

WINDSOR NEIGHBOURHOOD PLAN

2019-2034

REGULATION 15 VERSION



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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 Draft of the Windsor Neighbourhood Plan and is submitted to The Royal Borough of Windsor and Maidenhead under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012.

Signed

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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 POLICIES** which apply to specific locations

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

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

Appendices 1 (Glossary of terms) **& 2** (Committee and Forum details) are attached to this report. **Appendices 3-7** can be found separately on our website.

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

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. The broad purpose of the NP is to plan for sustainable development on three dimensions; economic, social, and environmental, and to make planning policies that will be used to help inform and determine future planning applications in the area. 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 Authorities²). 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, particularly around Key Local Shopping Areas along Dedworth Road. Additional development at LEGOLAND and Windsor Racecourse has also been supported which could under certain circumstances sustain and enhance employment opportunities.
- 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:

²Planning 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>

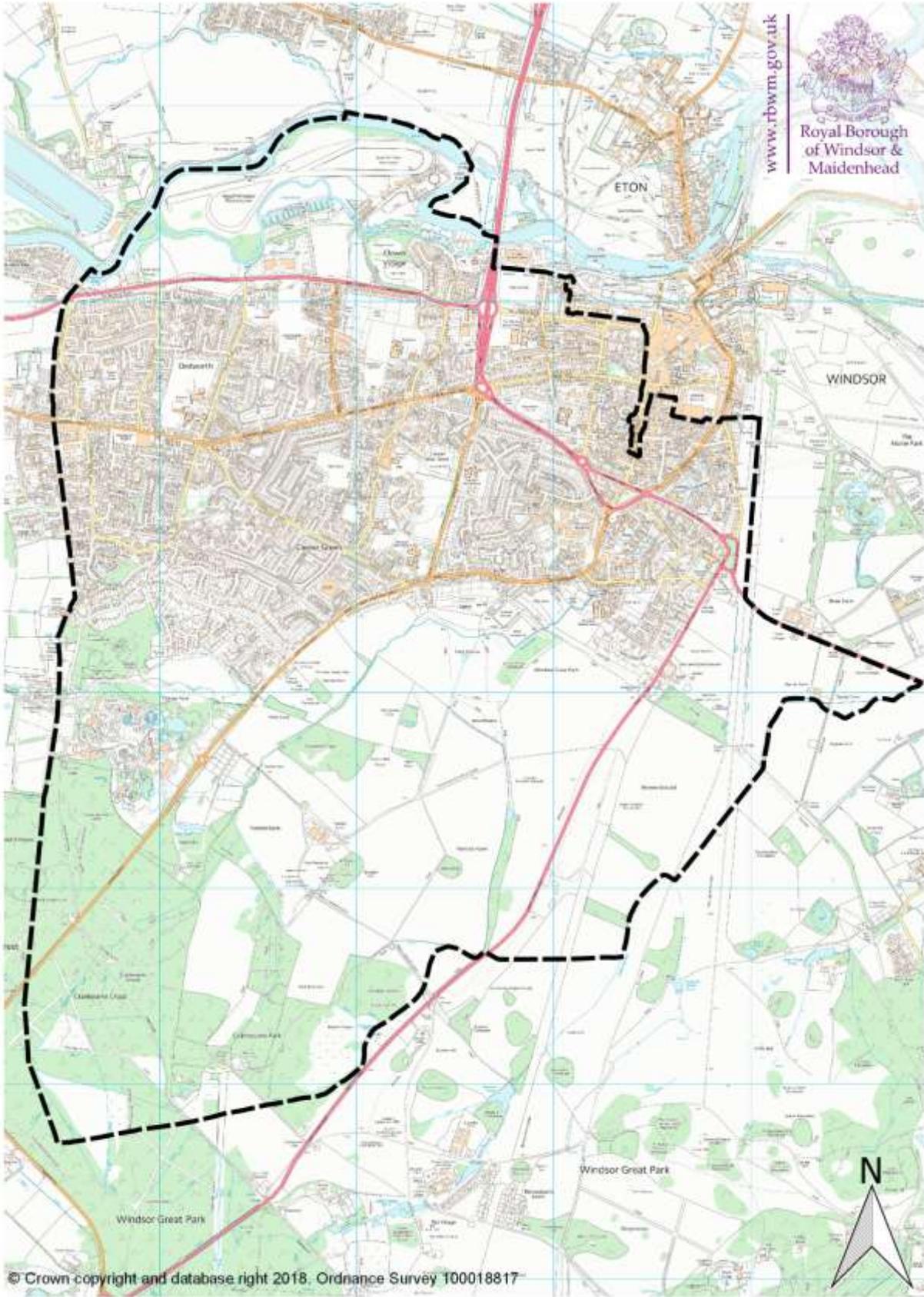
- enhance the appearance of new housing and employment developments in the town, improve community facilities and key facilities to the west, improve local shopping possibilities
- maintain/improve open spaces and the environment, and the enhancement and preservation of heritage.
- support the continuing success of local businesses providing important jobs for local people and generating expenditure in the local economy.
- 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 electoral wards³ of Park, Clewer East, Clewer South together with most of Castle Without and Clewer North.

³ 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.

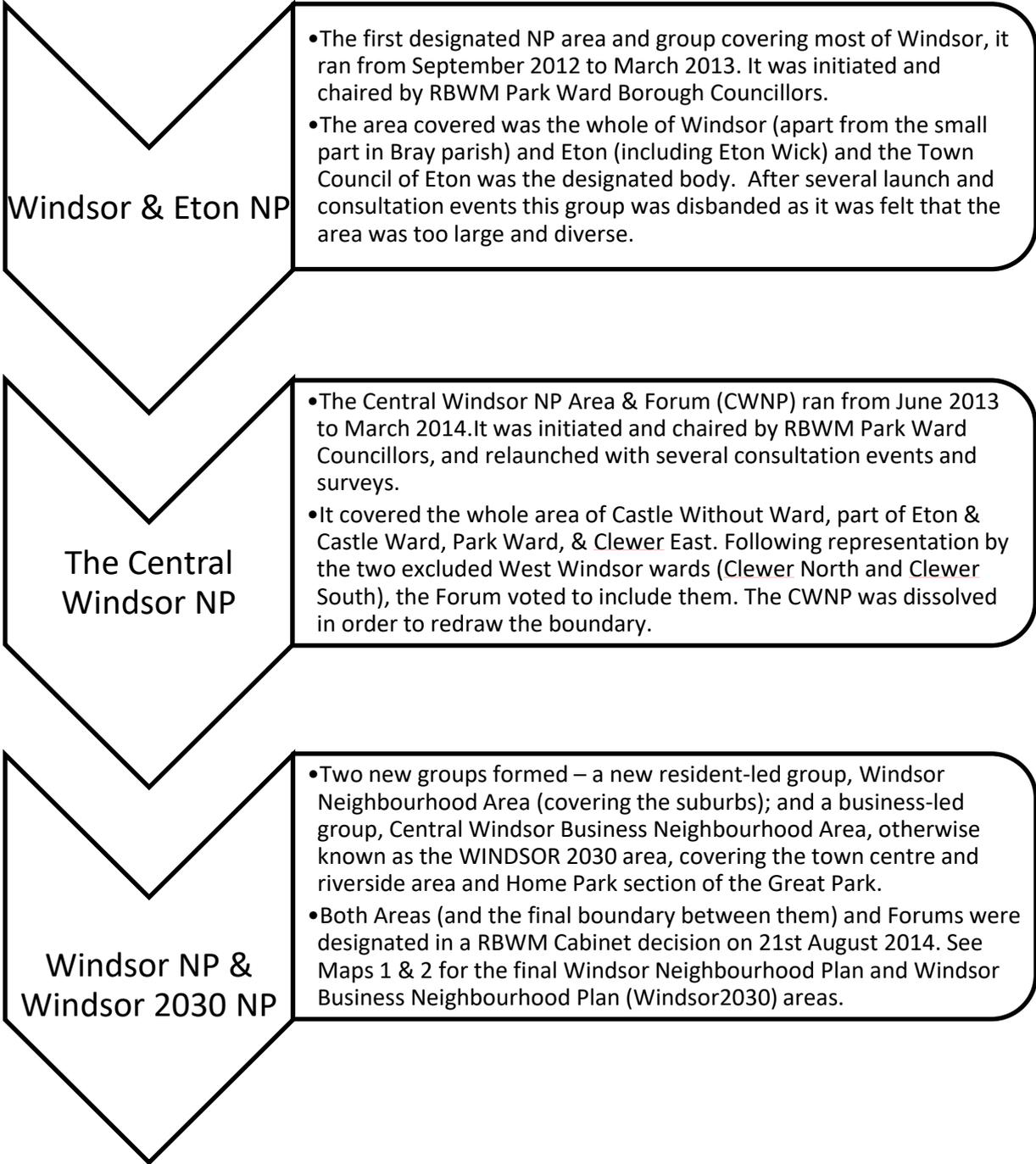
Map 1 The WNP area



1.5 The History of Neighbourhood Planning in Windsor

1.5.1 Neighbourhood planning started in the Windsor area when Bray NP area was designated first in 2012. In the Windsor area two groups were formed and then subsequently disbanded to change the boundaries (see Figure 1 Timeline of Neighbourhood Planning in Windsor below).

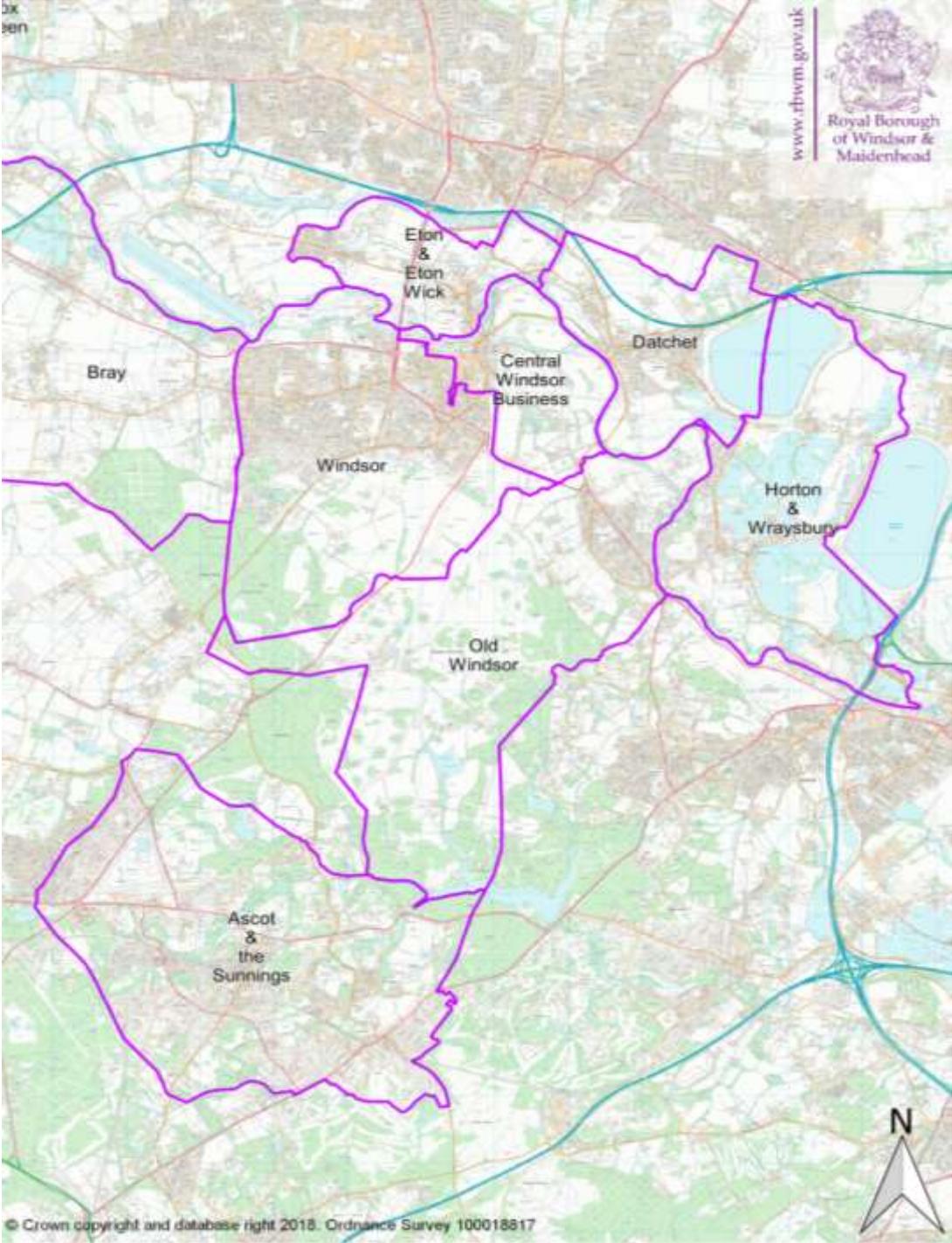
Figure 1 Timeline of Neighbourhood Planning in Windsor



Windsor Neighbourhood Plan.

1.5.2 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. (See Map 2 Adjoining NP Areas). Production of the WNP has involved keeping a dialogue with adjacent groups (see Consultation Statement for further information).

Map 2 Adjoining NP Areas



1.6 How we developed the Plan

- 1.6.1 The WNP has been overseen by a volunteer Forum currently comprising 39 local people (see Appendix 2 p113) from a variety of backgrounds. At an early stage, four Topic Groups were setup for Open Space, Countryside and Leisure, Transport, Housing, Heritage and Community, and Business. These Groups each had a series of meetings to contribute to the development of the policies. More detail on the Topic Group work is available in a series of “Topic Reports” available in our Evidence Base on the WNP website.
- 1.6.2 Evidence has been gathered from a wide variety of sources: for example, from RBWM evidence documents and other reports and statistics, from technical reports prepared by planning consultants AECOM, from extensive reading of other developing and made NPs, and from discussions with landowners, businesses and from consultation events. In addition, the Forum carried out a full analysis of the Strengths, Weaknesses, Opportunities and Threats in the different distinct parts of the WNP area. This is also available in the Evidence Base.

1.7 Community engagement

The WNP has been developed through extensive and open consultations with the people and businesses of Windsor as well as other NP groups and other relevant organisations. The consultation history is complex because of the three “incarnations” of NPs in the area (see Figure 1 Timeline of Neighbourhood Planning in Windsor), much of which covered similar geographical ground. The WNP been through **seven** stages of consultation in total as follows, of which **Stages Three to Seven** were as Windsor Neighbourhood Forum:

- **Stage One:** Initial launch events, and “post it note” surveys, and engagement with residents and other groups (as **Windsor and Eton Neighbourhood Forum**).
- **Stage Two:** Relaunch events & initial emerging Vision survey (as **Central Windsor Neighbourhood Forum**)
- **Stage Three:** Relaunch and Main Issues and Priorities Survey (As **Windsor Neighbourhood Forum**)
- **Stage Four:** Confirming the Vision, objectives and main priorities survey and events
- **Stage Five:** Options Consultation (Design, Views, Urban Design, Imperial House site) Events and survey.
- **Stage Six:** Regulation 14 Pre-Submission Consultation. Events and survey. Strategic Environmental Assessment.
- **Stage Seven:** Second Regulation 14 Pre-Submission Consultation

Stage Three built on the 7 consultation events and 5 surveys conducted previously in Stages One and Two, as it was felt that starting from scratch again would create “consultation fatigue”. Efforts were made however to ensure that the main issues and priorities emerging under Stage Two were confirmed and developed further under the later stages by extending the Stage Two survey to the additional West Windsor area in Stage Three of the consultation process.

- 1.7.1 **Stage Four** the Vision, Objectives and Priorities were confirmed by a large majority of respondents.
- 1.7.2 **Stage Five** sought to confirm which emerging options for design policies, views policy, and site policies, would obtain public support.
- 1.7.3 **Stage Six** Once these were confirmed policies were refined and developed for and the first Regulation 14 consultation. Subsequent to this and following a “Health check” and inputs from RBWM a Strategic Environmental Assessment (SEA) was undertaken. Elements of the plan were revised as appropriate.
- 1.7.4 **Stage Seven** A 2nd Regulation 14 consultation was held .
- 1.7.5 In addition to the events and surveys, in an attempt to involve hard to reach respondents, members of the group have undertaken various presentations to young people in schools and college, associations and groups, and participated in a number of RBWM Neighbourhood Planning events. Businesses have been targeted directly by the main consultations.
- 1.7.6 Other forms of communication used were website and social media (Facebook and Twitter) as well as email communications, leaflets, newsletters and press publicity. The Forum has remained open to new members throughout and all our meetings have been open to the public.
- 1.7.7 For further details on all of the consultations undertaken see the Consultation Statement.

