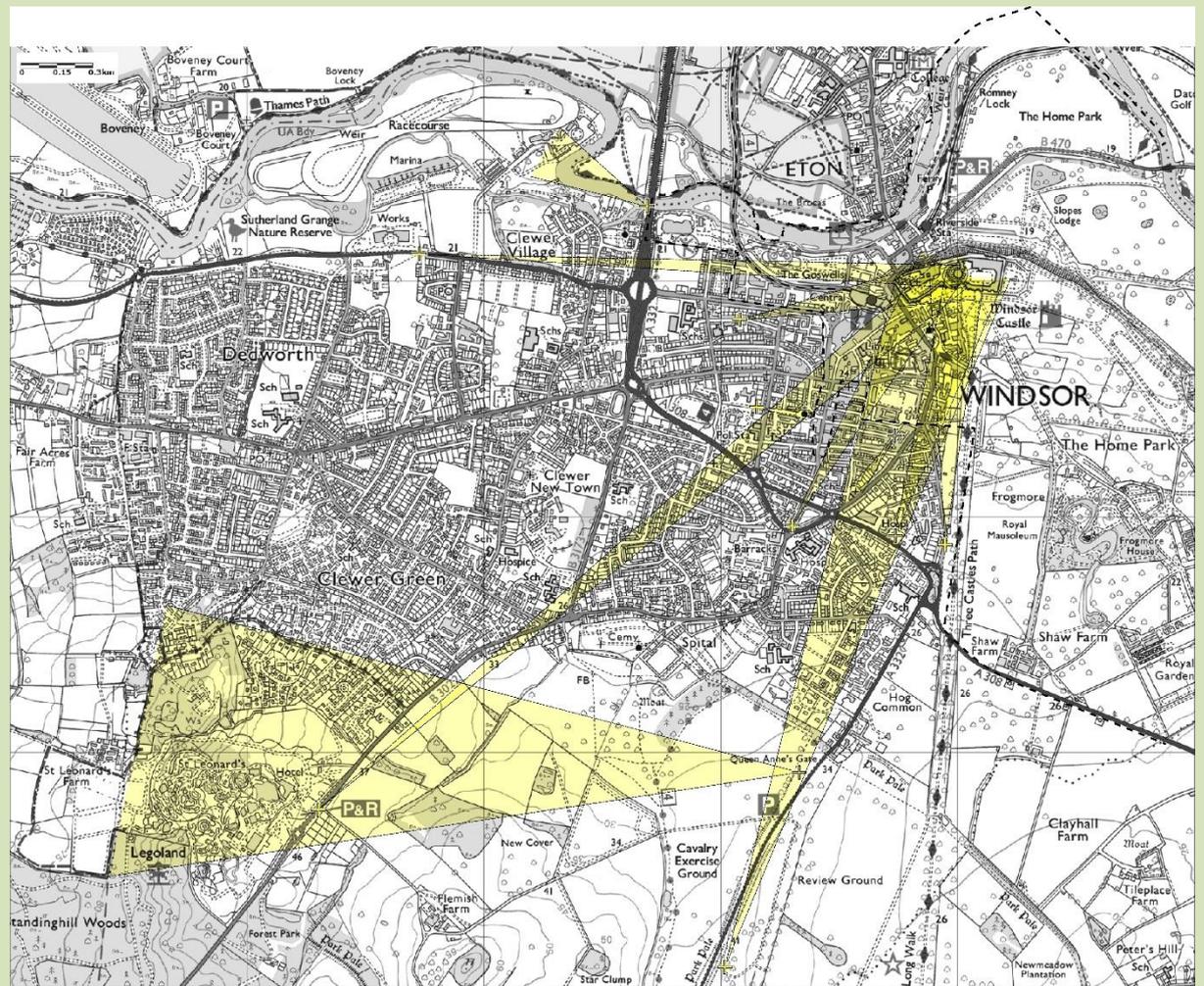
Development proposals must respect the Designated Views and Viewing Corridors listed below and identified on Map 11 (further information is also included in Appendix 3):

1. The river and Racecourse from Windsor Way Bridge (River prospect)
2. Windsor Castle from Duke Street (Landmark linear view)
3. All Saints Church from Helena Road (Landmark linear view)
4. Windsor Castle from Maidenhead Road (Landmark linear)
5. Holy Trinity Church from Claremont Road (Landmark linear)
6. St Georges Chapel from Knights Place (Landmark linear).
7. Windsor Castle from Chaucer Close green space (landmark linear)
8. Windsor Castle from Kings Road (Landmark)
9. Windsor Castle from the entrance to LEGOLAND (Landmark)
10. Windsor Castle from the A332 Lay-by (Landmark panorama)
11. The St Leonards Hill landscape from across the Great Park (Landscape Panorama)

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<sup>34</sup> London View Management Framework <https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance/view-management>

Map 11 Key Views-Local Viewing corridors



### REASONED JUSTIFICATION

- 6.4.6 The Key View List and associated Local Viewing Corridors *Appendix 3* identifies only views which are visible from public viewpoints at street level as opposed to “Private Views” from private land or buildings.
- 6.4.7 Views are selected according to the London View Management Framework criteria. That is, views must be from public places and 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 town’s heritage.

- 6.4.8 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.
- 6.4.9 Views of Windsor Castle and River Thames are critical to the town's sense of place.
- 6.4.10 The view from The Great Park from Sheet Street Road towards the whole of St Leonards Hill is significant in enabling a walker or visitor to the park to experience completely green surroundings from a large part of the Great Park, away from an urbanised setting. This view is visible from a whole area including along Sheet Street Road from Queen Anne's Gate up to and slightly past the parking area overlooking the Cavalry Exercise ground. (Incidentally St Leonards Hill can also be seen as a view out from the Castle and more widely from across the Thames Valley although the aspect is different from the WNP defined view). The whole of St Leonards Hill has a blanket woodland tree protection order and the intention is to preserve the forested appearance of the whole landscape.
- 6.4.11 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.
- 6.4.12 The application of this policy can be informed by guidance in the WNP Key Views/Local Viewing Corridors *Appendix 3*. This provides guidance in respect of how a view can be treated and managed. We also discuss in our Delivery and Implementation Plan *Section 11* how we will seek to manage the views going forward.

