Area Analysis

Area 3A Maidenhead - Area around Spencers Farm; East of Cookham Road

Area Description

3.59 The area lies to the north of Lutman Lane, Maidenhead. The area is approximately 20 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.60 The area lies on the edge of Maidenhead, between it and Cookham Rise. The area boundaries are formed by the railway line to the west and mature vegetation to the north and east which form defensible boundaries. Whilst being located within the gap between Maidenhead and Cookham Rise, the area does not extend further north than the excluded area to the west of the railway line and the site is well screened limiting any visual impacts. At its closest point the gap would be 670m.

Countryside setting and topography

3.61 The land is flat in nature and characterised by open farmland, with woodland to the north and hedges and mature vegetation on remaining boundaries.

Agriculture

3.62 The area is classified as Grade 4 Agricultural Land.
Nature conservation and ancient woodland

3.63 The Greenway Corridor runs through the north east of the area which is designated as a Local Wildlife Site for its ecological value.

3.64 There is no ancient woodland in the area.

Historic environment

3.65 There are no known heritage assets in the immediate area.

Pollution

3.66 Whilst the railway is a potentially contaminating use this is unlikely to affect the area’s development potential.

Minerals

3.67 There are no mineral workings in the immediate area, but there are workings in the surrounding vicinity.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through assessment of the Stage 2 criteria.

Stage 3 Assessment

Planning History / Background

3.68 The landowner initially proposed the area for a mixed use development including a school and some housing as part of a comprehensive scheme involving Furze Platt School. This proposal was the subject of a local petition and a subsequent Council motion to consult on the site through the Borough Local Plan process. The land is now solely promoted for housing, and was consulted on in the Borough Local Plan Sites Consultation in autumn 2012.

Green Belt and Countryside Character

3.69 The area lies on the edge of Maidenhead, between it and Cookham Rise. The area boundaries are formed by the railway line to the west and mature vegetation to the north and east. Whilst being located within the gap between Maidenhead and Cookham Rise, the area does not extend further north than the excluded area to the west of the railway line and the area is well screened, limiting any visual impacts.

3.70 The area is within the ‘Settled Developed Floodplain’ landscape character area. The landscape character assessment considers the condition of much of the landscape to be poor, both due to the recent and extensive impact of gravel extraction and the spread of ‘edge of town’ development radiating from the urban conurbations. It is considered that the fragmented landscape is of great diversity, which requires the ‘redefinition’ and strengthening of its overall structure and that smaller scale development could assist in redefining the landscapes ‘sense of place’ and distinctiveness and repair and improve degraded areas if undertaken appropriately. In overall terms landscape capacity is considered to be medium.

3.71 Whilst the site is open farmland, the mature vegetation and defensible boundaries would make the visual impact largely self contained and would guard against future encroachment.

Settlement and Townscape Character

3.72 Maidenhead has a compact settlement form and is connected to the area on two sides. It is likely that development in this area would be able to integrate with the wider urban area, particularly to the south. The area does not protrude into the countryside beyond the existing settlement to the west.
Area Analysis

3.73 The neighbouring residential area is predominantly the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 AA). This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends. The area is also linked to the 'Post War Suburbs (to 1960)' townscape character area (9M), which have similar characteristics.

Historic Environment

3.74 There are no known heritage assets in the immediate area.

3.75 Aerial photography evidence shows a number of features within the area boundaries visible as cropmarks (including hut circles and enclosures), which represent a probable multi-period site. As such this area must be considered to be of high potential for archaeological remains of all dates. Therefore assessment and evaluation of the area would be required prior to a detailed development proposal being drawn up. This is so that any highly significant remains can be preserved in situ (through engineering solutions or relocation of impact) as appropriate, and any impacts on remains of lesser significance mitigated through preservation “by record” (through careful excavation, recording and analysis).

Biodiversity

3.76 The area borders some trees which are the subject of Tree Preservation Orders along Lutman Lane to the south, and has a wooded area to the north (though this is not protected).

3.77 The habitat of the area is primarily considered to be probable restored gravel pit/landfill area.

3.78 The area contains Berkshire Protected Species.

Flooding

3.79 Whilst the majority of the site is not considered to be at risk of flooding, the east of the area is within floodzone 3a (high risk), with additional land to the east, south and north within floodzone 2 (medium risk). The SFRA states that areas of 'high' probability of flooding are assessed as having a 1 in 100 or greater chance of river flooding (>1%) in any year, and are referred to as Zone 3 High Probability. Development within these areas may only be considered following application of the Sequential Test and where necessary the Exception Test. More vulnerable development (e.g. housing) should be avoided wherever possible. Any development on land covered by floodzone 2 would require an application of the Sequential Test.