1.8 What Happens Now

- 1.8.1 All NPs have to follow a set legal process through a series of stages from the initial designation of a body to developing the plan, up to a local referendum to decide whether or not to adopt the plan.
- 1.8.2 This Final Draft Regulation 15 will be submitted to RBWM for consultation, and then for Regulation 16 examination to ensure that it meets legal requirements and basic conditions. and if it passes all those stages, it will be put to a local referendum.
- 1.8.3 Once made the WNP shall 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 amenities⁴ 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 flats⁵ 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 small⁶, 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 30851⁷ 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.

⁴ Central Windsor has shopping and commerce, transport links, open space and leisure and recreation amenities. The WNP area has The Great Park, other parks, health facilities, army facilities, leisure and social facilities and businesses such as LEGOLAND and Windsor Racecourse.

⁵Based on 2011 census data 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

⁶ Castle Without ward in 2011 census had a population of 6952, Clewer North 7728, Clewer South 5341, Clewer East 5450, Park 5290.

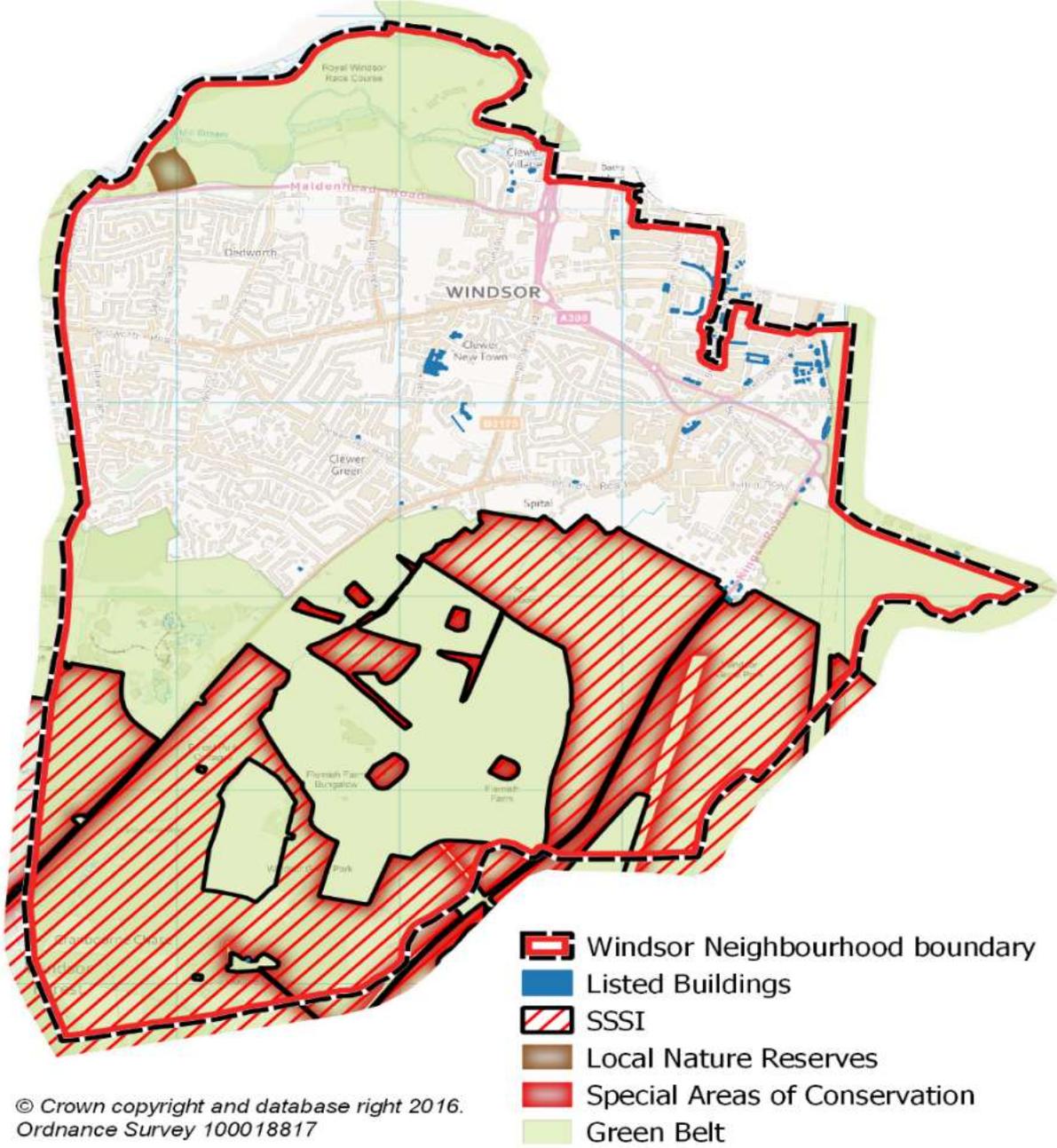
⁷ Excluding Eton and Castle Ward had 2748 in 2011 of which it is estimated that 800 are in the Windsor2030 area.

- 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 England⁸. 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 at increasing threat from change and potential environmental stresses from public access. Where there are some more sensitive areas access is “permissive⁹” and there are a limited number of on-foot only access points (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. This will continue to be the case.
- 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).

Figure 2 Green Belt and Special Landscapes and Listed Buildings in the WNP area



⁸ The Register of historic parks and gardens is managed by Historic England
⁹ To the right of the Crown and can be withdrawn at any time.

- 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.
- 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 in the WNP area¹⁰. 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 p19*). 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.

¹⁰ See the WNP website Evidence Base for the list of community facilities

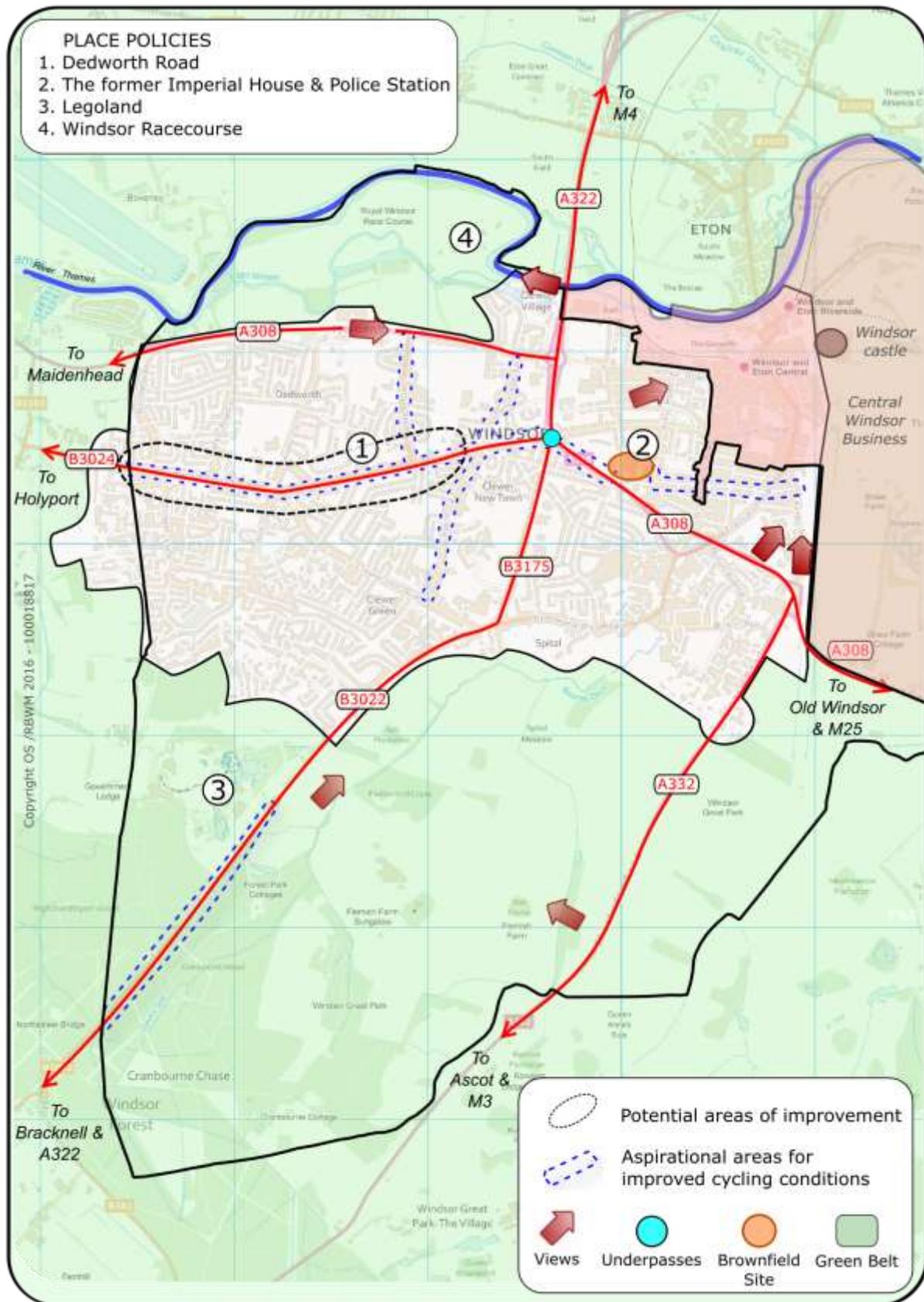
- 2.5.2 Our investigations have shown that there are no obvious or substantial greenfield or brownfield sites within the WNP which do not already have permission within the area boundary or are not covered by existing Borough plans or by Green Belt or other designations restricting developments. We therefore 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.
- 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 be¹¹ in a town where character is so diverse as what might be appropriate in St Leonards Hill will not be in central Windsor¹². 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 3 p19*).

¹¹RBWM emerging BLP suggests minimum of 30 dwellings per hectare across the Borough.

¹² 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 3 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 2031

- 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 along Dedworth Road.
- 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)

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

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

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

Getting Around,

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

Housing and Community

OBJECTIVE 4: Support the delivery of new housing and community facilities

Aims

- i. Find space for new homes on brownfield sites
- ii. Ensure that each new or enlarged dwelling is provided with adequate internal and external amenities.
- iii. Protect and enhance community and health facilities

Working and shopping

OBJECTIVE 5: Grow the local economy and enhance commercial areas for the benefit of business, workers, shoppers and tourists

Aims

- i. Protect public houses from inappropriate development
- ii. Support improvement of appearance, shop fronts and public realm in local retail areas particularly Dedworth Road
- iii. Support healthy balance of retail uses including independent retailers
- iv. Support businesses uses and facilities
- v. Support small and independent business
- vi. Support the continued success of LEGOLAND Windsor and Royal Windsor Racecourse as visitor attractions

Place policies

OBJECTIVE 6: Improve the appearance vitality, viability and utility of Dedworth Road for shoppers, businesses, pedestrians, cyclists and motorists.

OBJECTIVE 7: 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.

OBJECTIVE 8: Support continued investment at the LEGOLAND resort, and which protects the amenity of local residents, landscape and neighbouring Special Area of Conservation

OBJECTIVE 9: Support development which enables Windsor Racecourse to retain its status as a key local employer and which protects the amenity of local residents

Aims

- i. Enhance the public realm, street scene and sense of place.
- ii. Improve movements (including traffic flows) within the local area and encourage sustainable modes of transport
- iii. Maintain and enhance green and blue infrastructure (including buffering)
- iv. Support mixed uses to maintain vitality and viability in commercial/retail areas

Community Infrastructure Levies

OBJECTIVE 10: Direct the use of Community Infrastructure Levies and Section 106 Agreement funds in line with community priorities

Aims

- i. To steer the use of available funding towards community priorities.

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 policies for specific **PLACES**.

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

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

- Dedworth Road
- The former Imperial House Alma Road
- LEGOLAND
- Royal Windsor Racecourse

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

- **OBJECTIVE:** reference to applicable key objectives
- **CONTEXT & INTENT:** 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 policy¹³.

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 emerging RBWM Open Space Study 2019¹⁴. These list the open spaces under various typologies¹⁵ 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 Trust¹⁶ 2015 (FIT) standards for Open space for people living in towns and cities as well as the Thorpe Report on Allotments (1969 – footnote needed) 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.

¹³RBWM 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.

¹⁴ Not yet published at the time of WNP submission 18th April 2019

¹⁵Open 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.

¹⁶ 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.

5.2.3 The standards used by the RBWM 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 standards⁴:

		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 & Gardens</i>	<i>Few deficiencies (mainly due to Windsor Great Park). Need for better signage and more seating.</i>
<i>Natural & 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 appears¹⁷.
- 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.
- 5.2.9 WNP consultations also 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.
- 5.2.10 Maps 4 and 5 show the principal open spaces in the WNP area. Map 4 shows ALL of the different types of open space and Map 5 only those generally accessible to the public. and Map 6 shows walking distances to get to them. *Appendix 3* 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.

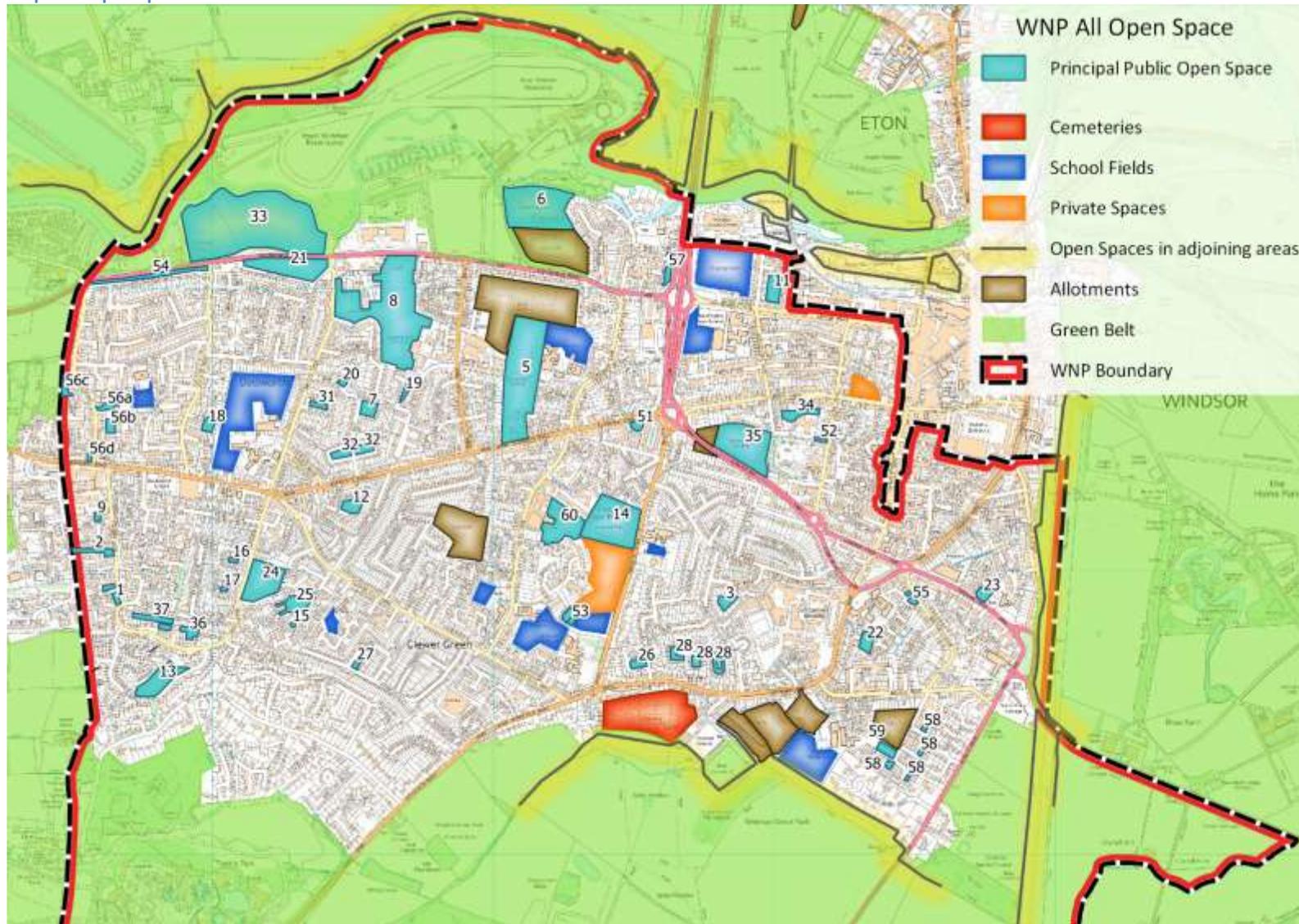
¹⁷ Most school playing fields are not usually open to the public unless through a club, allotments are usually open to members only, there are also some substantial private gardens (for example at Longbourn on Imperial Road and Clarence Crescent Gardens) and much Green Belt open space around the town is private and protected landscape sections of

- 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, and threaten greater environmental degradation.
- 5.2.15 Therefore, the WNP will support the protection of existing spaces, and where possible will seek to improve accessibility, to encourage all new developments to imaginatively add to public and private open space and at the same time to improve other green infrastructure and acquire new areas of open space.