## 7 GETTING AROUND

### 7.1 Introduction

- 7.1.1 The WNP Vision survey confirmed that traffic management (congestion, provision for cyclists, parking) is of the highest priority if not the greatest single issue within and around the Area. The combination of regional through traffic and large visitor numbers give Windsor a particular problem with congestion and air quality on many main roads in the NP Area at particular times.
- 7.1.2 However, most highways, traffic infrastructure and bus and train operational initiatives are outside the main scope of NPs (whose focus is what should be given planning permission), except indirectly insofar as they are concerned with land use.
- 7.1.3 Likewise, Park and Ride initiatives are impossible to progress within the WNP area as there are no suitable sites beyond those at LEGOLAND and Home Park, which are already in use<sup>35</sup>. Also, although traffic congestion from through traffic between the M3 and M4 and M25 is a huge issue, alternative north/south routes to bypass Windsor would have to be outside the WNP area.
- 7.1.4 There is also a lot of subjective opinion around the issue, and we have sought to establish the factual evidence to inform the WNP. The Traffic Report in our Evidence Base File explains the detailed WNP research findings. Therefore, we have considered other small initiatives which can help to improve the way people get around the area and make sustainable transport choices through increased footpath and cycle provision. The WNP seeks to improve conditions for walking, enhance the pedestrian experience and boost the provision and improvement of cycle infrastructure.
- 7.1.5 In respect of traffic congestion, Section 11 of the WNP also highlights a number of projects that will be pursued.

### *Cycling and Walking*

#### **OBJECTIVE 3**

Encourage sustainable<sup>36</sup> modes of transportation

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<sup>35</sup>RBWM has recently stopped funding the Centrica P&R which is likely to cease to exist. The potential Windsor Racecourse 400 space Park and Ride is still in the emerging BLP Infrastructure Plan, although we understand that the planning permission which was renewed in 2013 will now have lapsed.

<sup>36</sup> Sustainable transport is transport that minimizes harmful effects on the environment and the depletion of natural resources, such as walking, cycling, and fuel-efficient public transport, and hence can be sustained in the long term.

## CONTEXT

- 7.1.6 Footways line most of the Borough's urban streets and so pedestrians are well provided for, although pedestrian crossings and dropped kerbs at junctions and crossroads for those using wheels are not always where they are most convenient.
- 7.1.7 Windsor's relatively flat townscape makes cycling a good way for residents and commuters and schoolchildren to get around. There is clearly growing demand for better cycling infrastructure, and National and local Planning Policy<sup>37</sup> encourages improvements to cycling and cycling infrastructure.
- 7.1.8 However, it is not easy to find space in the narrow streets which are often lined with cars, and cyclists and pedestrians frequently have to share paths. Existing cycle paths do not always follow a direct route between town and suburbs. Cycle paths peter out. Local neighbourhood shopping centres make little provision for cyclists. Cycling is often not seen as safe, and many children told us it was unsafe to cycle to school. Many residents dislike sharing footways with cyclists (especially the elderly and those with physical disabilities).
- 7.1.9 The Royal Windsor Way and Imperial Road through-route, as well as Goslar Way, effectively cut the NP Area into separate parts and the underpasses are unappealing and present 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, although it is recognised that there would be significant cost involved.
- 7.1.10 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.
- 7.1.11 The special environmental and ownership status of much of Windsor Great Park limit the potential for additional cycle routes through it. New cycle paths towards Ascot and Bracknell have not been possible for these reasons.
- 7.1.12 Public Rights of Way (PROW) 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 2016-2026". This plan lists three (3) routes for additional rights of way within the WNP area. 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. Expected changes to PROW Legislation in the next decade may put existing PROWs at risk.

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<sup>37</sup> NPPF Ch 9 Paragraph 104 (provide for high quality walking and cycling networks), and Para 110c (minimise the scope for conflict between pedestrians, cyclists, vehicles).

## **POLICIES -Cycling & Walking**

### **CW. 01**

a) . All public rights of way within the WNP area must be retained, or alternatives provided that offer equivalent or better functionality. Improvements to the pedestrian and cycle network, including the creation of more safe linkages, will be supported.

### ***REASONED JUSTIFICATION***

- 7.1.13 CW.01 (a) This policy supports the maintenance of existing foot paths and consideration of new official PROWs around Windsor, including where there are some existing paths used at present but which are not currently designated as official PROWs. Occasionally small but important link paths are threatened by adjacent developments or attempts by nearby residents to change their boundaries. Recognition of these important paths will help to protect them from encroachment.
- 7.1.14 We would also support new paths south of the river were this possibility to arise on the Windsor Racecourse site.
- 7.1.15 Expected changes in PROW legislation<sup>38</sup> will potentially transform the position around existing rights of way. On 1st Jan 2026 the government intends to close the definitive maps to the claim of historic paths which existed before 1949 [section 53 of the Countryside and Rights Of Way Act 2000 (CROW Act)] with the aim of providing certainty to landowners about what highways exist on their land. The result may be that existing ROWs will be lost to the community, particularly within housing estates. Most estate footpaths, even those later than 1949 are taken for granted and do not appear on Definitive Maps. They remain unrecorded as Rights of Way. RBWM has also lost most of their historic records on this. The Windsor Neighbourhood Forum hopes to see all existing such links protected.
- 7.1.16 The existing RBWM Public Rights of Way Map 5 dated 1st January 2016 does not record either; the E-W Clewer Fields footpath, although the intersecting N-S link is included as Route 15) or the Hatch Lane to Longbourn footpath. We wish to see both of these footpaths recorded and retained.
- 7.1.17 The WNP supports all practical opportunities to improve pedestrian crossings/underpasses, footpaths and/or cycle routes at the following key locations:
- 1) Under and around the Royal Windsor Way Roundabout.
  - 2) This will include taking advantage of opportunities to improve footpaths lighting and widening of the tunnels or provision of new tunnels, also supporting a more direct linkage to National Cycle Route 4 (which runs down Vansittart Road/York Road via an underpass under Goslar Way).
  - 3) Goslar Way underpass at Vansittart Road/York Road
  - 4) Goslar Way and Alma Road
  - 5) Albert Road at the Long Walk crossing and Western end of Albert Road;
  - 6) The entrance to the Great Park at Queen Anne's gate; and
  - 7) The River Thames and its tributaries.