Other Environmental Considerations

3.80 The east of the area may be subject to pollution associated with contamination issues from the railway line and some noise. Neither of these is considered to be a barrier to potential development.

Resources

3.81 The land is classified as Grade 4 agricultural land. National guidance seeks to avoid development on Best and Most Versatile Agricultural Land (BMVAL) (defined as Grades 1, 2 and 3a of the Agricultural Land Classification). Since this area is classified as Grade 4, there would be no loss of BMVAL.

3.82 The area is located within groundwater Source Protection Zone (SPZ) 2 and 3. Residential development is considered unlikely to cause adverse impact on water quality within zones 2 and 3.

Infrastructure

3.83 Thames Water has concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network capacity in this area at present is considered unlikely to be able to support the demand anticipated from development. Drainage Infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a drainage strategy would be required from the developer to determine the exact impact on existing infrastructure and the significance of the infrastructure to support development. It should be noted that in the event of an upgrade to assets being required, up to three years lead in time could be necessary for the delivery of the infrastructure.
3.84 The Poundfield Maidenhead Sewage Pumping Station (SPS) is likely to require an upgrade as the proposed site discharge equates to approximately half of its design flow. The local network may also need upgrading, so an impact study would be required for SPS and network. There is hydraulic flooding history downstream, and during periods of wet weather, there are fat and grease issues in area.

3.85 Development of this area for housing would require provision of a new primary school to ensure capacity of school places could meet demand generated by development. It is likely that extra secondary school places would also be required if development occurred in this area.

3.86 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace. This area arguably provides access to natural greenspace via public rights of way, so these would need to be taken into account in any proposals.

Highways and Accessibility

3.87 A number of potential access points have been investigated including using Aldebury Road as the major access road and gaining access to the land to the north via a number of spurs. There are a number of potential access points off Aldebury Road that could be upgraded to accommodate some small scale development. The additional traffic likely to be generated by a larger development would put pressure on the operation of the existing Aldebury Road junctions with the B447 Cookham Road, particularly the northernmost access with its unusual geometric layout and steep gradient. There may be scope to improve this junction, which would involve substantial roadworks which would encroach into the heavily landscaped area in order to provide a re-profiled junction with improved gradient and right turn lane.

3.88 Another consideration for alternative access is to provide a possible link to Maidenhead Road to the west via a new bridge over the railway. Maidenhead Road itself is rural in character with no footways and its junction with the B4447 in close proximity to the existing railway bridge is not ideal.

3.89 Development of the area would add to peak hour congestion which would need to be tested through the strategic model together with any other areas which emerge. This would be in addition to junction operation modelling testing which would be undertaken through the requisite Transport Assessment. The area overall is deemed to have significant highways issues.

3.90 The area is approximately 250m away from the nearest existing local centre. The nearest health facilities are approximately 270m away.

3.91 The area is approximately 420m away from Furze Platt train station, the area is approximately 200m from the national cycle network, and is within 10m of a bus route along Cookham Road.

Sustainability Appraisal

3.92 The area scored 1 when assessed against sustainability objectives.

Availability

3.93 The land has been promoted for development through the SHLAA (ref: WM MA 4000). The promoted land equates to 19.61 ha.
Area Description

3.94 The area is located east of Spencers Farm, west of Shephouse Road and north of Summerleaze Lake in Maidenhead. The area is 27.06 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.95 The area lies in an important local gap between the Maidenhead and Cookham settlements.

3.96 The area has defensible boundaries to the south and west in the form of mature hedges and tracks. To form a logical settlement boundary, the area should be developed in combination with surrounding areas (3D, 3E and 3F), otherwise it is an isolated protrusion into the countryside. A defensible boundary to the north would be beyond the area being assessed, and further north than the existing extent of the excluded settlement in north Maidenhead.

Countryside setting and topography

3.97 The area is characterised by open farmland. Development of the area could harm the setting of the area owing to its open character, and because it only abuts the excluded settlement edge to the east it would not be seen against existing built form for the most part. The topography of the area is relatively flat.
Agriculture

3.98 The area is classified as Grade 2 Best and Most Versatile Agricultural Land (BMVAL) in the north, and Grade 4 in the south. Development might therefore lead to loss of BMVAL in the north.