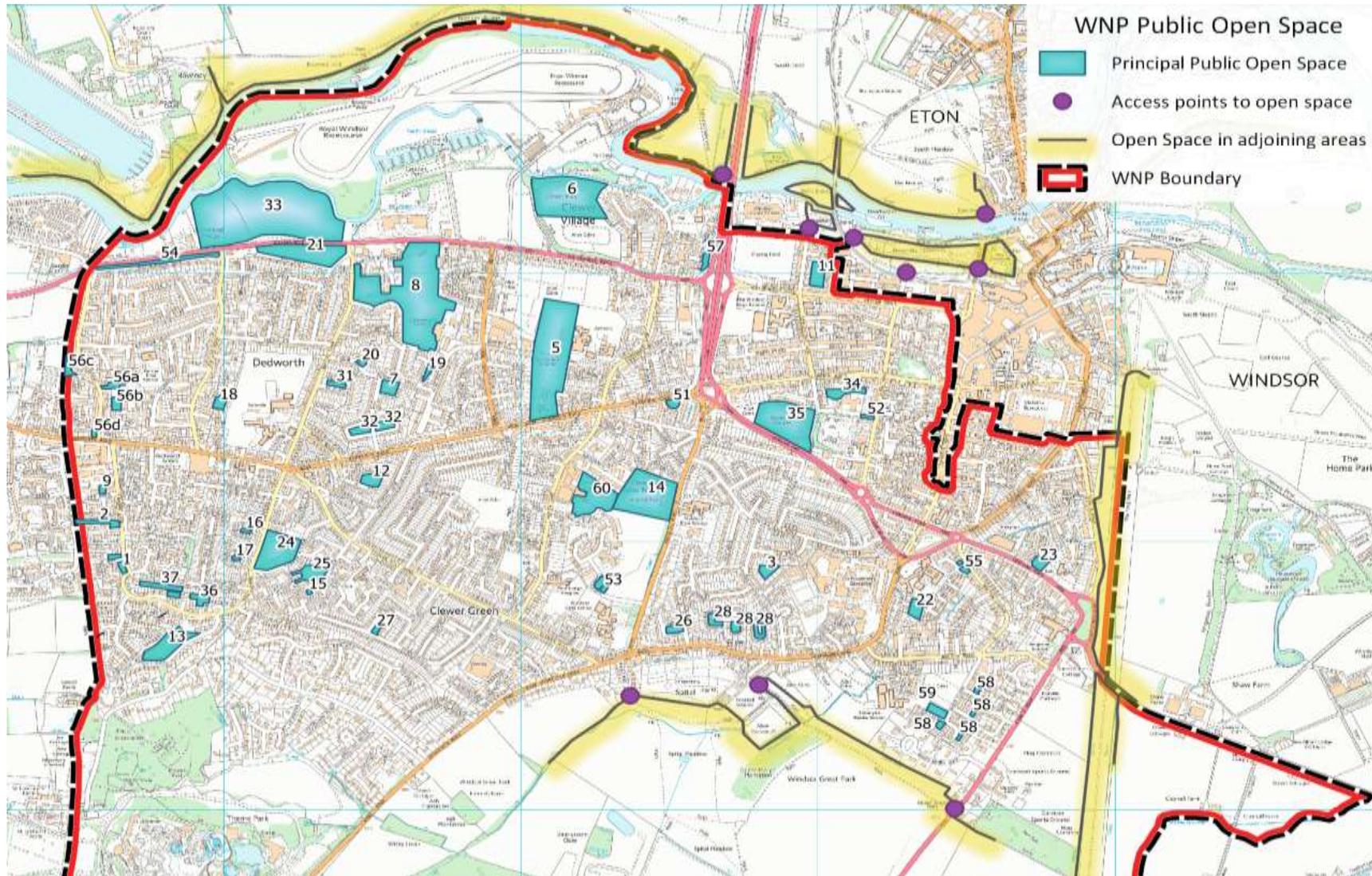
Windsor Great Park (e.g. Windsor Forest), or accessible only to users of Windsor Racecourse and Legoland. Some is allocated highways land, or has “permissive” access which can be withdrawn in future (some Crown Estate areas and footpaths). Some have specified opening times (Convent Public Park open space).

Windsor Neighbourhood Plan.

Map 4 All Open Spaces in the WNP area.

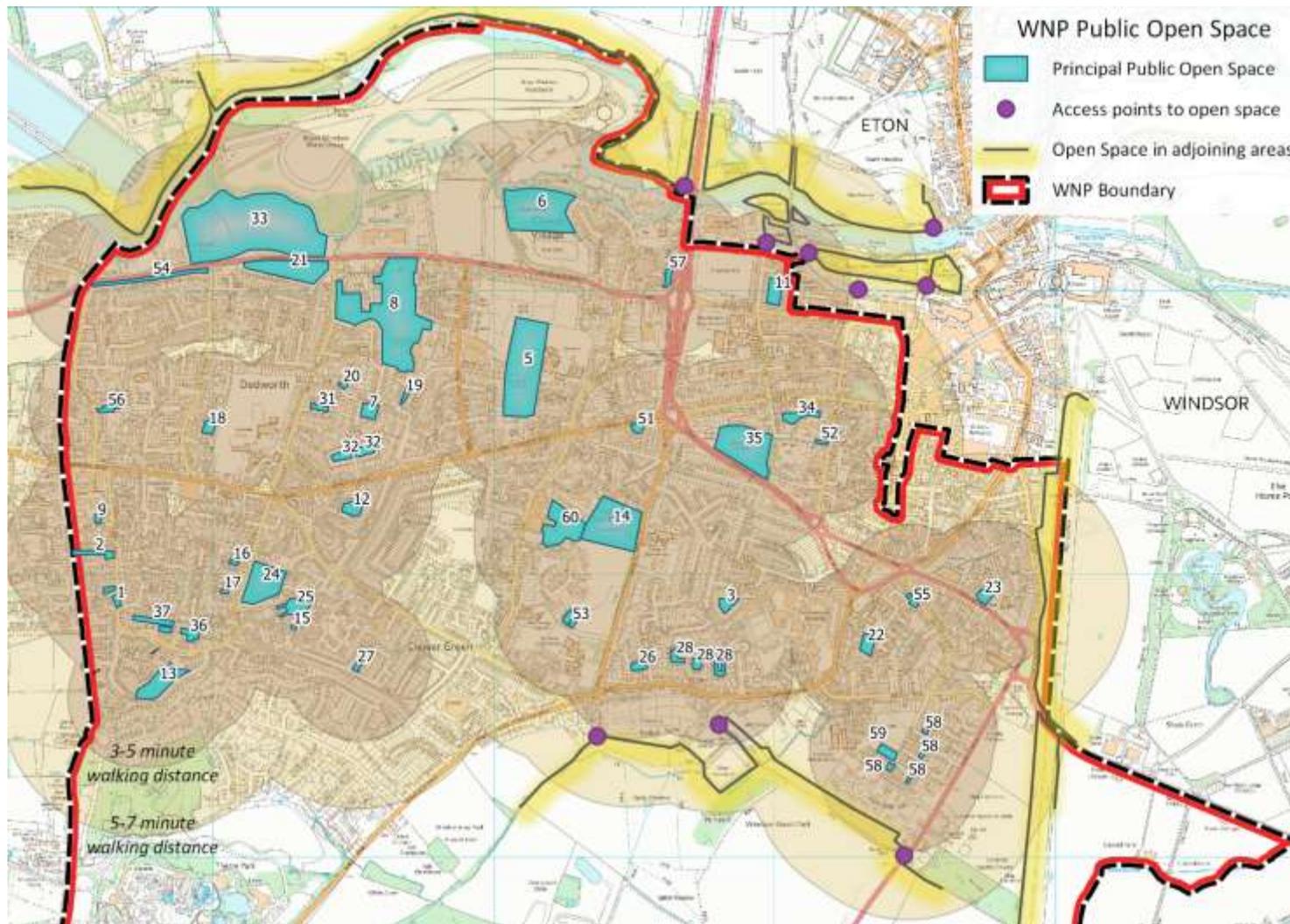


Map 5 Principal Public Open Space in the WNP Area



Windsor Neighbourhood Plan.

Map 6 Walking distances to the Principal Public Open Spaces in the WNP Area.



INTENT

- To protect existing open space in the urban area supporting a healthy green infrastructure.
- To protect existing urban Open space by nominating them as “Local Green Space”.
- To support the provision of more publicly accessible open space where there are already shortages.
- To enhance facilities in existing green and open space where there are deficiencies in current provision.
- To support general improvements to amenities and access to open space
- To support the community use of school playing fields for sports activities

POLICIES—Open Space and Public Open space

OS.01

i. All existing areas of open space shown and numbered in Map 5 and listed and numbered in Appendix 3, shall be protected from development and safe public access to these areas shall be provided and maintained.

ii. The spaces listed below and numbered as per Map 5 and identified in Appendix 3 as LGS are to be designated as “Local Green Spaces” and shall be protected from development in accordance with national policy.

- | | |
|-------|-----------------------------------|
| 4 | Castle Farm Spinney |
| 5. | Clewer Memorial Recreation Ground |
| 6. | Clewer Park |
| 8. | Dedworth Manor and Sawyers Close |
| 12. | Greenacre |
| 13. | Hemwood Dell |
| 14. | Imperial Park |
| 21 | Maidenhead Road AGS 2 |
| 23. | Osborne Road-Chaucer Close |
| 24. | Osgood Park |
| 25. | Park Corner |
| 33. | Sutherland Grange |
| 34. | Trinity Wildlife Garden |
| 35. | Vansittart Recreation Ground |
| 51. | Clarence Road Gardens |
| 54 | Maidenhead Road AGS 1 |
| 56A&B | Reed Way (2 spaces) |
| 56C | Willows Path NSN/AGS |
| 56D | Dedworth Road/Ruddlesway |
| 60. | Convent Public Park |

OS.02

i. Given the forecast future shortage of Amenity Green Spaces and space for Children and Young People, all new housing developments must include adequate levels of AGS on-site, and where

required contribute towards the provision of new publicly accessible open space off-site where mitigation is required.

ii. 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, planning applications must be supported by-

- a. an open space assessment to demonstrate that the open space is no longer needed, **and**
- b. proposals for an equivalent or better alternative provision to be made nearby, since open space must be located close to the residential area it serves.

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

iv. Proposals which improve the quality of public open space will also be supported, and in particular 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

- 5.2.16 OS.01 i) This policy explicitly and specifically protects the publicly accessible urban open space within the WNP area. The evidence points to future shortages of AGS and space for Children and Young People, according to FIT standards, as well as an uneven distribution of open space. Once lost, open spaces will be gone forever. Risks to them are mostly from small encroachments, for example for parking. (Allotments and school playing fields and cemeteries are already protected by existing legislation). We wish to see them maintained as public space all unless all affected residents are in agreement with a change in provision.
- 5.2.17 Some of Windsor's Urban Open Spaces are not mentioned in the OSA 2008, or OSS 2019, and the WNP has identified these as "Unaudited Open Space" in the list of WNP Urban Open Space in Appendix 3. It is intended that both audited and unaudited spaces are protected by this policy.
- 5.2.18 Some areas currently in Clewer South ward and Clewer East wards¹⁸ have to walk further than the recommended standard distance to larger areas of open space and to the accessible green belt spaces around the edge of town, as illustrated by the walking circles in Map 5. As a result their small amenity spaces are particularly important in preserving opportunities for informal recreation (as well as green character).
- 5.2.19 Where there are gaps in provision it will be particularly beneficial for new developments to provide new open space, and especially if a major site becomes available during the plan period, such as at Combermere Barracks, or to the far west of town on the proposed Garden Centre sites, or on the former Imperial House site.
- 5.2.20 **OS 01 ii)** The NPPF (Para 100) allows communities to nominate some green areas as "Local Green Space" (as long as they fulfil certain criteria) in order to protect them from development. This designation gives them Green Belt like protection. This policy designates the most significant areas within the WNP urban area as "Local Green Space" (as set out in the NPPF para 101) to protect them from development. Appendix 3 explains how each identified space meets LGS criteria.¹⁹
- 5.2.21 **OS.02** Existing Local plan standards oblige developments to provide 15% AGS, and the WNP endorses this level of provision.
- 5.2.22 Amenities such as children's play areas and facilities for young people are scattered through the area. See Maps 6, 7, 8, 9 for the locations of AGS, LAPs LEAPs and NEAPs and their walking distances. These show the gaps in provision in the unshaded areas. Clearly there is scope for more particularly for young people and in the west of town. Particularly to help compensate for the fact that most formal sports facilities are at Windsor Leisure Centre and in the Home Park in the centre riverside and east of town and a substantial distance from people's homes.
- 5.2.23 This policy aims to encourage best practice in Open Space provision²⁰ 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.

- 5.2.24 Designing developments imaginatively to maximise the opportunity for open space within the site can help, for example with gardens on top of parking areas, or green rooftop gardens and balconies. Otherwise, and only as a very last resort more space off-site provision needs to be made through CIL contributions to improving or adding to open space elsewhere.
- 5.2.25 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.
- 5.2.26 If there were another crossing point²¹ of the River Thames nearer resident's homes in the west of Windsor giving 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.
- 5.2.27 Project: Bins and benches (See section 11).

¹⁸Data in WNP Demographics Evidence document (data from [NeighbourhoodStatistics.gov.uk](https://neighbourhoodstatistics.gov.uk/dissemination/leadkeyfigures) dissemination/leadkeyfigures in 2017 -website withdrawn by ONS and no longer available online)

¹⁹ NPPF para 77, lists criteria for LGS that is it is of particular importance and is i) demonstrably special and holding particular local significance because of beauty, historic significance, recreational value, tranquillity or richness of its wildlife, ii) close to people's homes, and iii) not an extensive tract of land. We have retained the use of and reference to the established typologies. Each space needs to be treated according to its merits

²⁰Under 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.

²¹ 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 2 Parsonage Lane -Green Route



Photo 1 Corner of Hatch Lane-Green Route



Photo 3 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 NPPF²² 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 town²³, 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”²⁴ (See Glossary²⁵) 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.

²² NPPF Chapter 15 Conserving and enhancing the natural environment. RBWM Borough wide design guide Reg 13 Consultation Draft Feb 2019.

- 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.

INTENT

- To create and strengthen sustainability links between the natural and built environment, existing and new, and to maintain and improve the health of the environment
- To consolidate the green infrastructure
- require developers to avoid and mitigate harm to biodiversity
- maximise green appearance and character, particularly at front and front side boundaries
- retain and include trees and soft landscape areas.
- facilitate the movement of wildlife
- Protect and enhance networks of multi-functional green space and water bodies which are capable of delivering a wide range of environmental and quality of life benefits for the local community.

POLICIES Green and Blue Infrastructure Network

BIO.01 Development proposals should: maintain and enhance biodiversity and green spaces within the neighbourhood area; mitigate harm: providing environmental net gains on-site; and enhance the wider built environment as follows:

- i) Provision of wildlife friendly planting and “in the ground”²⁶ soft landscaping and planted boundary treatments, particularly at front and front-side boundaries, front garden parking areas and communal gardens;

²³as identified in RBWM Landscape Character Assessment 2004. Biodiversity areas include Special Areas of Conservation, Windsor Ancient Forest, Great Park Areas of Special Scientific Interest.

²⁴ RBWM Landscape Character assessment

²⁵ The OSA (p168, para 12.17) states that, “Green Corridors provide opportunities close to people’s homes for informal recreation, particularly walking or cycling, as part of everyday activities. The development of a linked green corridor network within and beyond the Borough boundary will help to provide opportunities for informal recreation and improve health and well-being of the local community.” and (para 12.19) suggests that the future development needs to encompass linkages between the larger areas of open space in the Borough, thus creating a network of Green Infrastructure.