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<sup>38</sup> the Deregulation Act 2015

- 7.1.18 WNP wants to encourage linkages between green areas and new pedestrian and cycle paths can help this. We wish to see new pedestrian and cycle routes incorporated within new developments where appropriate.
- 7.1.19 The Windsor Neighbourhood Forum supports improvements and new routes at specific sites, some of which have already been under consideration by RBWM, although we recognise that at many sites there are no easy solutions.
- 7.1.20 The Cycling Action Plan 2018-2028 has been produced by the CAP Task and Finish Group on behalf of the RBWM Cycle Forum. It was approved by the Highways, Transport and Environment Overview and Scrutiny Panel prior to adoption by Cabinet on 31<sup>st</sup> January 2019. The WNP supports its aims, strategies and priority schemes. Windsor Neighbourhood Forum would like to see developers ensure it is taken into account in the design of new housing and business areas and associated infrastructure.
- 7.1.21 The “fountain” 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 roundabout is dangerous for cyclists, with a cluster of 4 cycle accidents around this roundabout in the last five years<sup>39</sup>. The tunnels are also a barrier as they are narrow, badly lit, and unappealing, there are no footpaths at ground level. Cyclists and pedestrians have to share the space, and cyclists have to dismount, and all are forced underground. Many school children use it and many people avoid having to use it, particularly in the dark.
- 7.1.22 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 cycle routes 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.
- 7.1.23 The Goslar Way dual carriageway is also a barrier for pedestrians and somewhat unappealing and dangerous, and any practical improvements to this tunnel will be supported.
- 7.1.24 Crossing the Goslar Way dual carriageway near Alma Road can be challenging on foot. A pedestrian crossing is not feasible as the 40mph speed limit exceeds the 30mph limit required for a pedestrian crossing. Pedestrians will need to use the Vansittart Road underpass for the foreseeable future.
- 7.1.25 Crossing improvements of the Long Walk at the Albert Road are already being considered by RBWM in conjunction with the Crown Estate.

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<sup>39</sup> Source of road accident statistics -crashmap.co.uk

## 7.2 Parking

### OBJECTIVE 3

Encourage sustainable modes of transportation

#### CONTEXT

- 7.2.1 Car parking is the most frequently mentioned issue in our consultations. It is a problem for residents, business owners and employees. National<sup>40</sup> and Borough<sup>41</sup> policies allow parking policies which consider local conditions.
- 7.2.2 There is a high level of car ownership in Windsor especially in suburban areas where there is less access to public transport and a large proportion of visitors to Windsor travel by car.
- 7.2.3 There are not enough official car parks in the Town Centre area and its environs for all of the users. Park and Rides (Centrica, LEGOLAND) have limitations in size and location, and a 400 space P&R at Windsor Racecourse has not been taken forward yet and the planning permission has lapsed. Commuter and visitor cars compete with residents for on and off-street parking spaces in both Neighbourhood Plan Areas. Residents parking schemes have spread to provide parking near homes. The approval of a Residents Parking Scheme tends to push the problem outwards across the area and causes extra problems for business related parking.
- 7.2.4 In residential areas the parking problem is becoming worse as population and residential densities increase, particularly where existing properties are subdivided into Houses in Multiple Occupation, and new ones built without sufficient provision, leading to an increase in the number of cars without a commensurate increase in the number of car parking spaces, as well as pressure on amenity land and neighbourhood parking disputes. Front gardens are often converted into parking spaces with detrimental effects on the appearance and character of the area and loss of greenery.
- 7.2.5 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 often diminish the quality of the street scene, especially if done badly. However, it is a trade-off between having places for people to live and enough space to park.
- 7.2.6 There is some hope that new technology such as Uber and Car Club schemes and provision of alternative transport modes (cycling, buses trains) will reduce the need for individuals to keep cars, although the need will continue for the foreseeable future particularly in suburban areas which are further from transport nodes.
- 7.2.7 The emerging Borough wide Design Guide does include Parking Design, although this is not yet completed.

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<sup>40</sup>NPPF para 105 and 106,

<sup>41</sup> Emerging BLP Policy IF2

Photo 8 Dropped kerb and sympathetically done front garden parking



## POLICIES-Parking

### PAR. 01:

a) New residential development should respect local character and provide for safe parking, having regard to the WNP parking design guide standards and where relevant *Area Design Guides (as set out in Appendix 2)*

### REASONED JUSTIFICATION

- 7.2.8 The provision of increased car parking capacity at existing car parks will be supported, subject to development respecting local character, residential amenity and highway safety. PAR.01 is a parking Design policy based on Building for Life principles, and seeks to encourage best practice and ensure that parking with dwellings is designed to be useable.
- 7.2.9 All new developments should provide enough spaces for residents and visitors, including disabled, and anticipate parking demand, taking into account location availability and frequency of public transport and car ownership locally. Sometimes developments have provided insufficient 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 such as “Space to Park”<sup>42</sup>.