Nature conservation and ancient woodland

3.99 A small area in the south west of the area includes 'The Green Way Corridor' which is designated for its ecological value, and there is a Local Wildlife Site abutting the area to the north east. There are a number of Berkshire protected species in the area.

3.100 The area does not contain ancient woodland.

Historic environment

3.101 There are no heritage assets in the immediate area.

Pollution

3.102 There are potential issues with contamination in the west and centre of the area. The southern part of the broad area also lies in a noise buffer zone owing to the A-road.

Minerals

3.103 There is an existing minerals quarry to the south of the area, which is safeguarded as a preferred minerals aggregates site.

Stage 2: Conclusion

Reject.

Unacceptable adverse impacts have been demonstrated through assessment of the Stage 2 criteria.

Development would harm the openness of the Green Belt and create an inefficient settlement pattern. The area does not have good defensible boundaries.
Area Analysis

Area 3C Maidenhead - North of Maidenhead Court

Area Description

3.104 The area is located to the east of Whitebrook Park in Maidenhead. The area is approximately 7.76 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.105 The area is in the settlement gap between Maidenhead and Cookham, so development could bring the bulk of the urban settlement visually closer to villages beyond Maidenhead. The gap between the settlements at this point is currently approximately 1.3km.

3.106 Development of land to the south of the area could create a more logical settlement boundary, since the extent should be no further than Whitebrook Park to the west. However the north of the area does not have clear boundaries which could act to avoid the future encroachment of development.

Countryside setting and topography

3.107 The area is characterised by open grassland to the south of the area (east of the commercial buildings) bounded by mature trees on all but the western side, and to the north of the area (north of the commercial buildings) is a strip of agricultural land that links to fields beyond. The topography of the area is relatively flat.
Agriculture

3.108 The west of the area is classified as Grade 2 Best and Most Versatile Agricultural Land (BMVAL), with the unclassified to the east. Therefore not only might development lead to the loss of some BMVAL, it would not be possible to create a new logical settlement boundary on the land without an agricultural land classification.

Nature conservation and ancient woodland

3.109 None of the area itself is designated for its ecological value.

3.110 There is no ancient woodland in the area.

Historic environment

3.111 There are no known heritage assets in the immediate area.

Pollution

3.112 The south west of the site is constrained by a contamination buffer and could require remediation. The far west of the site is in a potential noise pollution buffer owing to Lower Cookham Road.

Minerals

3.113 There are no minerals in the immediate area.

Stage 2: Conclusion

Reject.

Adverse impacts of development have been demonstrated through assessment of the Stage 2 criteria.

The land to the north does not have clear boundaries to prevent future encroachment and the land closest to the existing excluded settlement is classified as Grade 2 Best and Most Versatile Agricultural Land.
Area Description

3.114 The area is located to the north and west of Summerleaze Road in north Maidenhead. The area is approximately 66.74 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.115 The area is in the settlement gap between Maidenhead and Cookham, but the gap is greater than 1km at this point. Accordingly development in the area, would not unduly result in encroachment into this gap since existing excluded settlement is beyond its greatest extent.

3.116 The area has defensible boundaries on most sides, provided by National Trust land in the west, and mature vegetation for much of the north and eastern boundaries. However there are few continuous demarcations within the area. If the whole area were to be developed it could be difficult to create a new logical settlement boundary.

Countryside setting and topography

3.117 The area is characterised by open land, minerals workings and a restored lake, generally demarcated with scant hedges, paths or mature tree belts. The topography of the area is relatively flat.
Agriculture

3.118 Much of the northern part of the area is classified as Grade 2 Best and Most Versatile Agricultural Land, with the southern part classified as Grade 4.

Nature conservation and ancient woodland

3.119 The area contains Summerleaze Gravel Pit which is designated as a Local Wildlife Site for its ecological value.

3.120 There is no ancient woodland in the area.

Historic environment

3.121 There are no known heritage assets in the immediate area.

Pollution

3.122 Parts of the area, particularly near the lake are deemed to be in a contamination buffer, which may need to be remediated.

Minerals

3.123 The area is currently being worked for minerals (Sheephouse Farm) and is safeguarded for secondary/recycled aggregates.

Stage 2: Conclusion

Reject.