²⁶ Soft landscaping that allows a plants roots to access to the subsoil.

- ii) Major development must incorporate, subject to acceptable design considerations: planting areas for residents, edible planting, communal gardens (where private gardens are not feasible), green roofs and green walls;
- iii) The retention introduction and replacement of appropriate trees. Where trees have to be removed plans should provide for their replacement as part of a landscape scheme with suitable species; and
- iv) provide additional opportunities to access green spaces where appropriate.

BIO.02: Green Routes

a) The following roads or routes or areas should be maintained and enhanced as Green Routes. Development fronting onto these routes must include green boundary treatments with vegetation and soft landscaping, to sustain/improve: air quality; visual amenity (including the street scene); established trees and green verges; and habitats to facilitate the movement of wildlife.

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

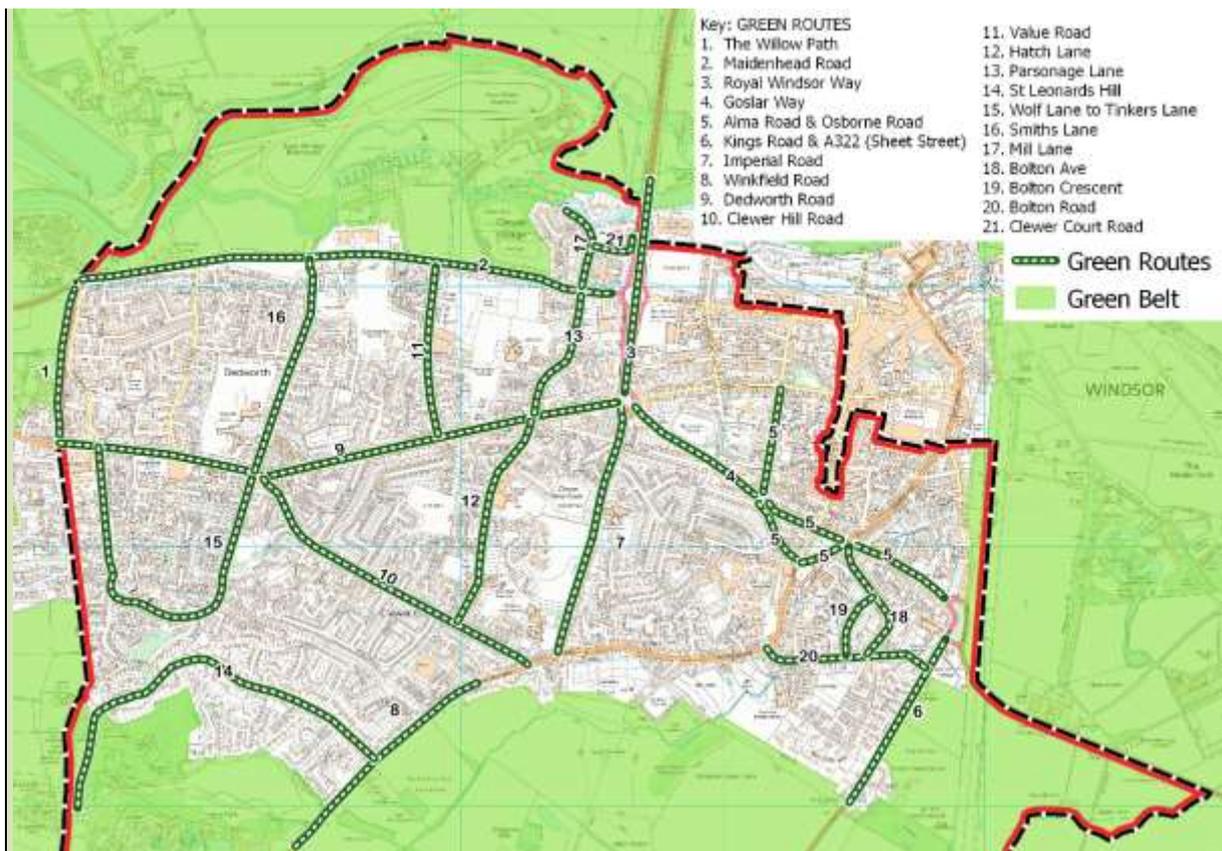
17. Mill Lane

18. Bolton Avenue

19. Bolton Crescent

20. Bolton Road

21. Clewer Court Road



b) All new development should seek to enable the linkage of green areas together, forming a coherent ecological network and not compromise areas which can provide these links. Existing green links should be designed to: retain their function; improve linkages between open spaces; and improve linkages between Windsor Town Centre and the suburbs.

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 Whilst some projects and neighbourhood infrastructure has been identified the plan's policies shall be used to prioritise further projects throughout the plan period. See *Delivery and Implementation Section 11.2 Table 1*
- 5.3.13 **BIO.01** These policies aim to preserve and enhance consideration of Biodiversity and the green feel of the town in new developments., replacing greenery where it has been lost, 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.
- 5.3.14 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 a condition of planning permission, as well as the maintenance of such landscaping.
- 5.3.15 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 avoid this happening in future through our policies.
- 5.3.16 Recent Royal Horticultural Society reports²⁷ 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.
- 5.3.17 Planting that contributes to the biodiversity of the area and supports the establishment of green routes is particularly encouraged. Proposals should be evaluated to demonstrate that an adequate level of sustainable planting can be achieved. Plants in pots are not sufficient as they are easily removable, do not normally enable water to enter directly into the ground and are often not maintained.
- 5.3.18 Retention of trees on development sites is covered by Borough policy as existing trees have to be identified and retained and enhanced as part of any landscaping scheme, so we are relying on RBWM policies to support preservation and planting of trees. 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.
- 5.3.19 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.

- 5.3.20 **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 spaces (as covered by our policies OS.01 and OS 02). Enhancing links between open spaces is as important as the development of new sites. Development over the plan period should capitalise on opportunities to increase and enhance the network creating links between open spaces and local residents.
- 5.3.21 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.
- 5.3.22 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 should be used to enable development which maximises green aspects.
- 5.3.23 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.
- 5.3.24 **BIO.02 c.** Proposals which improve access to the Thames, the Thames Path National Trail and other riverside areas and water bodies shall be supported where they make provision for the day to day enjoyment of the river by means of bridges, footpaths, cycle ways and cycle parking and new rights of way, including a new footbridge across the Thames.

²⁷ 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

Windsor Neighbourhood Plan.

5.3.25 **BIO.02 d.** Where watercourses run through or under the area, opportunities to reinstate habitats for wildlife can really reverse environmental declines, and we would like to see developers consider these aspects.

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 of the area.
- 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 Areas²⁸.
- 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. In order to comply with the NPPF and Water Framework Directive the WNP needs to consider drinking water supply issues.

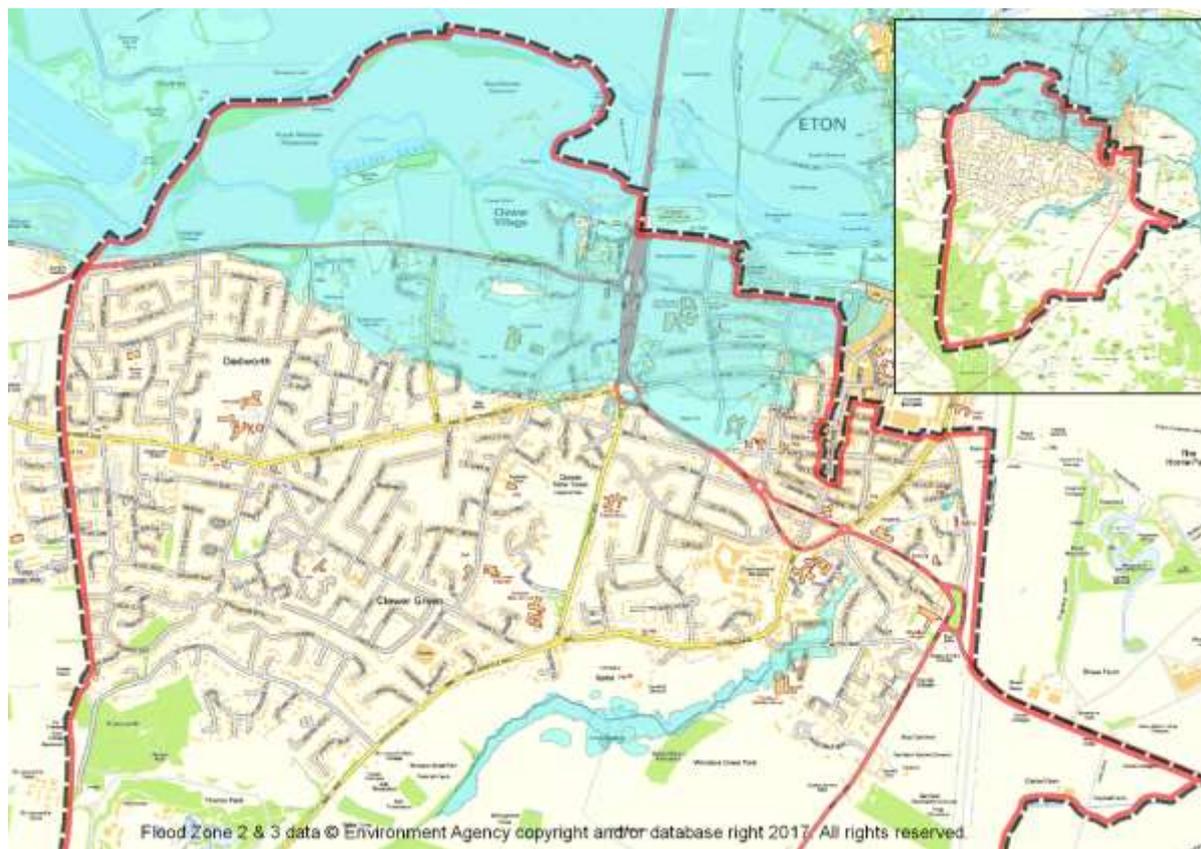
INTENT

- To lessen flood risks from both surface and river sources both for the WNP area and for those downstream.
- To ensure new developments are sustainable, conserve water, and do not result in a deterioration of water quality.

²⁸ 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".

- To ensure adequate provision of sewerage and water infrastructure.

Map 7 WNP Flood Risk Zones 2&3 from river flooding



POLICIES – Flooding and Water Supply

WAT 01: Flooding

a) Developers are required to demonstrate that there is adequate surface water drainage (on and off site), wastewater and water supply capacity in the network to serve the development.

b) Drainage on site must maintain separation of foul and surface water flows.

c) Where existing buildings are being retained, refurbishment should wherever possible seek to increase resilience / resistance to flooding.

d) Sustainable Urban Drainage Systems (SUDS) should be included for all development to ensure that the rate and volume of runoff from the site (post redevelopment) is equivalent to greenfield conditions. Where it is adequately demonstrated that this is not feasible on Brownfield sites, the greenfield conditions should be used as the starting point for identifying the next best option (ensuring no increase over existing conditions). Any SUDS design must take due account of topography, groundwater and geological conditions found in the WNP area²⁹.

WAT.02 Water supply

a) Proposals should identify any risks of contamination of controlled waters (Source Protection Zones), ensuring adequate mitigation measures are in place.

²⁹ See RBWM's Strategic Flood Risk Assessment and Surface Water Management Plan. Applicants should seek early discussions with the Lead Local Flood Authority to consider the optimum SUDS design,

c) Development proposals should plan for efficient use of water, using design measures to aim a target consumption of 110 litres per head per day.

REASONED JUSTIFICATION

- 5.4.9 **WAT 01** There is a medium to high flood risk across parts of the WNP area (see Map 7). 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 suggests that the sequential test should be applied, and that 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 building standards (which help to improve sustainability and flood resilience) already apply to larger developments through National policy.
- 5.4.12 Use of SUDS helps to slow runoff. We would like to extend these to ALL developments in our area (in flood zones 2 & 3) and any Critical Drainage Areas wherever practical and suitable. 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.
- 5.4.13 Windsor's sewer system relies on processing at Ham Island in Old Windsor, where there are believed to be serious capacity issues. It is the responsibility of the developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding.
- 5.4.14 **WAT.02** The area is identified by Thames Water and the Environment Agency as being under severe water stress, and there is a water supply aquifer across part of the area which is identified as a Source Protection Zone.
- 5.4.15 This policy requires development proposals to understand any likelihood of contamination of groundwater supplies which are used for drinking, as well as any water and sewerage infrastructure requirements
- 5.4.16 Thames Water and The Environment Agency have proposed water saving measures through design which should help with water usage and mitigate water stress from increased building and a growing population.
- 5.4.17 It is recommended that Thames Waters design measures and guidance along with free devices to help save water, are used by developers.
- 5.4.18 In some circumstances, it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing water and/or waste water infrastructure.

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 evidence³⁰ 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 4 Kings Road



Photo 5 Essex Lodge Osborne Road



³⁰Policy 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 strongly favours conserving heritage assets³¹. Many buildings in our area, particularly nearer the town centre, are “Listed”³² 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 under the NPPF and local policy developers have a general duty to assess the impact of development on preserving or enhancing the character and appearance of Conservation Areas.
- 6.2.3 Local Plan saved policies protect Historic Gardens and Formal Landscapes³³ and Conservation Areas. The emerging Local Plan proposes to conserve heritage assets in a manner appropriate to their significance and includes a definition of “Heritage Asset”. The emerging BLP’s interpretation of Heritage Asset does not include some types of non-designated heritage assets such as spaces, street patterns, views, street furniture. The BLP relies on the Townscape Assessments and Conservation Area Appraisals which, though helpful, are for the purposes of a Borough-wide BLP and therefore do not include as much local detail or in-depth historical appreciation of a number of sensitive geographic areas and local issues in the WNP area.

³¹ 1990 Planning Act (Listed Buildings and Conservation Areas) Para 72 General Duties for Planning authorities and the NPPF

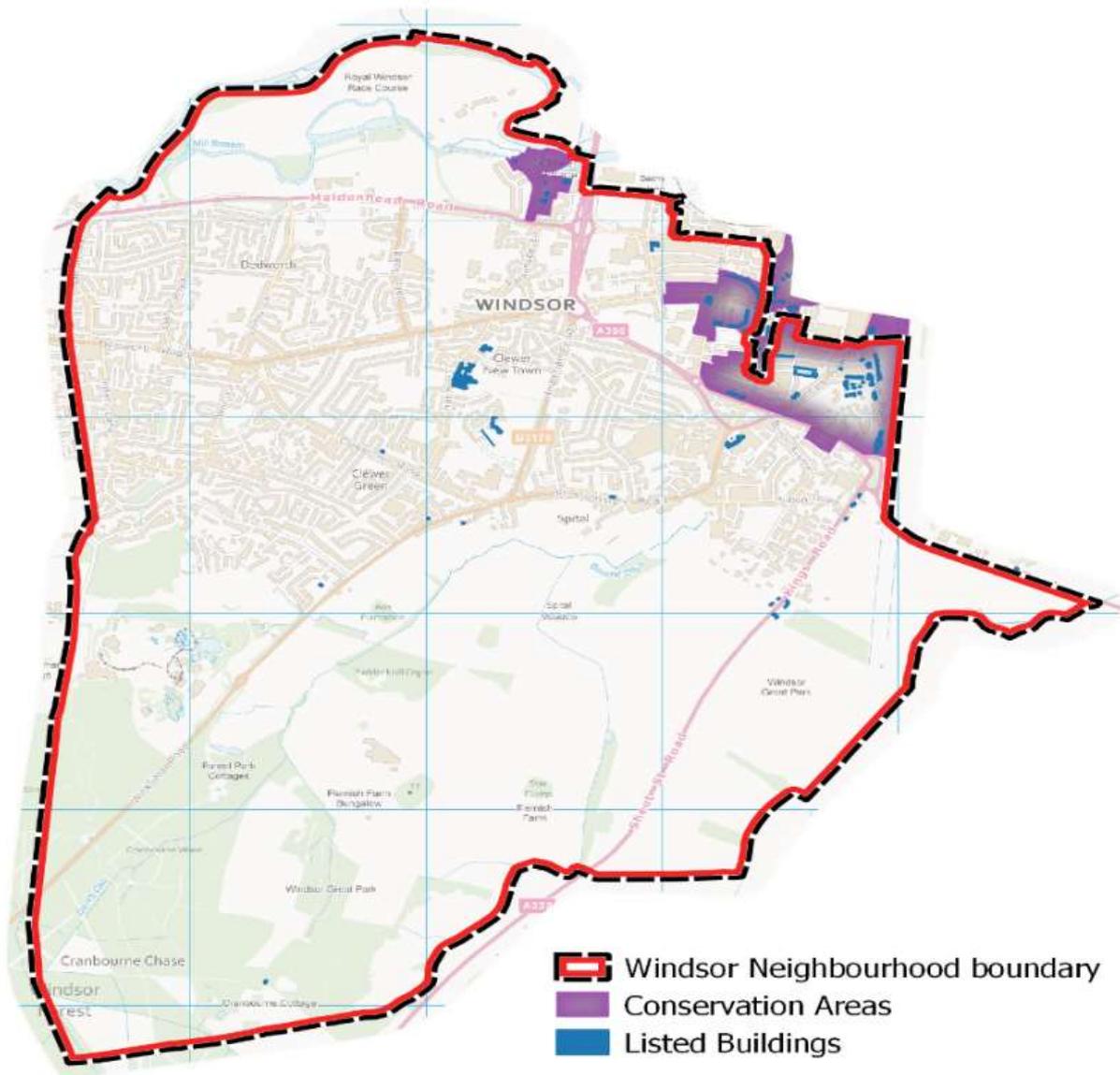
³² Historic England Grade I or Two Listed status

³³ Emerging BLP Section 12 Covers Historic environment, Relevant to the WNP:-Registered Parks and Gardens, Conservation Areas, and Local Heritage Assets

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Map 8 Conservation Areas & Listed Buildings in the WNP area

Conservation Areas L-R are Mill Lane (Clewer Village), Trinity Place/Clarence Crescent, Inner Windsor



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Ordnance Survey 100018817

INTENT

- To ensure that developments take proper account of heritage assets and their settings.
- To preserve and protect locally important heritage assets.