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<sup>42</sup> “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

- 7.2.10 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. It is the Windsor Neighbourhood Forums view that this exacerbates the parking problem as the assumption that people living in the town centre will not use cars is not 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 instead
- 7.2.11 Where existing parking problems exist, then conversion of garages into habitable rooms increases the pressure on parking spaces nearby, and this is something the Windsor Neighbourhood Forum wishes to discourage unless it can be demonstrated that there are adequate spaces nearby.
- 7.2.12 Windsor Neighbourhood Forum will seek to discourage the use of dropped kerbs where they result in the loss of an on-street space and there is no net gain of parking spaces. 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 Parking Design Guide (*Appendix 2 part C*) shows good practice in the design and landscaping of front garden parking and the Windsor Neighbourhood Forum will encourage applicants to use this.
- 7.2.13 PAR.02 This policy is designed to increase the supply of car park spaces. For example, the two hospitals in Windsor might be able to expand parking for public use subject to design and landscaping considerations.
- 7.2.14 The Crown Estate has some proposals to alter car parking arrangements on the edge of the Great Park near Queen Anne's Gate. We support additional car parking subject to satisfactory design and landscaping consideration as this would help improve access to the park and could be considered as Very Special Circumstances which outweigh the harm to the Green Belt

## 8 HOUSING AND COMMUNITY

### 8.1 Introduction

- 8.1.1 We have a national housing crisis due to a growing population, changing demographics and lack of housing supply. RBWM states that housing need projections based on population growth indicate a need to supply 712 new homes per year (over the next 15 years across the whole Borough)<sup>43</sup>. The Borough is struggling to find sites for these homes, particularly in and around Windsor where there are many constraints.
- 8.1.2 The WNP has found no new sites for housing development beyond those that the Borough has already identified in its Borough Local Plan proposals. Some major areas have been suggested during our research such as Sawyers Close and Ward Royal but after investigations we have eliminated these, as research has shown they are unlikely to be available for development during the life of the NP.
- 8.1.3 The main source of new housing developments in the WNP area will be “Windfall” sites (that is ones that are hard to predict) which will be infill and replacements which develop existing areas more densely. The NPPF states that there is a presumption in favour of such development and there are some areas where this is most likely to occur in Windsor, particularly where there are larger plots and houses and gardens without other constraints such as heritage or flood issues. These redevelopments are predicted to occur at roughly the average rate for recent years of roughly 40 units per year<sup>44</sup> in Windsor based on past trends. WNP Policies on Open Space (Section 5) and Design (Section 6) 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.
- 8.1.4 It is very difficult to be specific on what densities should be. This plan sets out what would be permissible in terms of design and character and gives some suggestions as to general locations where development could occur. The appropriate quantum of development would be based on professional judgements on a case by case basis guided by strategic policies in the Borough Local Plan.
- 8.1.5 Affordable Housing - Our consultations showed that there was concern about the affordability of housing in the area and the difficulty for people even on average incomes have buying or renting homes. House prices are now around 14 times average incomes and at a historic high due to the imbalance between demand and supply of housing and high land prices. Existing Borough policies have not delivered the required numbers of affordable housing, and the emerging BLP recognises the need to deliver 435<sup>45</sup> new affordable homes across the Borough every year.

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<sup>43</sup> RBWM Housing and Employment Land Availability Assessment

<sup>45</sup> Paragraph 7.7.3 of the emerging BLP submission Version.

## 8.2 Housing

### **OBJECTIVE 4**

Support the delivery of new housing and Community facilities

### **CONTEXT**

8.2.1 Redevelopment opportunities exist where buildings are not using land efficiently, such as to the optimum height or density. This includes above shops, which could support additional housing .

### **POLICY Housing**

#### **HOUS 01**

Proposals requiring planning permission for the conversion of premises above shops to residential use will be supported, subject to respecting local character, residential amenity and highway safety.

### **REASONED JUSTIFICATION**

8.2.2 HOU.01 Areas where this policy may apply could include Dedworth Road.

## 8.3 Residential amenity

### OBJECTIVE 4

Support the delivery of new housing and community facilities

#### CONTEXT

- 8.3.1 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 amenity<sup>46</sup>, and conversions are allowed where adequate amenity space is provided.<sup>47</sup>
- 8.3.2 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).
- 8.3.3 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).

### POLICIES –Residential amenity

#### RES 01

Residential development should provide external amenity space that appears in keeping with local character and which respects privacy. Residential development should provide for recycling, including space for screening and storage.

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<sup>46</sup>The Borough Wide Design Guide recently published for Consultation(March 2019) deals with Residential Amenity and may negate the need for these policies (if it goes through unchanged as it covers Residential Amenity). Emerging Local Plan policies BLP3 Design, deal with Residential Amenity as follows 3.2i Landscaping and Amenity, 3.2.1 storage refuse and recycling space 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.

<sup>47</sup>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.

***REASONED JUSTIFICATION***

- 8.3.4 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. Most people prefer private amenity space, although we accept that in some circumstances communal may be better, for example when private spaces would be so small they would be unworkable. We recommend that development proposals consider good practice as set out in Building For Life 12 (published by the Design Council CABI) in the design of their proposals.
- 8.3.5 We would like to encourage developers to ensure that development does not result in unsightly and inappropriately placed bin and bike stores.. Unsightly storage can harm the amenity of neighbours and the street scene and we will seek to encourage appropriate bin and bike storage for all dwellings.
- 8.3.6 Where there are existing identified problems we will support the community to find appropriate and innovative solutions and we will support the use of CIL funds. Underground bin stores, communal bin or bike areas, and other ideas are used elsewhere and can be explored.

## 9 WORKING AND SHOPPING

### 9.1 Introduction

Photo 9 Tesco's store Dedworth Road



- 9.1.1 During our community consultations, we heard concerns about 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, the loss of essential shops and range of shops were all mentioned as local issues.
- 9.1.2 Current Borough policy<sup>48</sup> is to concentrate larger businesses in designated employment areas as well as to continue to support individual business sites<sup>49</sup>. National Policy supports building a strong and competitive economy<sup>50</sup> and ensuring the vitality of town centres, although it also allows unused commercial buildings to be converted into residential dwellings under Permitted Development Rights and this policy has resulted in the loss of much office space in Windsor in recent years and is outside the scope and control of an NP.
- 9.1.3 The major Borough designated employments sites in the WNP area are.
- Centrica, Maidenhead Road
  - Fairacres Industrial Estate, Dedworth Road
  - (the former) Imperial House, between Alma and Vansittart Roads
  - Vale Road/Shirley Avenue Industrial Area (now mixed use in the emerging BLP)

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<sup>48</sup>(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))

<sup>49</sup>Any changes of use for these individual sites (that are outside of permitted development rights) must apply for planning permission.