Unacceptable adverse impacts have been demonstrated through the assessment of Stage 2 criteria. The area contains active minerals workings and safeguarded minerals areas.
Area Analysis

Area 3F Maidenhead - Area west of Sheephouse Road

Area Description

3.124 The area lies to the west of Sheephouse Road, Maidenhead. The area is approximately 19.53ha in size.

Stage 2 Assessment

Gaps and boundaries

3.125 The area is in the settlement gap between Maidenhead and Cookham, but it is greater than 1km at this point. Accordingly development in the area, particularly to the south east, would not unduly result in encroachment into this gap.

3.126 The area has defensible boundaries on most sides, provided by mature woodland, a large lake in the west, and the area abuts the existing excluded settlement to the north and south. However there are few continuous demarcations within the area. To form a logical settlement boundary, the whole area should not be developed; but land to the south and east could be considered.
Countryside setting and topography

3.127 The area is characterised by open land, including some farmed land, generally demarcated with scant hedges or mature tree belts. The area contains a farm and a few residential properties abutting the excluded settlement. The topography of the area is relatively flat.

Agriculture

3.128 Much of the northern part of the area is classified as Grade 2 Best and Most Versatile Agricultural Land in active use, with a small part to the south classified as Grade 4, and a strip to the east unclassified.

Nature conservation and ancient woodland

3.129 The area contains parts of Summerleaze Gravel Pit which is designated as a Local Wildlife Site for its ecological value.

3.130 There is no ancient woodland in the area.

Historic environment

3.131 There are no known heritage assets in the immediate area.

Pollution

3.132 Parts of the area, particularly near the lakes are deemed to be in a contamination buffer, which may need to be remediated.

Minerals

3.133 There are no mineral workings in the immediate area, but there are workings in the surrounding vicinity.

Stage 2: Conclusion

Pass in part

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria. Due to good defensibility of boundaries a strip of land to the south and east of the area is suitable for further investigation.

Reject in part

Adverse impacts have been demonstrated through the assessment of Stage 2 criteria.

This remaining land would not enable the creation of a logical settlement edge, and is classified as Grade 2 Best and Most Versatile Agricultural Land.
Stage 3 Assessment (land to the south east)

Planning History / Background

3.134 Previous planning applications on the land relate to wider minerals and associated restoration schemes. The area is approximately 2ha in size.

Green Belt and Countryside Character

3.135 Development in this location would be seen against existing built form of Maidenhead to the east along Sheephouse Road. The area is able to relate well to the main existing excluded settlement in the south and the east. The area does not protrude into the countryside beyond the existing settlement to the north.

3.136 The site has clear boundaries which could act to avoid the future encroachment of development, in the form of a lake to the west and mature copse of trees to the north.

3.137 The area is within the 'Settled Developed Floodplain' landscape character area. The landscape character assessment considers the condition of much of the landscape to be poor, both due to the recent and extensive impact of gravel extraction and the spread of 'edge of town' development radiating from the urban conurbations. It is considered that the fragmented landscape is of great diversity, which requires the 'redefinition' and strengthening of its overall structure. Smaller scale development could assist in redefining the landscapes 'sense of place' and distinctiveness and repair and improve degraded areas if undertaken appropriately. In overall terms landscape capacity is considered to be medium.

3.138 The area itself is currently open grassland.
Settlement and Townscape Character

3.139 The area is connected to the existing settlement to the east and south. It is likely that development in this area would be able to integrate with the wider urban area, particularly to the south. The surrounding land uses are residential properties to the south and east, a lake to the west and farmland to the north.

3.140 The area predominantly abuts the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 AD and AE). This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends.

Historic Environment

3.141 There are no known heritage assets in the immediate area.

3.142 This area is within an area of high archaeological potential, given its location partly on gravels known to have significant potential for Prehistoric archaeology. The part of the area covering the buildings at Sheephouse Farm is unlikely to have significant remaining archaeological potential, given the level of development which will have already had an impact on below ground remains, and so any archaeological mitigation works within this area are likely to be limited in scope, restricted to previous open ground, and undertaken post-determination, by way of a condition requiring a programme of archaeological works. Likewise the part of the site at Fullers Yard, which again will have seen some truncation due to buildings and associated works. Any large-scale redevelopment of the broader study area though would require pre-application assessment in order to identify any areas with lesser potential (due to land use of any extraction-related works) and refine the potential of the remainder of the site to ascertain whether field evaluation is necessary to inform a planning decision.