POLICIES –Heritage Buildings and features

HER.01

- a) Development proposals within WNP Conservation Areas will be required to conserve and/or where practicable enhance the character and appearance of the area, unless it can be demonstrated that substantial public benefits could not otherwise be delivered.
- b) As well as taking account of any appropriate Conservation Area Appraisal or Townscape Assessment, development proposals in or adjacent to a Conservation Area must demonstrate conformity to the WNP Design Guide in Appendix 4
- c) New developments in Conservation Areas should use appropriate and high- quality materials taken from the established local palette of materials and architectural features as identified in the WNP Design Guide Appendix 4 and/or appropriate RBWM Conservation Area Appraisal or Townscape Assessment.

HER.02– Local Heritage List

- a) All applications, whether in or out of a Conservation Area, affecting a non-designated heritage asset, including assets on the Local List set out *in Appendix 6* of this plan (or any published update), should demonstrate that the proposed development has been designed to conserve the significance of that Heritage Asset including, where possible, the contribution made by their settings. Developments which cause harm to heritage assets must be clearly and convincingly justified on the basis of public benefits that could not otherwise be delivered, including securing the use of the asset that best reveals its significance whilst enabling its future conservation.

Photo 6 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

- 6.2.4 **HER.01** Development proposals should always seek to conserve and enhance character and appearance, unless the developer can show that by doing so they will not be able to deliver the public benefits that could be delivered if character and appearance were not considered.
- 6.2.5 **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. This approach should be followed for proposals within Conservation Areas or affecting Non-Designated Heritage Assets on the Local List *in Appendix 6*. 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.
- 6.2.6 **HER.02** National policy (as suggested in the government Planning Practice 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.
- 6.2.7 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”³⁴ 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 adoption as a local list of NDHAs. It is intended that this Local List will be developed and added to over the next few years. While it is being finalised we require all applications which involve a heritage asset must consult the draft Local List held by the Windsor and Eton Society. The developing list contains all the Heritage Assets identified by Conservation Area Appraisals together with other assets identified by the community. Developments that secures the future viable use and conservation of such buildings will be supported.
- 6.2.8 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 6 of this plan, or any subsequent amendment thereof. The judgement must take into account whether the proposed development, be that EITHER an alteration to or an amendment of a property which will remain in situ OR the construction of a new property, has been designed to conserve the significance of the asset. This should include the significance of its setting.

³⁴ 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 policy³⁵ 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 7 New Houses off Vansittart Road demonstrating local architectural features



photo 8 Photo 9 Alma Road .New infill house on the left In- keeping with but not the same as its neighbours



³⁵NPPF- 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 TA has a section on Windsor which divides the town into a large number of different character areas and provides helpful guidance for developers on appropriate design for each distinct area, but it does not fully capture all the diverse character features and areas which the NP would wish to highlight. In order to make the advice in the TA easier for developers to access and to supplement it with specific localised advice, the WNP has extracted information relevant to our area and presented it in a chart alongside some additional advice to cover areas and conditions omitted from the TA (see *Appendix 7 Townscape Assessment WNP extracts*).
- 6.3.6 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 3b*) for these distinctive neighbourhoods.

INTENT

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

POLICIES-Appearance

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

(a) Windsor NP Design Guide providing advice on appropriate height, mass, placement, setbacks, materials, stylistic details, landscaping etc. {Appendix 4 section a)}

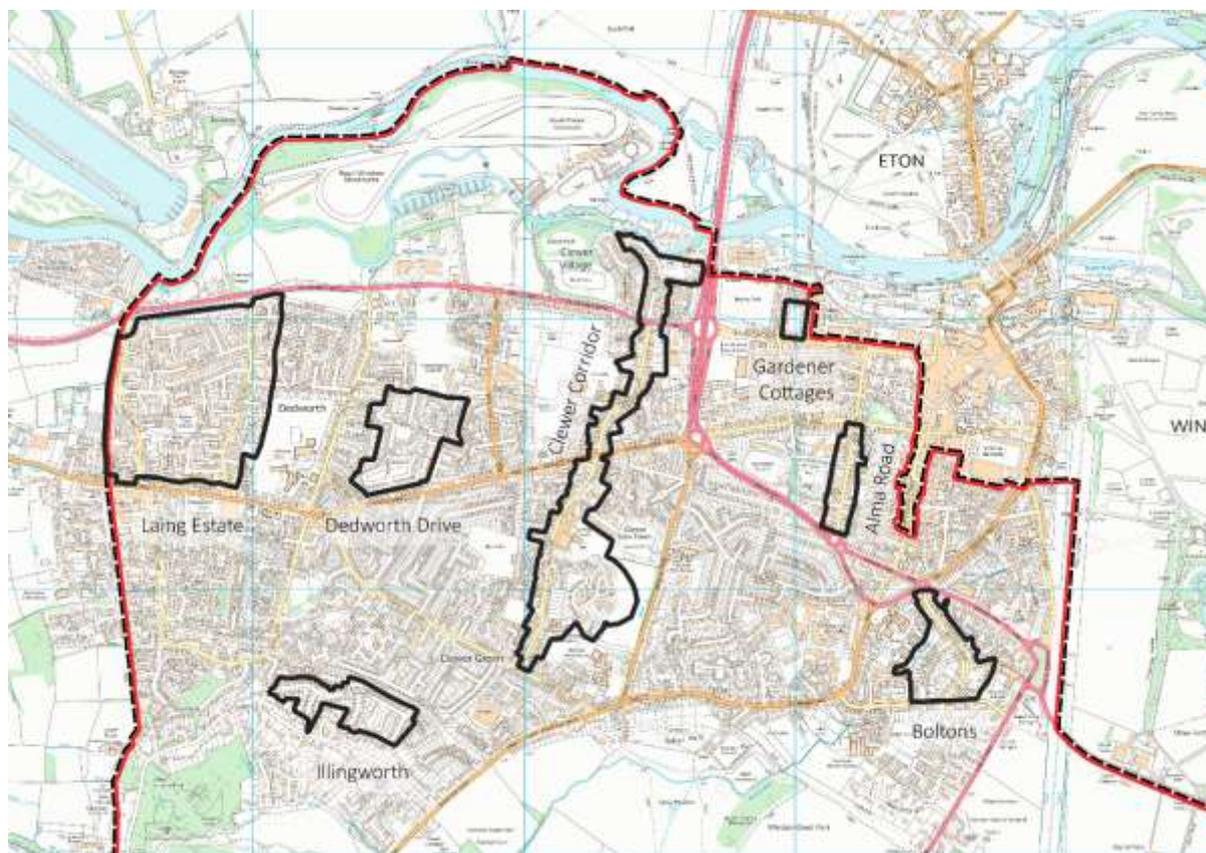
(b) Any relevant NP Area Design Guide” from the following list of 7 specific Areas of Local Character and as indicated on the map 9 below. {Appendix 4 section b)}

- i. Alma Road South
- ii. Bolton Avenue and Crescent,
- iii. Clewer Corridor
- iv. Dedworth Drive
- v. Gardner Cottages,
- vi. Illingworth

vii. Laing Estate

(c). The RBWM Townscape Assessment especially the WNP extracts and additional NP guidance (*Appendix 7*), The RBWM Landscape Character Assessment and any relevant RBWM Conservation Area Assessment.

Map 9 Area design guides-indicative areas



REASONED JUSTIFICATION

- 6.3.7 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.
- 6.3.8 **DES.01** The WNP Design Guide *Appendix section 4a* 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.
- 6.3.9 The guide now provides a realistic framework for developers which will also help to meet community design aspirations.

- 6.3.10 New development can have a positive impact on the character and appearance of the town but past developments have too often aroused negative feelings. The pressures on land, especially in the inner suburbs can lead to “crammed in” developments and the lack of design guidelines has resulted in several “ill fitting” developments spoiling the look of local areas. Our aim is to help developers to come forward with good quality developments which are likely to be welcomed. By telling developers what kind of buildings are appropriate in particular parts of the town, they will be enabled to “get it right first time”. The Design Guides give positive examples and are not prescriptive, so allow for good modern design and ensure that design can, in some instances, respond to very localised circumstances.
- 6.3.11 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.
- 6.3.12 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 10 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 assessment³⁶ recognises the importance of views and identifies three key views through parts of our WNP area which should be taken into account in any new development. These are
- 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 sites³⁷. The Emerging BLP requires consideration of character and design including the Townscape and Landscape Character Assessment and of views³⁸.

³⁶(Urban Structure and Landscape setting of Windsor)

³⁷ RBWM saved policy H10

³⁸RBWM BLP Reg 19 Policy SP3 d and e

- 6.4.5 Best practice³⁹ 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.
- 6.4.6 The policies (and associated appendices) provide a framework for defining the characteristics in the foreground, middle ground and background and the landmark buildings within them, as well as protecting and enhancing the places from which the view is seen. It considers the impact of height of natural or man-made structures which may impact on the view. A linear view considers the importance of the foreground and middle ground as well as the overall view.

INTENT

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

POLICIES-KEY VIEWS

VI.E.01: Development likely to compromise a Designated View will be resisted.

A planning application that could affect a Designated View (from the list and map below) should produce sufficient evidence to explain, evaluate and justify any visual impact on the view.

Developments that make a positive contribution to the view will be supported provided they do not conflict with other policies in this plan.

Development proposals should provide visualisations of the proposed scheme in conjunction with plans to show potential impact on the designated view's foreground, middle ground and background.

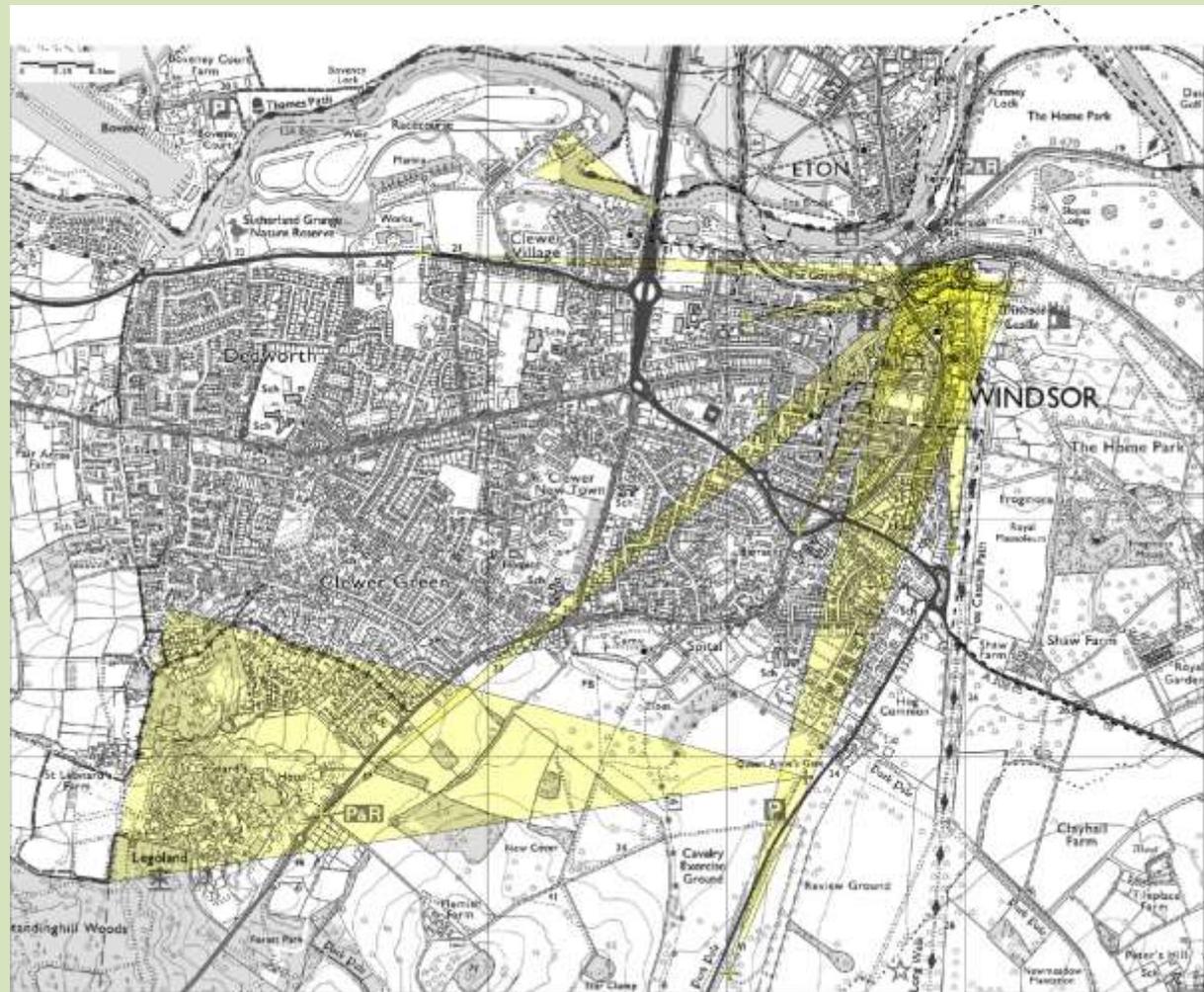
Designated Views and Viewing Corridors within the WNP area are listed and mapped below and further defined in *Appendix 5*

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)

³⁹ London View Management Framework <https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance/view-management>

11. The St Leonards Hill landscape from across the Great Park (Landscape Panorama)

Map 10 Key Views-Local Viewing corridors



Map by AECOM

REASONED JUSTIFICATION

- 6.4.7 **VE.01** Development will be assessed for its impact on the designated view if it falls within the foreground, middle ground, or background of that view.
- 6.4.8 The **Key View List and associated Local Viewing Corridors Appendix 5** identifies only views which are visible from public viewpoints at street level as opposed to “Private Views” from private land or buildings.
- 6.4.9 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.

Windsor Neighbourhood Plan.

- 6.4.10 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.
- 6.4.11 Views of Windsor Castle and River Thames are critical to the towns sense of place.
- 6.4.12 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, and any development should not alter the overall appearance.
- 6.4.13 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.
- 6.4.14 The application of this policy should follow guidance in the WNP Key Views/Local Viewing Corridors *Appendix 5*. This sets out how applicants should treat the view and how it should be managed. We also discuss in our **Delivery and Implementation Plan Section 11** how we will 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 use⁴⁰. 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.
- 7.1.5 Therefore, we have considered other **small initiatives** which can help to **improve the way people get around the area** and make **sustainable transport choices** though **increased footpath and cycle provision**. Development will be supported by the WNP where it improves conditions for walking and enhances the pedestrian experience and that boosts the provision and improvement of cycle infrastructure.
- 7.1.6 In light of the limited role statutory plans can play in addressing traffic congestion, the WNP highlights a number of projects that will be pursued outside of the land use planning system (see *Section 11 Projects*).