<sup>50</sup> NPPF Ch 6, NPPF Ch 7

- 9.1.4 The other major commercial sites in the WNP area are LEGOLAND, Windsor Racecourse (dealt with in our PLACE policy sections 10.4 &10.5), Keeler and Tesco but there are other small businesses scattered throughout the area, including shops, workshops, a considerable number of employees in Health and Military institutions, and many people working from home.
- 9.1.5 Retailing (A1 retail use class) is going through major adaptations to changing markets<sup>51</sup> due to the internet and changing shopping patterns. This potentially can lead to the loss of retail provision in peripheral centres like the neighbourhood centres and parades in the WNP area, (as well as in Windsor 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 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.
- 9.1.6 There are no known spare sites in the WNP area where new industry or offices can go. The plan therefore has looked at where it might be possible to intensify neighbourhood shopping areas without losing the essential character of the area, and to consider the issue of pubs which act as both businesses and community facilities.

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<sup>51</sup> RBWM Retail Review June 2015

## 9.2 Public houses

### OBJECTIVE 5

Grow the local economy and enhance commercial areas for the benefit of business; workers; shoppers and tourists

Photo 10 The Black Horse pub Dedworth Road



### CONTEXT

9.2.1 Public houses<sup>52</sup>. 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 community facility. Particularly in areas where there are few other eating and drinking opportunities, they can be a real loss to the community and affect its sustainability.

### POLICIES –Public houses

#### PUB. 01

The loss of pubs to non-community uses will not be supported unless it can be demonstrated, further to 12 months open and active marketing, that it would not be economically viable or feasible to retain the pub in its existing use and that there is no reasonable economically viable prospect of securing an alternative community use of the land or premises.

### REASONED JUSTIFICATION

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

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

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<sup>52</sup>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 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."

- 9.2.3 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 uses first.
- 9.2.4 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.
- 9.2.5 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.

## 9.3 Retail and small business

### OBJECTIVE 5

Grow the local economy and enhance commercial areas for the benefit of businesses, workers, shoppers and tourists

#### CONTEXT

- 9.3.1 The WNP area does not cover the town centre, so shopping in the WNP area is confined to Dedworth Road Local Centres, Neighbourhood Parades, and some individual local stores. These act as a focus for essential service and convenience uses, with very little “comparison” shopping. The two popular garden centres on the edge of West Windsor are outside the WNP area, (within Bray NP area), one which has already closed and the site allocated in the BLP for housing (BLP site HA11).
- 9.3.2 Our consultations showed concern from local people about this local shopping and loss of essential services, and these are happening despite it being Local Plan policy to support local shopping parades and centres<sup>53</sup>. Concerns included; the appearance of shopping parades and the public realm around them; maintaining a good balance of independent retailers; and maintaining essential shops. Recent loss of a popular DIY store (Mahjacks) in West Windsor has concerned many as there is little alternative provision in Windsor and this affects sustainability of the town. 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.
- 9.3.3 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.
- 9.3.4 Shop fronts can also contribute to the attractiveness of an area and act as a draw to customers. 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.
- 9.3.5 People want to see independent retailers thriving in their area, and we wish to encourage planning applications from independent retailers.

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<sup>53</sup>Existing Local Plan policy<sup>53</sup> 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 R5 supports development proposals within Local Centre and TR7 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.

- 9.3.6 In some circumstances, national policy allows offices and commercial premises to be changed into homes through Permitted Development Rights and the NP and Borough are unable to stop this happening<sup>54</sup>. This is creating a situation where businesses struggle to find premises in the WNP area.
- 9.3.7 The high level of start-ups in RBWM indicate a need for micro and small business provision yet there is little such space available unless a house is converted to business use.
- 9.3.8 Provision of sufficient employment space is the responsibility of the Borough, and the Employment Land Review<sup>55</sup> and other later evidence assesses business demand for the need for such space. The evidence 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.
- 9.3.9 Current Local Plan policies<sup>56</sup> restrict development for business uses to existing centres of employment and town centres but allow small scale developments (Under 100m<sup>2</sup>) outside of these areas. These small-scale sites are essential in the WNP area where there is little alternative land available for business, and the existing neighbourhood retail areas are important in this regard as there are often other small businesses clustered with them.

#### **POLICIES- Retail And Small Business**

##### **RET 01**

Local shops provide an important community function and proposals that will support the vibrancy and vitality of Local Centres and retail parades whilst respecting local character, residential amenity and highway safety will be supported. The loss of shops and small-scale commercial units will be resisted unless it can be demonstrated, further to twelve months open and active marketing, that retention in their current use is not economically viable. Proposals for new shop fronts should have regard to guidance set out in the Windsor Design Guide shop front section (see Appendix 2c).

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<sup>54</sup> Except through an Article 4 direction.

<sup>55</sup> RBWM Employment Land Assessment 2009 & Housing and Employment Land Availability Assessment 2017

<sup>56</sup> Local Plan policy E1

***REASONED JUSTIFICATION***

- 9.3.10 Improvements to appearance through general public realm improvements and shop front improvements along with appropriate and essential shop uses help to attract customers and encourage them to stay longer. Recent public realm improvements in West Windsor have been welcome. Some shops do not make the best use of their shopfronts and metal roller shutters have crept in, resulting in damage to the public realm and “dead” frontages. This can produce a perception that a Neighbourhood area is unsafe. Enhancements to whole parade frontages to improve appearance of whole areas would be welcomed and could be encouraged by small grants funded by CIL money.
- 9.3.11 The RBWM Town Centre shop front design guide (from the 1990s) doesn’t cover the WNP area and is very old, so we have produced a WNP area Shop Front section within the Design Guide (Appendix 2 c) 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.
- 9.3.12 The objectives are; To support retail architectural features of merit, well- proportioned frontages, to use appropriate materials, to ensure accessibility, to create attractive window displays, integrate 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 2c.

## 10 Place Policy. The former Imperial House and Police Station quarter.

### OBJECTIVE 7

To enable redevelopment in an area (Imperial House, Alma Road) which includes a stalled major site in accordance with the vision and objectives of the plan.