Biodiversity

3.143 None of the area itself is designated for its ecological value, but the lake adjoining the area to the west is designated as a Local Wildlife Site for its ecological value.

3.144 The habitat of the area is open grassland, with surrounding mature trees and vegetations.

3.145 The area contains some Berkshire protected species.

Flooding

3.146 The majority of the area is within floodzone 3a (high risk), with remaining small pockets of land within floodzone 2 (medium risk). The SFRA states that areas of ‘high’ probability of flooding are assessed as having a 1 in 100 or greater chance of river flooding (>1%) in any year, and are referred to as Zone 3 High Probability. Development within these areas may only be considered following application of the Sequential Test and where necessary the Exception Test. More vulnerable development (e.g. housing) should be avoided wherever possible.

Other Environmental Considerations

3.147 Land to the west of the area is potentially subject to contamination owing to previous minerals workings nearby.

Resources

3.148 The north west of the area is classified as Grade 2 Best and Most Versatile Agricultural Land, with land to the south west classified as Grade 4 and the remainder unclassified. None of this land appears to be in use for agriculture.

3.149 The area is located in proximity to a groundwater Source Protection Zone (SPZ). As the area is located within zone 3, residential development is considered unlikely to cause an adverse impact on water quality.

Infrastructure

3.150 Thames Water has concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network capacity in this area at present is considered unlikely to be able to support the demand anticipated from development. Drainage Infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a drainage strategy would be required from the
Area Analysis

developer to determine the exact impact on existing infrastructure and the significance of the infrastructure to support development. It should be noted that in the event of an upgrade to assets being required, up to three years lead in time could be necessary for the delivery of the infrastructure.

3.151 If development to south of site occurs, flows between sewers might need to be split since the foul sewers are all small diameter. There are known network issues in the area, with fat and grease being a known issue in area.

3.152 Development of this area for housing would require provision of a new primary school to ensure capacity of school places could meet demand generated by development. It is likely that extra secondary school places would also be required if development occurred in this area.

3.153 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace.

Highways and Accessibility

3.154 Sheephouse Road is a classified un-numbered road which joins the primary road network at the A4094 Lower Cookham Road to the north and the A4 Bridge Street via Ray Park Avenue to the south. Visibility is partially restricted at the Sheephouse Road junction with Lower Cookham Road by a line of mature trees. Ray Park Avenue is restricted to a left turn out onto the A4 which adds to pressure at the A4094/A4 roundabout junction. There is congestion on the primary network at peak times. Access can be derived directly to Sheephouse Road by way of new priority T-junctions. A continuous 2.0m wide footway should be provided along the western side of Sheephouse Road linking to existing paths. A series of crossing points and traffic islands should also be considered.

3.155 The area would need to be assessed along with any other surrounding areas considered suitable. This would be in addition to junction operation modelling testing which would be undertaken through a Transport Assessment. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.156 The nearest local centre is approximately 1.1km away to the south. The nearest health facilities are approximately 1km away to the south of the area.

3.157 The area is approximately 400m away from the national cycle network, benefits from bus routes along Sheephouse Road to the east, and is 1.4km away from Furze Platt train station.

Sustainability Appraisal

3.158 The area scored -32 when assessed against sustainability objectives.

Availability

3.159 No land within the area is known to be available for development.
Area Description

3.160 The area is located to the west of Cannon Lane, Cox Green. The area is approximately 28.48 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.161 The area lies to the west of Cox Green, in a wide gap between it and Littlewick Green to the west. The gap between Cannon Lane and Cherry Garden Lane is some 900m at its widest point to the north, and approximately 630m at its narrowest from the edge of Foundation Park to the south of the area.

3.162 The area has defensible boundaries in the north in the form of mature hedges and Maidenhead Thicket. From Cannon Lane in the east there are some mature trees bounding a strip of land westwards. Beyond this tree line, a defensible boundary takes the form of a hedge demarcation for a school. Firs Lane provides a boundary to the south of this part of the area. Beyond Foundation Park to the west of the area, there are no clear boundaries which could act to avoid the future encroachment of development.