Cycling and Walking

OBJECTIVE 3

Encourage sustainable⁴¹ modes of transportation

⁴⁰RBWM 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.

⁴¹ 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

- 7.1.7 Footways line most of the Boroughs 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.
- 7.1.8 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 Policy⁴² encourages improvements to cycling and cycling infrastructure.
- 7.1.9 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).
- 7.1.10 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.
- 7.1.11 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.
- 7.1.12 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. (However, the Crown Estate has agreed to allow National Cycle Route 4⁴³ through the Great Park to be used at night).
- 7.1.13 **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.

INTENT

- To encourage development initiatives that boost the provision and improvement of pedestrian and cycle infrastructure, including missing links, to make them safer, more attractive, useable and with clear interconnections.
- To encourage facilities for pedestrians and cyclists, including improving paths, footways and road cycling conditions where possible, and the provision of secure cycle parking, and cycle hubs.
- To support improvements to and maintenance of the Public Right of Way network.
- To support cycling in our plans for Dedworth Road. (see section 10.2)
- To support the provision of appropriate transport infrastructure to help users to get around and help to reduce traffic impacts

POLICIES -Cycling & Walking

CW. 01

a) All existing pedestrian and cycle routes and public rights of way within the WNP area must be retained or alternatives provided that offer equivalent or better functionality. New development will be expected to be linked to existing pedestrian and cycle route networks

b) 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.

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).

2) Goslar Way underpass at Vansittart Road/York Road

3) Goslar Way and Alma Road

4) Albert Road at the Long Walk crossing and Western end of Albert Road;

5) The entrance to the Great Park at Queen Anne's gate; and

6) The River Thames and its tributaries.

⁴² 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).

⁴³ This route and other cycle paths are *in the WNP Evidence Base*:

Cycle Map and Guide, published by the RBWM & Cycling in Windsor Great Park, published by The Crown Estate

REASONED JUSTIFICATION

- 7.1.14 **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.
- 7.1.15 We would also support new paths south of the river were this possibility to arise on the Windsor Racecourse site.
- 7.1.16 Expected changes in PROW legislation⁴⁴ 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. This policy hopes to see all existing such links protected.
- 7.1.17 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.
- 7.1.18 The WNP wants to encourage linkages between green areas and new pedestrian and cycle paths can help this. New pedestrian and cycle routes should be incorporated within new developments where appropriate.
- 7.1.19 **CW.01(b)** The WNP generally 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 31st January 2019. The WNP supports its aims, strategies and priority schemes. Developers should ensure it is taken into account in the design of new housing and business areas and associated infrastructure.

⁴⁴ the Deregulation Act 2015

- 7.1.21 **CW.01(b) (1)** 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 years⁴⁵. 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 **CW.01 (b) (2)** 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 **CW.01 (b) (3)** 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 **CW.01 (b) (4)** Crossing improvements of the Long Walk at the Albert Road are already being considered by RBWM in conjunction with the Crown Estate.

⁴⁵ 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. National⁴⁶ and Borough⁴⁷ 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.

⁴⁶NPPF para 105 and 106,

⁴⁷ Emerging BLP Policy IF2

7.2.7 RBWM Parking policy is currently under review and at this time, much remains to be clarified⁴⁸. Therefore, we conclude that there are no Borough parking standards currently in force in this area and developments are dealt with on a case by case basis.

7.2.8 The emerging Borough wide Design Guide does include Parking Design, although this is not yet completed.

Photo 11 Dropped kerb and sympathetically done front garden parking



INTENT

- We wish to ensure that parking standards are in force
- To manage development in areas where there is a particular parking shortage.
- To manage the appearance of parking at the front of houses
- To increase parking provision where possible
- To encourage car sharing and less polluting forms of transport

⁴⁸The emerging BLP Regulation 19 Version contains only two policies in respect of parking.

1. Para 14.7 Policy IF 2 Sustainable Transport: sub para (2): The council will develop and implement revised parking standards. Transport and parking proposals including any varied parking standards set out in Neighbourhood Plans that have been made will be supported.
2. Para 7.14 Policy HO 6 Sub division of dwellings: sub Para (h) provides for “satisfactory access, car parking and secure cycle parking”.
3. In addition, the submitted BLP Infrastructure Delivery Plan dated May 2017 (which forms a constituent part of the above BLP submission Version) states inter alia that The Windsor Parking Strategy (2009) replaces current documentation specifically relating to parking in Windsor embedded in the Local transport Plan (2006-2011) and the RBWM -Parking Strategy (Adopted, May 2004). This document contains only 2 pages of text and excludes any mention of parking standards on all new and expanded developments.

POLICIES-Parking

PAR. 01:

a) All new housing developments should comply with the WNP parking design guide standards in Appendix 4 Part C and any relevant *Area Design Guides in Appendix 4 Part B*

PAR.02

Opportunities to increase car parking capacity at existing allocated sites, subject to satisfactory design and landscaping considerations, will be supported.

- 7.2.9 **PAR.01** -is a parking design policy based on Building For Life 12⁴⁹principles, and seeks to encourage best practice and ensure that parking with dwellings is designed to be useable.
- 7.2.10 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”⁵⁰.
- 7.2.11 Some recent conversions have been allowed with NO parking provided or insufficient parking for the number of occupants on the assumption that the occupiers will use public transport. In the WNP’s view 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
- 7.2.12 Where existing parking problems exist, then conversion of garages into habitable rooms increases the pressure on parking spaces nearby, therefore we wish to discourage this, unless it can be demonstrated there are adequate spaces nearby.
- 7.2.13 The Borough’s parking standards are being updated and the WNP will support the RBWM standards in force at the time.
- 7.2.14 Dropped kerbs will be discouraged 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 4 part C*) shows good practice in the design and landscaping of front garden parking and we require that applicants use this.
- 7.2.15 **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.
- 7.2.16 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

⁴⁹ Building for life 12 (Design Council 2015) is the industry standard for new housing developments.

⁵⁰ 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

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)⁵¹. 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 year⁵² 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 435⁵³ new affordable homes across the Borough every year.

⁵¹ RBWM Housing and Employment Land Availability Assessment

⁵³ 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 either support additional housing or small business uses.
- 8.2.2 Houses with large or long gardens may be assembled into sites and redeveloped in a denser way, for example into flats or into taller terraced houses with smaller footprints. There are several areas of Windsor where this has been and is occurring as is allowed for under the NPPF. Although not always popular, when this is done sensitively and respects local character then there are fewer objections.

INTENT

- Support better use of land
- Support affordable housing

POLICY HOUSING

HOUS 01

a) The re-development of low rise commercial/retail premises to provide residential floors above commercial/retail space or the addition of residential floors in the airspace above such premises will be permitted where:

- i. proposals do not contradict other policies in the Plan; and
- ii. development is commensurate with density, scale, mass and bulk of buildings in the surrounding area.

b) Development proposals which convert space above commercial/retail premises to residential use or which bring back into use unused flats above such premises will be supported.

REASONED JUSTIFICATION

- 8.2.3 **HOU 01** This policy can find some limited space for homes in areas that are well connected and at the same time help with the vitality and viability of local shops and could also help small business find space where offices can be built above shops.
- 8.2.4 This policy applies particularly (but not exclusively) to single storey premises along Dedworth and Arthur Road. Allowing the space above shops to be used more effectively as covered by an NPPF objective⁵⁴ of making “ *effective use of land...*” could incentivise this.
- 8.2.5 Several shops and commercial premises along Dedworth Road have already applied and received planning permission for increasing height to provide flats. This policy seeks to encourage higher density in this important area. Other sites in Dedworth Road are covered by our Place Section 10.2. (Dedworth Road Urban Design Scheme).
- 8.2.6 Flats above shops, particularly in older buildings, are often left empty because the buildings don’t meet the requirements for separate entrances for residents, and owners don’t feel it feasible to bear the cost of conversion. It is possible that the WNP could assist in planning permissions for this to occur.
- 8.2.7 Where parking for inhabitants could be a problem, alternative modes of transport such as bicycles, or car clubs/subsidies could be incentivised through planning permissions and use of CIL funds, and locations chosen near bus routes.

⁵⁴ NPPF Paragraph 8c Core Principle

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 amenity⁵⁵, and conversions are allowed where adequate amenity space is provided.⁵⁶
- 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).

INTENT

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

⁵⁵The 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.

⁵⁶Existing 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.

POLICIES –Residential amenity

RES 01

- a) All dwellings should provide appropriate and sufficient amenity space to meet household recreational needs, as well improvements to the character of the development. Gardens should be in scale with the dwelling, reflect local character and be appropriate in relation to topography and privacy. Flats should have access to sufficient amenity space.
- b) All new individual dwellings should provide sufficient Internal and external storage space to accommodate the separation of recyclable materials, including screened and easily accessible bin storage adequate for the number and size of bins required.

REASONED JUSTIFICATION

- 8.3.4 **RES.01 a)** 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 expect developments to demonstrate they are targeting the best practice standards in Building For Life 12 (published by the Design Council CABE) in the design of their proposals.
- 8.3.5 **RES.01 b)** We would like to strengthen existing Planning Practice Guidance to prevent any further increase in the number of unsightly and inappropriately sited bins and bike stores in the area. Visible bins and bikes stored outside harm the amenity of neighbours and damage the street scene. Appropriate bin and bike storage is needed for all dwellings.
- 8.3.6 Best practice standards such as Building for Life 12 should be used as a guide.
- 8.3.7 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 12 Tesco 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 policy⁵⁷ is to concentrate larger businesses in designated employment areas as well as to continue to support individual business sites⁵⁸. National Policy supports building a strong and competitive economy⁵⁹ 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)

⁵⁷(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))

⁵⁸Any changes of use for these individual sites (that are outside of permitted development rights) must apply for planning permission.

⁵⁹NPPF Ch 6, NPPF Ch 7

- 9.1.4 The other major commercial business 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 markets⁶⁰ 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. It also looks to consider the important tourist businesses of LEGOLAND and Royal Windsor Racecourse separately in the P policies.

⁶⁰ 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 13 The Black Horse pub Dedworth Road



CONTEXT

9.2.1 **Public houses**⁶¹. 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.

INTENT

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

POLICIES –Public houses

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

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

⁶¹In 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."

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.

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 business 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 centres⁶². 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.

⁶²Existing Local Plan policy⁶² 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 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 happening⁶³. This is creating a situation where businesses will be increasingly unable 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 Review⁶⁴ and other later evidence assesses business demand 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 policies⁶⁵ restrict development for business uses to existing centres of employment and town centres but allow small scale developments (Under 100m²) 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.

INTENT

- To ensure that retail premises are available for a varied range of essential shops and attempt to work towards a healthy balance of use classes and encourage independent retailers.
- To improve the appearance of shop fronts, and the public realm around local shopping parades.
- To designate Dedworth Road/Vale Road junction as a “Key Local Shopping Area” and improve its appearance, public realm and shopping facilities (See also the Place policy DR.01).
- To increase the use of space above shops.

POLICIES RETAIL AND SMALL BUSINESSES

RET 01

a) Retail development will be supported in the following locations:

- i) Vale Road/Dedworth Road/St Andrews Ave junction
- ii) Manor Road/Dedworth Road junction
- iii) Dedworth Road West

b) Changes of use from A1 to A2/A3/B1 will be accepted where A1 remains at 40% of all units and development supports the vibrancy and vitality of the Local Centres and parades by diversifying and enhancing the range of local shops and services for the local community.

⁶³ Except through an Article 4 direction.

⁶⁴ RBWM Employment Land Assessment 2009 & Housing and Employment Land Availability Assessment 2017

⁶⁵ Local Plan policy E1

c) The loss of shops and small-scale commercial units in the above areas will be resisted, unless it can be demonstrated that reasonable efforts have been made to secure their continued use for these purposes.

d) All proposals for new shop fronts in the WNP area should conform to the general principles and objectives as outlined in the Windsor Design Guide Shop front section (see Appendix 4c)

e) There is a presumption against A5⁶⁶ Hot food takeaways and Sui Generis uses such as betting shops and pay day loan shops where clustering of such uses would harm retail vitality of A1-5 uses

REASONED JUSTIFICATION

9.3.10 RET 01 a) b) c) These policies jointly are to encourage essential and flexible retail uses in the western suburbs of Windsor. Traditional retail is under threat everywhere from changing shopping habits and the internet. Flexibility of uses and providing meeting places for residents helps to keep units viable. Viability of whole parades can be at stake if essential units are lost.

9.3.11 RET.01 d) 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.

9.3.12 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 4 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. The general principles which apply are as follows: Any shop front should reflect the building overall. A sense of local character should be encouraged. Exterior metal roller shutters should be avoided. Where possible the whole frontage area including parking and landscaping should be considered as a whole, as well as pedestrian and disabled access.

9.3.13 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 4c.

⁶⁶ Extract from Use Classes (www.planningportal.co.uk) A1 Shops A2-Financial and Professional Services A3.Restaurants and Cafes A4 Drinking Establishments A5 Hot food takeaway Sui Generis A use that does not fall within any other use class.

- 9.3.14 RET.01 e) the WNP wish to guard against the potential cumulative negative impacts of new developments on local shopping areas. There is a recent history of clustering of fast food outlets⁶⁷ and betting shops along Dedworth Road, with nine fast food outlets shown in ward profiles in Clewer North and Clewer South and three betting shops within a short distance. This is close to two middle schools.
- 9.3.15 The concentration of fast food takeaways in areas can exacerbate obesity and health problems and we wish to alleviate this risk. Recent government guidance⁶⁸ is for Local Planning Authorities to use the local planning system to tackle the potential proliferation of fast food outlets with 400m-800m of schools, as well as other healthy eating measures.
- 9.3.16 Betting shops can exacerbate some known social problems⁶⁹. The most recent planning applications for the last betting shop were faced by considerable local opposition.

⁶⁷https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/578044/Fast_food_metadata_and_summary_local_authority_data.xlsx

⁶⁸ <https://www.gov.uk/government/publications/obesity-and-the-environment-briefing-regulating-the-growth-of-fast-food-outlets>

⁶⁹Surveys by the Gambling Commission have assessed the proportion of the public at low to moderate risk of gambling problems in England is 4.3%, and 0.5% actually do have an established problem.

10 PLACE POLICIES

10.1 Introduction

10.1.1 The following place-based policies provide a framework for four key places within the WNP area.

10.1.2 These policies are put forward in the knowledge that the emerging BLP includes proposed Housing Site Allocation HA11 West of Windsor. If this development proceeds in whole or in part, traffic and interface issues along and around Dedworth Road will be significant. The need for Community Infrastructure along Dedworth Road will increase.

10.2 Dedworth Road Urban Design Scheme⁷⁰

OBJECTIVE 6

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

Photo 14 Shops on Dedworth Road St Andrews Ave junction



⁷⁰(For the full report on Dedworth Road please see the AECOM Report Jan 2016 “DEDWORTH ROAD MASTERPLANNING AND DESIGN ADVICE” in the WNP Evidence Base)

CONTEXT

- 10.2.1 Dedworth Road is located West of Windsor town centre. It is an important connector between Windsor and the A330. It serves the predominantly residential area of West Windsor. It accommodates a number of retail hubs which provide a wide range of retail outlets and services to the residents and businesses at this part of town. It could be argued that none of these hubs currently provide a prominent local centre where people can enjoy spending time rather than stopping for a quick shop, and the WNP Forums' survey revealed a degree of concern about access to health facilities, the quality of the retail offer, and the mix of shops and services available, especially with the imminent loss of two edge of town Garden Centres which serve as valuable community retail, café, and in one case, childrens indoor play facilities.
- 10.2.2 The road is dominated by fast and busy traffic. Most of the buildings fronting Dedworth Road are in residential use. Retail is clustered at three locations ; Vale Road/Dedworth Road/St Andrews Ave, Manor Road/Dedworth Road/Smiths Lane, and Dedworth Road West, and most of the buildings in these locations are mixed use with retail on the ground floor and residential above, (except the Tesco on Dedworth Green which is a medium sized supermarket on a single floor and with a carpark).Retail building fronts are generally of functional appearance. There are limited pedestrian crossings on Dedworth Road, and at some sections the footpath is narrow due to the wide carriageway.
- 10.2.3 Within the WNP area this is the main area which could have a significant positive impact on the town if redeveloped. The West Windsor area was identified in our surveys as an area where there are many opportunities for improvement. Some recent cosmetic improvements have been welcomed, and we have applied and interpreted our general policies for this area to demonstrate a vision for it and how we feel it can be further improved. The scheme brings together shop front, retail, highways, and public realm issues. Consultation with the community (January/February 2016) has confirmed that this scheme is agreed as a starting point for discussions with RBWM and other relevant organisations to improve this area rather than a final polished scheme and the details would be subject to negotiation. It could be paid for using Community Infrastructure Levy funds.