### CONTEXT

- 10.1.1 This site was the home of the former Imperial House office block (demolished in 2013) and it is next to the Police Station site (which may be decommissioned during the plan period). The area has the Trinity Conservation Area sitting on its north-east edge, and Vansittart Road and the Vansittart Recreation Ground with the skate park and children's play area to the West, and Alma Road to the east, and The Alma Road Youth and Community Centre and Hovis Court Office block to the south.
- 10.1.2 The Imperial House site is the only current major brownfield site in the WNP area and has now been vacant for more than ten years.
- 10.1.3 The Police Station building has been discussed for redevelopment for housing, although it may not be available.
- 10.1.4 The Imperial House site is in employment use and RBWM has also identified the site with potential for intensification in their emerging BLP.
- 10.1.5 <sup>57</sup>. A mixed use development at part of the site was recently approved on appeal

### Vision for the former Imperial House and Police Station quarter

- 10.1.6 In 2029, the Alma Road and Goslar Way site has been redeveloped to provide a new quarter of the town. The development is of high-quality design which meets the needs of both Borough strategic issues and local residents, with generous green spaces and improved linkages to the neighbouring park and retail area, as well as new commercial space.

### POLICY

#### IH.01:

- i) Future development proposals featuring both the site of the former Imperial House and Police Station site should include a masterplan to show how the development interfaces with the wider area. Should any of the other neighbouring sites become available all the sites together should be viewed as an integrated whole in terms of (1) supporting infrastructure; (2) design and appearance criteria.
- ii) Any revised proposals for redevelopment should have regard to: safe and secure pedestrian and cycle connectivity; local character, including the green character of Alma Road and the scale and massing of neighbouring buildings; and the scope for "feature" buildings to create articulated views from St Mark's Road to Alma Road.

<sup>57</sup> Planning Appeal Reference APP/TO355/W/18/3203764

***REASONED JUSTIFICATION***

10.1.7 **IH.01** a) The council has allocated Imperial House as a Business Area in the emerging BLP.

10.1.8 The WNP policy is NOT a formal site allocation but relates to building design and the function of the place, including integration with the wider neighbourhood.

Windsor Neighbourhood Plan.

Map 12 Map of identified potential sites between Vansittart and Alma Roads. The former Imperial House site in Blue and Police Station in Green.



## 11 DELIVERY AND IMPLEMENTATION

### 11.1 Community Infrastructure Levy (CIL) Funding

Objective: Direct the use of Community Infrastructure Levies including Section 106 Agreement funds

#### *Context*

11.1.1 *The CIL is a charge on developers which is used to fund infrastructure improvements. Once a Neighbourhood Plan is “made” 25% of the total generated within the Neighbourhood Plan Area must go towards Local Infrastructure in that area. The NP Delivery Body is able to steer the use of the funds.*

#### *Delivery Mechanisms*

11.1.2 This section describes the proposed Delivery and Implementation mechanisms and monitoring indicators and projects on which CIL funds may be spent.

#### *Delivery Body*

11.1.3 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 in section 11.4 below.

#### *Implementation*

11.1.4 The WNP policies will be implemented by the RBWM who are the Local Planning Authority, (who determine planning applications in the area).

#### *Development Management*

11.1.5 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 deliverable.

#### *The WNP Delivery Group*

11.1.6 The 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 monitor the success of the policies.

### 11.2 Neighbourhood Infrastructure and Community Projects

11.2.1 The WNP Forum proposes the following infrastructure priorities for allocation of funds from the future CIL and other sources. Also included within the list are a series of community projects either underway or identified as necessary to pursue. (Not all WNP policies will require application of such funds as they will be dealt with through the planning process).

Table 1 Neighbourhood Infrastructure and Community projects

Whole	What? <i>Physical / Green / Social Infrastructure OR Community Project</i>	Where? <i>Address / Area / Whole Neighbourhood</i>	When? <i>Now / Soon / Later / Whole plan period</i>	Who? <i>Partners involved in delivery</i>	How? <i>CIL / Community volunteers / Public / Private / Third Sector</i>	Cost <i>Estimate of costs where applicable</i>	Policy <i>Cross reference to relevant WNP policies</i>
<b>Natural Environment and open space</b>							
1. Open space access improvement schemes <i>This project remains an aspiration should conditions change and such a large project sum become available</i>	Footbridge over Thames	Thames	later	Eton College RBWM	CIL	£10m	OS.02 iv
2. Open space facilities improvement schemes	Outdoor Gyms	Any suitable urban open space	Now	RBWM	CIL	£3 x 10k= 30K	OS.02 iv
3. Open space maintenance	Community project volunteers	Convent Open Space and any others, Trinity wildlife area	Now	RBWM and Residents Associations, libraries	CIL	£5k	OS.02
4. Biodiversity. Green Routes improvements e.g. Roadside Tree planting, verges re-instatement	Green	All Green Routes	Soon and Whole	RBWM	RBWM Tree planting budget	tbc	BIO.02
5. New benches and bins at all Local Green Spaces.	All Local green Space	Maidenhead Road end of Dedworth Manor Park	Soon	RBWM	CIL	£1k per installation	OS.02iv
6. Toilet facilities	Physical	Vansittart Recreation ground	Soon	RBWM	CIL	£10K	OS.02iv

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7. Toilet and Kiosk facilities.	Physical	Windsor Great Park Picnic Parking Area off Sheet St Road	Soon	Crown Estate	Private	tbc	OS.02iv
<b>Appearance</b>							
8. Heritage. Advice for householders	Community project	Whole neighbourhood	Soon	RBWM Planning W2030	CIL	£6k	DES.01
9. Views. Viewing corridors maintenance/improvement	Physical/ Benches at viewpoints	Any viewing corridor. Dedworth Manor at Maidenhead Road end. Osborne Road Open Space. Winkfield Road near LEGOLAND.	Soon	RBWM	CIL	£1k per bench	VIE.01
<b>Getting around</b>							
10. Work with RBWM Highways to identify amelioration for recognised pinch points.	Physical	Imperial Road/Winkfield Rd junction, Kings Road/Sheet St Rd, Maidenhead Rd /Parsonage Lane mini roundabout, Arthur Road /Royal Windsor Way junction	Now	RBWM Highways	n/a	n/a	Section 7.1
11. New Public Rights of Way.	Physical	a) Along the River Thames and its tributaries, behind Centrica (RBWM #39),	Now	RBWM, Landowners	CIL	££	CW.01