INTENT

- To improve the three main hubs that exist at Vale Road/Dedworth Road/St Andrews Avenue Junction and Manor Road/Dedworth Road/Smiths Lane Junctions and the Tesco area, and to propose some possible design interventions.
- To improve the public realm without affecting the flow of traffic.

Vision for Dedworth Road

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

Policy Dedworth Road

DR.01

a) Overarching policy

All development within Dedworth Road area (*Map 11*) must utilise opportunities, where relevant, to provide for:

1. Redevelopment and intensification of underutilised land or buildings for new homes or commercial premises with well- designed mixed developments of commercial/retail uses and new homes where appropriate;
2. Landscape treatments and street trees and street furniture such as planters and seats and signage where possible without cluttering;
3. Improvements for walking and cycling connections along Dedworth Road, and cycle parking where appropriate;
4. Reductions to the width of the carriageway, raised carriageway, widening of the footpath, and improving parking where it is possible to do so without impacting on traffic flows;
5. Increased parking provision where possible (in liaison with the Local Highways Authority);
6. Pedestrian prioritised crossings such as zebra crossings;
7. Traffic calming interventions to reduce the traffic speed through the retail hubs and around the Clewer Memorial Recreation Ground and to allow improving access between the shopping and green spaces; and
9. New pocket space and landscape features to provide places where people can sit and spend time, including outside cafes and restaurants.

b) Vale Road/Dedworth Road/St Andrews Avenue Junction Retail Hub

Development proposals within the area marked **Retail Area (Map 11)** should enhance the retail and residential function for the communities around Dedworth Road and the wider neighbourhood area. Proposals in the **Retail Areas** should provide for:

1. Redevelopment and intensification of plots where land is under-utilised;
2. A variety of retail uses, especially those that will encourage social interaction;
3. A new pocket space and landscape features to provide a place where people can sit and spend time including outside cafes and restaurants and more activity; and
4. More cycle parking.

c) Manor Road/Dedworth Road/Smiths Lane junction -Retail Hub

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

Proposals in this location identified on **map 11** should, where relevant, provide for:

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

d) Dedworth Road West Retail hub

Development proposals within the area marked **Retail Area (Map 11)** should enhance the retail and residential **and community** function for the communities around Dedworth Road and the wider neighbourhood area. Proposals in the **Retail Areas** should provide for:

1. Redevelopment and intensification of plots where land is under-utilised;
2. A variety of retail uses, especially those that will encourage social interaction;
3. New pocket spaces and landscape features to provide places where people can sit and spend time including outside cafes and restaurants, and more activity; and
4. More cycle parking.

REASONED JUSTIFICATION

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

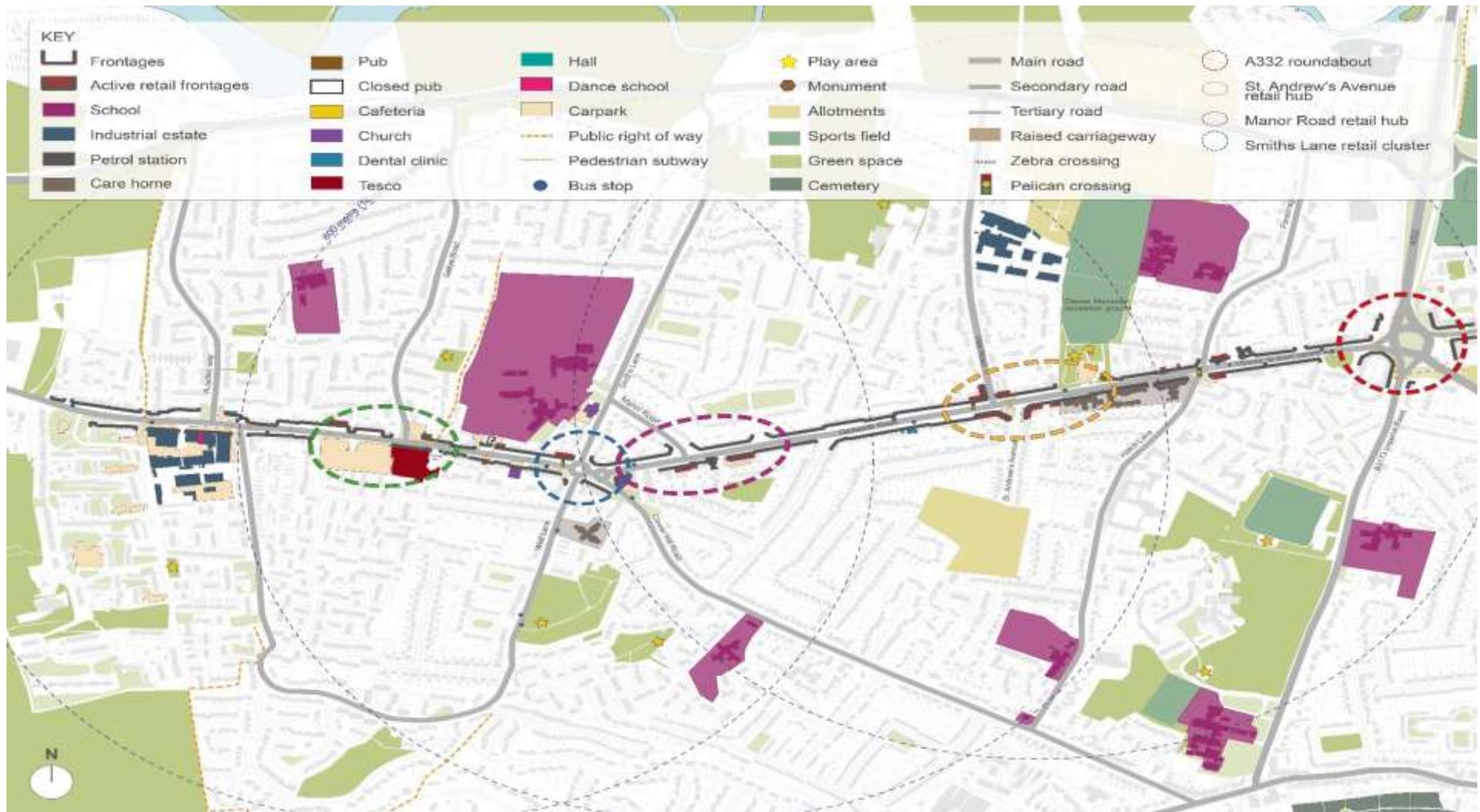
10.2.6 The focus here is on design interventions, and our general policies on shop fronts will also apply {see *Policy RET.01d) section 9.3*}.

10.2.7 Consideration has also been given to interventions to maintain a healthy balance of use classes to restrict betting shops and fast food takeaways {See our *Working and Shopping policy RET.01 e*} There is considerable community concern about the proliferation of these damaging outlets on the community and evidence from obesity rates, diabetes rates, gambling addiction, health of the population.

Windsor Neighbourhood Plan.

10.2.8 **Implementation** - These proposed public realm improvements can be financed by Community Infrastructure Levy funding from development in the Dedworth area. See how we propose to deliver and implement these improvements in *Section 11* of this report Delivery and Implementation

Map 11 Dedworth Road retail area opportunities



10.3 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

- 10.3.1 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 is likely to 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.
- 10.3.2 The Imperial House site is the only current major brownfield sites in the WNP area and has now been vacant for ten years.
- 10.3.3 The Police Station building has been put forward for redevelopment for housing in the emerging BLP, although Thames Valley Police have not yet found a new home.
- 10.3.4 The Imperial House site is in the Local Plan saved policies E1 as an employment site and RBWM has also identified the site as a Business Area with potential for intensification in their emerging BLP.
- 10.3.5 However, despite Planning Permission being granted for 25000m² of offices on Appeal in 2011, and the former office building being demolished in 2013, no development has come forward. The developers say this is because no prospective tenants have come forward due to a changing office market. *See our Imperial House Report in the WNP Evidence base for further details.*
- 10.3.6 **Update** There is a new current Planning Application for the site which is currently undergoing Appeal (commencing March 26th 2019). This application is for a mixed-use development comprising a four-story office block of approximately 16000m³ and a seven story apartment block of over 217 apartments for rent.
- 10.3.7 There is considerable local opposition to the development on the grounds of density, scale, mass and bulk, and potential impact on the residents from traffic and parking issues and impact on the character of the area and the neighbouring Conservation Area. The RBWM Planning Panel voted to reject the application after the appeal was lodged (June 2018) on the grounds that this area is needed for employment uses in the emerging BLP.

10.3.8 The extant Planning Permission from 2011 (which can potentially be enacted at any time) is for a major office development of five buildings of between one and four storeys, with approximately 40,000 m² of office space and a café and ancillary security facilities, which could potentially house between 1000 and 2500 employees⁷¹ and with a total of 495 parking spaces on site and three drop off spaces. The 2011 Appeal partly depended upon a Travel Plan and Section 106 agreement which helped to secure the permission, and these state that the development would likely require additional parking off site (approximately 100 spaces) at either Royal Windsor Racecourse Park and Ride (which has never been built) or LEGOLAND Park and Ride. There are questions as to whether these sites will be able to accommodate this extra parking. There also remain strong community concerns around parking and access should this proposal go ahead.

INTENT

- To clarify the design and function of place criteria acceptable to the community which would enable development of a stalled major site.

Vision for the former Imperial House and Police Station quarter

10.3.9 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:

a) Development applications should provide for a comprehensive redevelopment of the site. A masterplan should be prepared 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.

b) Any revised proposals for redevelopment of this area must include provision for the following:

- i) Creation of a new pedestrian and cycle connection between Alma Road and Vansittart Recreation Ground Park, to create a connected and secure layout.
- ii) To increase security of existing pedestrian and cycle ways using overlooking building frontages
- iii) protecting and enhancing the green character of Alma Road
- iv) respecting and responding to the surrounding mass and scale of the buildings
- v) 'feature' buildings at the location of the former police station, where they create an articulated view from St Mark's Road towards Alma Road

⁷¹ For the original reports on this proposed office development see

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

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

REASONED JUSTIFICATION

- 10.3.10 **IH.01** a) The council has allocated this site as an Employment Area in the emerging BLP.
- 10.3.11 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.
- 10.3.12 Our consultations have indicated that local people prefer residential uses on this site with street rhythms, patterns, heights and designs which reflect those of surrounding streets. However, because it is allocated employment land, RBWM state that it is required to meet the Boroughs employment needs. The WNP does contend that a part of this area could provide residential accommodation. The view of the Forum is that this approach **generally** conforms with the emerging BLP policy and provides additional flexibility for a site that has experienced deliverability issues in recent years.
- 10.3.13 Several consultations, both Borough and WNP have demonstrated public support for housing on this site. The WNP consulted on options, and the preferred option was for around 117 residential units in terraced and flats. However, a mixed-use scheme that combines employment uses and residential could also be considered as a pragmatic solution subject to the WNP vision and satisfactory design, parking and traffic access considerations.
- 10.3.14 However, the densities and scale sought by the current development proposal (due to go to Appeal examination March 2019) are unacceptable to the community and in the view of many, out of keeping in the centre of an internationally important historic town. Should a proposal which meets the relevant criteria for: density, design and traffic and parking (which would need to be of a more modest scale), it could be possible to support mixed uses for this site.
- 10.3.15 If the employment development does not materialise for any reason, this is an opportunity for the Windsor NP to assist the council in meeting the housing needs of the community while at the same time really improving this section of the town.
- 10.3.16 Alternative uses could also be considered for the redevelopment of the Police Station site. Similarly, redevelopment of the Youth and Community Centre land could be considered for a more intensive use of the site and new access, whilst providing an equivalent community facility to be rebuilt elsewhere on the site. Any development of the Police Station site should proceed within this framework, informed by the WNP's vision and objectives.
- 10.3.17 An increased residential population near to the town centre would help to support the retail functions of the town centre and thereby help improve town centre sustainability.

Windsor Neighbourhood Plan.

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

10.3.19 The Forum is concerned about the lack of activity on the Imperial House site. Should no development be forthcoming on this site the WNP will support a strategic review and we have covered this in our Delivery and Implementation Plan. It would be our preference for the Borough to agree a strategic review date.

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.



10.4 LEGOLAND

OBJECTIVE 8

Support continued investment at the LEGOLAND resort, and which protects the amenity of local residents, landscape and neighbouring Special Area of Conservation

CONTEXT

- 10.4.1 LEGOLAND is a key issue within our Area. On the one-hand it is a successful international brand and one of the most visited top 10 tourist destinations in the country and a key and supportive local employer⁷². On the other hand, it is in the Green Belt⁷³ and the volume of visitor generated traffic provides probably one of the most contentious and subjective issues in the Area. Comments from our consultations focus mostly on the traffic volume and appearance issues.
- 10.4.2 As a whole, we have found that residents recognise the need for continued investment at the resort and are supportive of this as long as it is balanced with care for dealing with congestion and environmental issues.
- 10.4.3 A more detailed description of these and other issues is included in our Evidence Base LEGOLAND Report.
- 10.4.4 LEGOLAND is within the Metropolitan Green Belt (and therefore subject to National and Borough Green Belt policy) and in an environmentally sensitive area. To the south and east LEGOLAND boundaries are Windsor Forest and Great Park internationally designated Special Areas of Conservation, and Site of Special Scientific Interest⁷⁴. To the north-west boundary there is an RBWM designated area of Special Landscape importance at the top of St Leonards Hill (marked on maps as Dower Park/Water tower).It forms part of the wider Windsor Great Park landscape. The whole of the St Leonards Hill/LEGOLAND landscape is covered by a blanket Tree Protection Order. The RBWM Landscape Character Assessment 2004 explains the importance of the site as part of the wider landscape of the area.

⁷² See the WNP Legoland Report in our Evidence Base Documents.

⁷³National Green Belt policy (NPPF Ch 13 paras 143 to 147) allows redevelopment within Green Belt under certain circumstances where there is limited infilling or partial or complete redevelopment of previously developed sites or the re-use of buildings or certain other forms of development or where there are Very Special Circumstances and where it can be shown that any harm is clearly outweighed by other considerations.

⁷⁴ SSSIs are sites of national importance designated under the Wildlife and Countryside Act 1981 by English Nature in England. They protect wildlife, geology and landforms.

- 10.4.5 LEGOLAND has recently received Planning Permission for a development of Holiday lodges at the top of the site, on the farmland beyond the car parks. The RBWM decision to allow the development was confirmed by the Secretary of State as it is a large development in the Green Belt. This site is in Bray Parish and NOT in the WNP area.
- 10.4.6 Next to LEGOLAND is Windsor Forest (Internationally designated Ancient Forest which has been there since at least 1600AD) which is especially important for biodiversity with “unique assemblages of flora and fauna”⁷⁵ particularly rare beetles and flies and nesting sites for birds⁷⁶. On the opposite side of Winkfield Road is various forest and farmed parkland within the Great Park boundary. Winkfield Road itself has wide grass verges and hedgerows.
- 10.4.7 Concerning appearance, some but not all of the site is visible from close up along Winkfield Road and at long distance across the Great Park from Sheet Street Road, more so in winter, and the entrance to the site has been configured to be attractive to customers.
- 10.4.8 There is a buffer zone between the northern built area of the park and the park boundary which protects nearby residents from noise and park activity as well as having landscape functions.

INTENT

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

POLICIES LEGO.01

- a)** Support continued investment at the resort within the current development boundary.
- b)** Ensure the retention of the existing buffer zone between the north side of the Park and nearby residential areas.
- c)** Support the retention and use of the Park and Ride facility at the park within its current extent.
- d)** Support the protection and maintenance and enhancement of the green appearance of the boundary from Winkfield Road, to enhance and maintain Winkfield Road as a Green Route.

⁷⁵ RBWM Landscape Character Assessment 2016. Para 2.2.38.

⁷⁶ Ditto 3.4.10

REASONED JUSTIFICATION

10.4.9 **LEGO.01 a)**: Our report shows that the Park does much to support the local community and economy, so supporting its continued success is in the overall local interest. However, the issue of traffic congestion on Winkfield Road and through Windsor is of serious concern to residents. Our investigations have shown that it is the combination of traffic from all sources at peak times that creates problems along the main routes in the WNP area.

10.4.10 The evidence also indicates that some recent changes to the parks operations, such as managing the daily ticket demand through pre-booking, along with active management of traffic on local roads at peak times in conjunction with other local attractions such as Windsor and Ascot Racecourses, as well as new traffic signage through Windsor, have improved traffic flows to the site and reduced congestion on Imperial Road at peak times, although these measures have directed traffic along Goslar Way/Osborne Road and added to flows there. Other recent highways initiatives and rephrasing of lights at the “pinch point” at the junction of Imperial Road/St Leonards road/Clewer Hill Road appear to have helped with traffic flows generally along the B3022 route. The operation of shuttle buses from the park into the town and other small transport initiatives from the LEGOLAND Transport Plan also play a part.

10.4.11 LEGOLAND is also further interested in long term planning which has the potential to not only enable them to maintain the success of their business but also to aim to improve traffic issues further. The WNP is keen to work with LEGOLAND and RBWM collaboratively in future to assist in this process, so that any changes at the park result in real improvements for the local community. The Forum shall encourage LEGOLAND Windsor to set out proposals for medium to long term development subject to the policies in this plan.

10.4.12 **LEGO.01 b)**⁷⁷: A buffer zone to the north of the site provides both visual and noise protection between the built area and nearby local residential areas of Dower Park/St Leonards Hill⁷⁸. We would also like to see it maintained and protected through our plan with both distance and density of trees and vegetation. This zone is also important for its landscape role and to provide a green link between the RBWM designated Area of Special Landscape importance at the top of St Leonards Hill (Marked as Dower Park and water tower on the maps) and the Great Park across Winkfield Road, and help maintain wildlife and biodiversity and the edge of the Green Belt and so helps to preserve the greenness and openness of the GB on the fringes of the town.

⁷⁷This is a non-statutory RBWM Landscape Conservation Designation identified in the RBWM landscape Character Assessment (Sept 2004) and Local Plan (2003) policy N1. **The emerging BLP is expected to update the earlier Appendix 13 but this is not yet available.**

⁷⁸The buffer zone is identified in the old RBWM Local Plan Appendix 13 and the original site planning permission

- 10.4.13 **LEGO.01c**): The Park and Ride does no harm, and it is used by hotel guests, and although we have no evidence of its use levels. In principle it can play a useful role in helping towards Windsor's parking problem by, for example, providing a useful facility for Windsor employers as well as visitors to use⁷⁹. The P&R shares spaces with the LEGOLAND hotel, which has recently been expanded. We therefore support preserving the scope for P&R spaces within the current extent of the car park.
- 10.4.14 **LEGO.01 (d)**. The hotel and carpark are visible from close up when passing on Winkfield Road due to some thinner boundary shrubbery especially in winter. The WNP supports management of the boundary to maintain a largely green appearance and to enhance the use of Winkfield Road as a Green Route into Windsor to help take nature in. The LEGOLAND park is immediately opposite Windsor Great Park and next to Windsor Forest. Keeping this boundary green helps to enhance the possibilities for wildlife and biodiversity on the edge of the park and helps preserve the functions of the Green Belt.
- 10.4.15 The LEGOLAND site is part of the historic St Leonards Hill Area of Special Landscape importance and there are good views towards the site from Windsor Great Park Sheet Street Road parking area in the WNP which enhance the feeling in the Great Park of being completely surrounded by green.
- 10.4.16 The white St Leonards Mansion (an area Landmark) and a white canopy are currently visible structures above the extensive tree cover in this panorama in summer, although in winter the other structures are more visible from the Great Park Sheet Street Road. Management of the tree canopy cover and other measures will be very important to maintain this green view when any development is permitted. See also our Views policy VIE 01 and detail in Appendix 5, View 11.

⁷⁹People can use the P&R facility all year by for example parking there and taking the 702 bus into London. The facility is promoted by RBWM on their website as part of a ring of small P&Rs around Windsor. King Edward VII Car Park In the Home Park, is currently the other.

10.5 Royal Windsor Racecourse

OBJECTIVE 9

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

CONTEXT

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

10.5.2 Planning Permission for a 150 bed hotel on the site of the current Silver Ring was approved in Feb 2018, along with 85 hotel parking spaces⁸⁰. An increasing number of events can be expected, although a planning application for hard standing for a weekly Thursday market was withdrawn in May 2018. Most activity is concentrated in the summer season.

10.5.3 RBWM's 2009 Parking strategy includes a P&R at the site and they secured planning consent for a 400 space Park and Ride at the site in 2012 which was not implemented due to the Olympics. P&R is mentioned in the emerging Reg19 BLP Infrastructure Plan⁸¹ as Windsor Park and Ride, although we understand that the former Planning Permission has now lapsed.

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

10.5.5 A "Park and Float"⁸² has also been suggested and supported by RBWM within their Local Plan policy TM7 (2004) although we don't know if this is the emerging Parking Strategy.

INTENT

- Mitigate the effects of known traffic issues at the entrance
- Support the amenity of local residents

⁸⁰Planning approval was awarded as limited infilling/ Green Belt Very Special Circumstances, and passed with particular design conditions to mitigate flood risk.

⁸¹ Emerging BLP June 2017 Appendix E, p17 Figure 9, p61 item 22

⁸² Park and float. Visitors arriving by car could arrive and park at the Racecourse and get a boat into Windsor from the Racecourse jetty.

- Support protection and maintenance of green appearance, landscape and Thames River Corridor
- Improve access to and enjoyment of the river

POLICIES-ROYAL WINDSOR RACECOURSE

RAC.01:

- a)** Support continued investment at Royal Windsor Racecourse subject to accord with the policies in this plan
- b)** Support the protection and maintenance of the green appearance of the boundary and green appearance from Maidenhead Road and the river to support enhance and maintain Maidenhead Road as a Green Route.
- c)** Ensure that nearby houses and residential areas are well buffered from Racecourse and hotel activity through landscaping and distance and density of vegetation and trees.
- d)** Support changes to landscaping and configuration of the Racecourse entrance to improve flow of traffic and reduce impact on neighbouring properties, particularly on light pollution from departing traffic, and other specific initiatives to improve the flow of traffic.

REASONED JUSTIFICATION

RAC.01 (a) In general, this side of Windsor is not so well served with facilities as the rest. Our research has indicated that many people would welcome some accessible facilities in this vicinity (subject to access and appearance and traffic and screening considerations) and very special circumstances. Although the hotel has now been approved, the WNP could support potential further modest ideas for business growth over the period subject to the other policies in this plan.

RAC.01 (b) (c) We wish to support the green appearance of Maidenhead Road and promote its use as a green route through the town helping to maintain links between green areas as provided for in our Biodiversity policies. The Thames is already a designated Green Corridor, so linking the Maidenhead Road with it would enhance the green network through Windsor.

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

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10.5.6 **RAC.01 (d)** Nearby residents complain about the traffic on event days from incoming traffic queuing on Maidenhead Road and also from impact of the lights from departing traffic on their homes. We would like to see changes to the entrance configuration of the site to improve the flow of traffic and reduce the impact on nearby residents, and our other policies would improve amenities for both residents and visitors.

10.5.7 The Royal Windsor Racecourse Park and Ride Planning proposal appears to have lapsed.

11 DELIVERY AND IMPLEMENTATION

11.1 Community Infrastructure Levy (CIL) funding

OBJECTIVE 10

Direct the use of Community Infrastructure Levies including section 106 agreement funds

CONTEXT

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

Policy CIL.01 - CIL and S106 funding

Any Community Infrastructure Levies or, if applicable, Section 106 funding will be used to deliver the policies and projects in this Windsor Neighbourhood Plan according to the community’s wishes and priorities as shown in Table 1 below

REASONED JUSTIFICATION

11.1.2 This policy ensures that the Local Authority is obliged to provide the appropriate CIL/s106 resources to the WNP policies and priorities.

Delivery Mechanisms

11.1.3 This section describes the proposed Delivery and Implementation mechanisms and monitoring indicators and projects.

Delivery Body

11.1.4 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

11.1.5 The WNP policies will be implemented by the RBWM who are the Local Planning Authority, (who determine planning applications in the area), liaising with the WNP Delivery Group and through the WNP directing the public and private investment in the series of policies and projects contained herein.

Development Management

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

The WNP Delivery Group

11.1.7 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 work with RBWM to 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>
Natural Environment and open space							
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

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6. Toilet facilities	Physical	Vansittart Recreation ground	Soon	RBWM	CIL	£10K	OS.02iv
7. Toilet and Kiosk facilities. (e.g. Compost toilet?)	Physical	Windsor Great Park Picnic Parking Area off Sheet St Road	Soon	Crown Estate	Private	tbc	OS.02iv
Appearance							
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
Getting around							
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	Now	RBWM, Landowners	CIL	££	CW.01

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		tributaries, behind Centrica (RBWM #39), b) Windsor Racecourse riverbank c) Extend Bridleway 11a -St Leonards Hill to Winkfield Road					
12. Formalise existing footpath as Public Rights of Way	Physical	a) Footpath from Hatch Lane to Longbourne b) Alma Rd to Vanssittart Rd via the college overflow carpark c) Clewer Fields running W-E from Vansittart Rd to Alma Road	Now	RBWM	CIL	None	CW.01
13. Getting Around. Underpasses/cycle paths/footpaths improvement	Physical	Under Royal Windsor Way roundabout, and Goslar Way and	Later	RBWM	CIL/ Highways /Grant?	££	CW.01b

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<i>Can't widen ramps/tunnels without great expense-but keep a dialogue on improvement opportunities and feasibility</i>		Vansittart Road underpass, Goslar Way.					
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
Housing and community							
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

Working and shopping							
19. All Neighbourhood parades -shop fronts	Physical, Shop front improvement grants.	All neighbourhood Parades	Now	Shop owners. RBWM	CIL	£1k per shop	Ret.01d
Places policies							
20. Dedworth Road ⁸³ 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 other 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)	Soon	RBWM	CIL	£50k	RET.01d

⁸³ The Cycling Action Plan adopted by RBWM at Cabinet meeting on 31st 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.

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		4.Arthur Road					
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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

Housing *Number of dwellings gained/lost*

Working and Shopping

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

PLACE Policies

- 11.3.19 Dedworth Road Public Realm improvements
- 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

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11.3.21 LEGOLAND Green boundary and buffer zone appearance

11.3.22 Royal Windsor Racecourse Entrance configuration changes, resident impacts, green boundary appearance.

11.3.23 CIL /S106 spending. Funds available, funds allocated and funds spent in the WNP area

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APPENDICES FOLLOW

APPENDIX 1 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	
Allotments	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.
Amenity Green Space	AGS is most commonly but not exclusively found in housing areas . This includes informal recreation green spaces and village greens . 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 habitats terrestrial biodiversity, supports air pollution control, drainage and soil / water biodiversity It ensures preservation of historic fields, boundaries, sites, woodlands and routes.
Cemeteries and churchyards	This relates to cemeteries and churchyards which still contain space for new burials and also includes disused churchyards and other burial grounds. 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.
Charette	A public meeting or workshops devoted to a concerted effort to solve a problem or plan the design of something.
Civic spaces	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.
Conservation Area	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).
Development	This is where neighbourhood planning policies determine what development can take place and where.
Excluded development	Excluded development is <ul style="list-style-type: none"> a) A county matter (schedule 1 of 1990 ACT) i.e. relating to minerals b) Any operation or class of operation relating to waste development, Development that falls within Annex 1 to Council Directive 85/337/EEC i.e. Oil refineries, power stations, radioactive waste disposal, iron and steel smelting, asbestos operations, chemical installations, motorways, airports, ports and toxic dangerous waste disposal. c) Development consisting wholly or partly of a national infrastructure project.
Green Corridors	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.
Green and Blue Infrastructure	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. 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

	<p>term covers all land containing these features regardless of its ownership, condition, or size. Benefits include 1) reducing flood risk 2) improving psychological health and wellbeing 3) boosting local economic responsiveness, 4) providing a habitat for wildlife. The REAL benefit to planning is that it can help deliver other local regional and national policy OBJECTIVES, not just those related to green space.</p>
Highway Land	<p>Highway land briefly defined in two examples: Highway boundaries. <i>The public highway is an area that the public have a right to pass and repass. The highway includes the road-side verge and footways as well as the carriageway."</i></p> <p>Highway land refers to an area of land, where the public have the right to use to 'Pass and Repass without hindrance'. With very few exceptions highway land that we maintain is not owned by the council. A highway boundary enquiry defines the area that is maintainable at public expense by the highway authority.</p>
Natural & Semi-Natural (NSN) Green Spaces	<p>These areas include publicly accessible woodlands, urban forestry, scrub, grasslands (examples: downlands, commons and meadows), wetlands and wastelands.</p> <p>Primary purposes –Wildlife conservation, Biodiversity and Environmental education.</p> <p>Other purposes</p> <ul style="list-style-type: none"> - As areas of informal open space, many of these will be suitable for walking, picnics and quiet contemplation. - Some areas may also be suitable for cycling and / or mountain biking.
Open Space	<p>“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.</p> <p>Public open space is defined as public parks, commons, heath and woodlands and other open spaces with established and unrestricted public access.</p> <p>Formal Open space is pitches, courts, greens, tracks.</p> <p>Informal Open space is for passive recreation.</p>
Outdoor sports facilities (2)	<p>These are natural or artificial surfaces either publicly or privately owned and used for sport and recreation, including: outdoor sports pitches, tennis courts and bowling greens, golf courses, athletics tracks, playing fields (including school playing fields) Primary purposes (RBWM Open Space Audit) - Facilities for formal sports participation</p>
Parks and Gardens	<p>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.</p> <p>(Sports and formal recreational activities, cycling, boating, etc Children’s / Young people’s facilities and activities.)</p>

Permitted Development Rights	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.
Planning conditions	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.
Provision for children	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
Provision for young people	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
Strategic Policy	<p>Strategic policies⁸⁴ will be different in each local planning authority area. When reaching a view on whether a policy is a strategic policy the following are useful considerations:</p> <ul style="list-style-type: none"> A. whether the policy sets out an overarching direction or objective B. whether the policy seeks to shape the broad characteristics of development C. the scale at which the policy is intended to operate D. whether the policy sets a framework for decisions on how competing priorities should be balanced E. whether the policy sets a standard or other requirement that is essential to achieving the wider vision and aspirations in the Local Plan F. in the case of site allocations, whether bringing the site forward is central to achieving the vision and aspirations of the Local Plan G. whether the Local Plan identifies the policy as being strategic
Urban Open space	<p>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.</p> <p>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."</p> <p>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</p>

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	interaction and places a focus on public involvement rather than public ownership or stewardship.
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END

APPENDIX 2 Committee and Forum members and WNP roles

The WNP has been overseen by a volunteer Forum comprising local people who, although members of the Forum as individuals, represent between them a wide range of interests and expertise. They include members of many community groups as well as representatives of LEGOLAND and the wider Windsor business community and a Borough councillor. The Forum elected two Co-Chairs, John Bastow and Claire Milne, and a Committee to manage the development of the Plan.

COMMITTEE

Claire Milne BA, MA. **WNP Co-Chair, Consultations & Lead Working and Shopping TG.** Chair of the Boltons Residents Association. Chair of Windsor Ascot and Maidenhead Community Land Trust.

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

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

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

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

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

Theresa Haggart Chair of Dower Park Residents Association

ADMIN SUPPORT

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

WNP FORUM MEMBERS AS AT 31 AUGUST 2016 (39)

Vivienne Allen	Ingrid Fernandes	Helen Price
Ian Bacon	Theresa Haggart	Brian Rayner
John Bastow	Lynn Healy	Trevor Robinson
George Bathhurst	Alison Logan	Colin Shearer
Brian Carter	Cori Mackin	Susy Shearer
Jane Carter	Andrew Melville	Anne Taylor
Pauline Carter	Claire Milne	Margery Thorogood
Kevin Chapman	John Holdstock	Peter Wilkinson
Carole Da Costa	Curt Hopkins	Frances Williams
Wisdom Da Costa	Hilary Hopper	Emma Kenny
Jane Daly	David Jessey	Bob Kiralfy
Franco De Luca	Raewyn Porteous	Malcolm Lock
David Eglise		

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.....Ends.....

The following Appendices are in separate documents.

APPENDIX 3 Urban Open Spaces List and typology

APPENDIX 4 WNP Design Guide (Includes General, Areas, Shop fronts, Parking)

APPENDIX 5 Local Viewing Corridors

APPENDIX 6 Non-Designated Heritage Assets List

APPENDIX 7 Windsor Extracts from RBWM Townscape Assessment