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		<p>b) Windsor Racecourse riverbank</p> <p>c) Extend Bridleway 11a -St Leonards Hill to Winkfield Road</p>					
<p>12. Formalise existing footpath as Public Rights of Way</p>	Physical	<p>a) Footpath from Hatch Lane to Longbourne</p> <p>b) Alma Rd to Vansittart Rd via the college overflow carpark</p> <p>c) Clewer Fields running W-E from Vansittart Rd to Alma Road</p>	Now	RBWM	CIL	None	CW.01
<p>13. Getting Around. Underpasses/cycle paths/footpaths improvement</p> <p><i>Can't widen ramps/tunnels without great expense-but keep a dialogue on improvement opportunities and feasibility</i></p>	Physical	<p>Under Royal Windsor Way roundabout, and Goslar Way and Vansittart Road underpass, Goslar Way.</p>	Later	RBWM	CIL/ Highways /Grant?	££	CW.01b

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14. Footpath improvements <i>This has implications for Crown Estate /Castle views and therefore very sensitive</i>	Physical	Albert Road and Long -walk crossing Wndsor Great Park	Now	RBWM/Crown Estate	Public	£	CW.01 b 3-6
15. Additional traffic measuring points.	Physical	B3022 Winkfield Rd west of LEGOLAND	Soon	RBWM Highways	Public	£	Section 7.1
16. Wayfinding system (inc National Cycle Route 4)	Physical signage	Key footpath and Cycle Path through points -Stag Meadow, Bulkeley Ave/St Leonards Rd, Vansittart Underpass, Leisure Centre, Maidenhead Road	soon	RBWM Cycle Forum RBWM	CIL	£15k  <i>This budget is on top of the existing Cycle Forum budget 2018 which is already allocated</i>	CW.01
<b>Housing and community</b>							
17. Innovative Bin Solutions-Gardner Cottages	Community	Gardner Cottages Green space Vansittart /ArthurRd/Duke St	Later	RBWM	CIL	£5k	RES.01
18. Additional West Windsor GP surgery	Community	West Windsor	Later	RBWM NHS Clinical Commissioning Group Vale Road Surgery	n/a	n/a	n/a
<b>Working and shopping</b>							
19. All Neighbourhood parades -shop fronts	Physical, Shop front improvement grants.	All neighbourhood Parades	Now	Shop owners. RBWM	CIL	£1k per shop	Ret.01d

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Places policies							
20. Dedworth Road <sup>58</sup> improvements to public realm planter borders, bike racks, pocket parks, enhanced crossings etc.	Physical	Dedworth Road	Soon and Whole period	RBWM	CIL	£50k <i>This budget is on top of the existing Cycle Forum budget 2018 which is already allocated</i>	DR.01 a)-d)
21. Improvements to the public realm in small Neighbourhood shopping parades	Physical	Neighbourhood shopping parades at 1.Clewer Hill Road 2.Springfield Road 3.Clarence Road (corner of Parsonage Lane next to the Shell Garage) 4.Arthur Road	Soon	RBWM	CIL	£50k	RET.01d

<sup>58</sup> The Cycling Action Plan adopted by RBWM at Cabinet meeting on 31<sup>st</sup> Jan 2019, allocated the following funds for Priority Cycling schemes in the WNP area: £15k to a feasibility study for improving Dedworth Road; £67k A308 Maidenhead Road/Mill Lane scheme; £5k Quiet Route scheme; £60k Dedworth Road to Windsor Centre scheme.

## 11.3 Monitoring indicators

### *Natural Environment and Open Space*

- 11.3.1 Number and amount (Ha) of public open space lost
- 11.3.2 Number and amount (Ha) of new public open space gained
- 11.3.3 Number and type of facilities gained/lost in new/existing open space
- 11.3.4 No of developments affecting Green Routes given Planning Permission and green areas and green boundaries lost (metres)
- 11.3.5 Number of street trees planted

### *Appearance*

- 11.3.6 Heritage: No of applications concerning Local Heritage List, approved/rejected
- 11.3.7 Design: Number of applications citing conformity to WNP general/Area, Parking/shopfront design guides
- 11.3.8 Views: Number of applications citing consideration of designated view

### *Getting Around*

- 11.3.9 Creation of new cycle routes (number/length)
- 11.3.10 Creation of new cycle facilities (number/type e.g. Bike racks, bike stores)
- 11.3.11 Creation of new pedestrian facilities (number/length)
- 11.3.12 Improvements made to existing cycle paths/footpaths/underpasses
- 11.3.13 Parking. No of developments with given PP with inadequate parking

### *Housing and Community*

- 11.3.14 Number of dwellings gained/lost

### *Working and Shopping*

- 11.3.15 Pubs: Numbers of pubs lost/ what use changed to.
- 11.3.16 Retail: Number of shop fronts restored
- 11.3.17 Retail: Number of new dwellings above commercial premises provided
- 11.3.18 Retail: No of local shops lost, and what use changed to.
- 11.3.19 Betting shops and fast food takeaways opened /closed

### *PLACE Policies*

- 11.3.20 Imperial House and Police Station Site. The WNP will aim to review progress on this site in conjunction with RBWM at yearly intervals. Should no development be forthcoming within 5 years a major review will be sought. Measures of progress: Pre-letting by developers, pre-construction work starting, construction starting. Number of housing units/employment space created
- 11.3.21 CIL /S106 spending. Funds available, funds allocated and funds spent in the WNP area

## GLOSSARY

Acronym	Definition
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	
<b>Allotments</b>	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.
<b>Amenity Green Space</b>	AGS is most commonly <b>but not exclusively</b> found in <b>housing areas</b> . This includes <b>informal recreation green spaces</b> and <b>village greens</b> . It includes green areas in close proximity to home or work which enhances the appearance of residential or other areas. It forms a visual/physical “buffer” (e.g. verges) between parking, paved and built areas. It provides wildlife

	<p>habitats terrestrial biodiversity, supports air pollution control, drainage and soil / water biodiversity</p> <p>It ensures preservation of historic fields, boundaries, sites, woodlands and routes.</p>
<b>Cemeteries and churchyards</b>	<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 Additional functions (WNP Open Space TG / Public Consult) - Social cohesion - Historic record and heritage - Environmental sustainability through support for wildlife habitats.</p>
<b>Charette</b>	<p>A public meeting or workshops devoted to a concerted effort to solve a problem or plan the design of something.</p>
<b>Civic spaces</b>	<p>These are hard surfaced areas which are usually located within town or city centres. Primary purposes (RBWM O S Audit) - Community events -Social interaction and cohesion -Community development and heritage -Important sites which can also be located within other open space areas.</p>
<b>Conservation Area</b>	<p>A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance (Section 69 of The 1990 Planning (Listed Buildings and Conservation Areas) Act).</p>
<b>Development</b>	<p>This is where neighbourhood planning policies determine what development can take place and where.</p>
<b>Excluded development</b>	<p>Excluded development is</p> <ul style="list-style-type: none"> <li>a) A county matter (schedule 1 of 1990 ACT) i.e. relating to minerals</li> <li>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.</li> <li>c) Development consisting wholly or partly of a national infrastructure project.</li> </ul>
<b>Green Corridors</b>	<p>These are a thin strip of land that provides sufficient habitat to support wildlife often within an urban environment thus allowing the movement of wildlife along it. Common green corridors include roadside grass verges, towpaths along canals and riverbanks, cycle ways, rights of way and railway embankments.</p>
<b>Green and Blue Infrastructure</b>	<p>A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. (PPG 2012). Blue Includes rivers, streams, ponds. Blue-green infrastructure brings water management and the natural landscape together.</p> <p>It is a description of what land is, but also reflects what the land does. . 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. Benefits include 1) reducing flood risk 2) improving</p>

	psychological health and wellbeing 3) boosting local economic responsiveness, 4) providing a habitat for wildlife. The REAL benefit to planning is that it can help deliver other local regional and national policy OBJECTIVES, not just those related to green space.
<b>Highway Land</b>	Highway land briefly defined in two examples: <i><b>Highway boundaries.</b> The public <b>highway</b> is an <b>area that the public have a right to pass and repass.</b> The <b>highway includes the road-side verge and footways as well as the carriageway.</b></i>  <i><b>Highway land</b> refers to an area of <b>land</b>, where the public have the right to use to '<b>Pass and Repass without hindrance</b>'. With very few exceptions <b>highway land</b> that we maintain is not owned by the council. A <b>highway</b> boundary enquiry defines the area that is maintainable at public expense by the <b>highway</b> authority.</i>
<b>Natural &amp; Semi-Natural (NSN) Green Spaces</b>	These areas include publicly accessible woodlands, urban forestry, scrub, grasslands (examples: downlands, commons and meadows), wetlands and wastelands. Primary purposes –Wildlife conservation, Biodiversity and Environmental education. Other purposes - 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.
<b>Open Space</b>	“Open space” means any land, whether enclosed or not, on which there are no buildings or of which not more than 1/20 part is covered with buildings, and the whole or the remainder of which is laid out as a garden or is used for purposes of recreation, or lies waste and unoccupied. It includes all open space of public value, irrespective of ownership, including not just land, but areas of water such as rivers, canals, lakes and reservoirs, which offer important opportunities for sport and recreation and can also act as a visual amenity. <b>Public open space</b> is defined as public parks, commons, heath and woodlands and other open spaces <b>with established and unrestricted public access.</b> Formal Open space is pitches, courts, greens, tracks. Informal Open space is for passive recreation.
<b>Outdoor sports facilities (2)</b>	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) Primary purposes (RBWM Open Space Audit) - Facilities for formal sports participation
<b>Parks and Gardens</b>	These include urban parks, formal gardens and country parks which usually contain a variety of facilities and may have one or more other open space types within them. (Sports and formal recreational activities, cycling, boating, etc Children’s / Young people’s facilities and activities.)
<b>Permitted Development Rights</b>	Development that is permitted automatically under planning laws. The only circumstances when an NP can have an impact on this issue 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.
<b>Planning conditions</b>	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.
<b>Provision for children</b>	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 as per PPG17, this typology considers only those spaces specifically designed as equipped play facilities (LEAPs
<b>Provision for young people</b>	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, e.g.: teenage shelters; skateboard parks; BMX tracks; and Multi-Use Games Areas (MUGAs
<b>Strategic Policy</b>	Strategic policies <sup>59</sup> 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: <ul style="list-style-type: none"> <li>A. whether the policy sets out an overarching direction or objective</li> <li>B. whether the policy seeks to shape the broad characteristics of development</li> <li>C. the scale at which the policy is intended to operate</li> <li>D. whether the policy sets a framework for decisions on how competing priorities should be balanced</li> <li>E. whether the policy sets a standard or other requirement that is essential to achieving the wider vision and aspirations in the Local Plan</li> <li>F. in the case of site allocations, whether bringing the site forward is central to achieving the vision and aspirations of the Local Plan</li> <li>G. whether the Local Plan identifies the policy as being strategic</li> </ul>
<b>Urban Open space</b>	Open space areas for "parks", "green spaces", and other open areas. The landscape of urban open spaces can range from playing fields to highly maintained environments to relatively natural landscapes. They are commonly open to public access, however, urban open spaces may be privately owned. Areas outside city boundaries, such as state and national parks as well as open space in the countryside, are not considered urban open space. Streets, piazzas, plazas and urban squares are not always defined as urban open space in land use planning." Public space in general is defined as the meeting or gathering places that exist outside the home and workplace that are generally accessible by members of the public, and which foster resident interaction and opportunities for contact and proximity.[3] This definition implies a higher level of community interaction and places a focus on public involvement rather than public ownership or stewardship.

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ENDS

Windsor Neighbourhood Plan.

**The following Appendices are in separate documents.**

**APPENDIX 1 Open Spaces**

**APPENDIX 2 WNP Design Guide (Includes General, Areas, Shop fronts, Parking)**

**APPENDIX 3 Local Viewing Corridors**

**APPENDIX 4 Non-Designated Heritage Assets List**