3.163 Despite having a defensible boundary, the area north of Firs Lane beyond the mature tree line would represent a western protrusion into the countryside, extending beyond the existing build area to the south in its entirety.
Area Analysis

Countryside setting and topography

3.164 The area is characterised by open farmland with mature hedges and a line of trees parallel to Cannon Lane.

3.165 The topography of the area rises gently to the north and westwards across the area.

Agriculture

3.166 Much of the area is classified as Grade 2 Best and Most Versatile Agricultural Land, except for the very north and east of the area abutting Cannon Lane which is unclassified. The unclassified area to the north would not enable a logical settlement boundary to be created, representing a protrusion into the Green Belt, however the strip of land to the east of the area along Cannon Lane could form a logical settlement boundary.

Nature conservation and ancient woodland

3.167 There are Berkshire protected species in the area. Although the immediate area itself is not designated for its ecological value, there is a Local Wildlife Site designation covering Maidenhead Thicket to the north of the area.

3.168 Much of the area is within a 500m buffer of ancient woodland, however development is unlikely to have an adverse impact since the site being separated from the woodland by a road and some dwellings adjoining the area itself.

Historic environment

3.169 There are no known heritage assets in the immediate area.

Pollution

3.170 The area is constrained by some contamination buffers to the south, and noise pollution potential to the north owing to the A404M, however these are not deemed to make the area unsuitable.

Minerals

3.171 There are no mineral workings in or surrounding the area.

Stage 2: Conclusion

Pass in part

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria. Due to the good defensibility of boundaries and no agricultural land classification, a strip of land along Cannon Lane is deemed suitable for further consideration.

Reject in part

Adverse impacts have been demonstrated through the assessment of Stage 2 criteria for the area west of Firs Lane, Foundation Park and the tree line off Cannon Lane. This is due to poor defensibility of boundaries and Grade 2 Best and Most Versatile Agricultural Land classification.
3.172 There is no relevant planning history. The area is approximately 1.8ha in size.

3.173 Development of this area would be seen against existing built form and be bounded to the south by the urban edge, and to the north by existing residential properties also. The area has good defensible boundaries to the west nearer the existing urban edge, formed by a line of mature trees and vegetation.

3.174 The area is within the 'Settled Farmed Sands and Clays' landscape character area. This landscape has a diverse yet generally intact rural character. The M4 motorway corridor (west of Junction 8/9), which dissects this landscape to the south of the area, has only a localised impact on character due to the low lying nature of the landform and the presence of woodland copses and hedgerows which intercept views. The landscape character assessment considers the perceived quietness of this landscape and rural character make it sensitive to increases in traffic, noise and lighting, through farm diversification and residential development, for example. The study deems the overall capacity for change as being low.

3.175 The area itself appears to be used for arable farming.
## Area Analysis

### Settlement and Townscape Character

3.176 The area is connected to the existing settlement via Cannon Road to the east and Firs Lane to the south. There is already some residential housing (large detached dwellings) in the north east of the area. Since the area abuts Cannon Lane on one side, it should connect well with the existing urban area.

3.177 The area abuts the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 M). This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends. To the south the 'Industrial and Commercial Estates' area (17B) is characterised by low density industrial and commercial development including industrial estates, business parks and offices, where development is within large plots, accessed by roads terminating in dead ends.

### Historic Environment

3.178 There are no known heritage assets in the area.

3.179 The Berkshire Historic Environment Record shows no recorded archaeological features within the area boundaries, although this is likely to be due to the lack of previous fieldwork and investigation. Immediately to the north within Maidenhead Thicket, a series of archaeological features represent earthwork remains dating to the Prehistoric, Roman and World War 1 periods. Significant Roman features have also been found to the east in the Altwood area and to the south-west at Fiennes Farm. It is likely that settlement and agriculture extended into the area during the Prehistoric and Roman periods, and given the previously undeveloped nature of the area, archaeological deposits and features reflecting this are likely to survive below ground. Therefore a programme of assessment and evaluation would be required prior to submission of any planning application for this area, to inform development proposals. Depending on the results of this investigation, further work may be required to ensure that the impact on archaeology can be mitigated satisfactorily.

### Biodiversity

3.180 To the north of the area beyond the existing residential properties, there is a lowland mixed deciduous woodland Local Wildlife Site.

3.181 The habitat is primarily cultivated/disturbed arable land.

### Flooding

3.182 The area is in floodzone 1 low probability, which according to the SFRA means the area is assessed as having a less than 1 in 1000 chance of flooding (<0.1%) in any year. As the area is greenfield it is likely to experience a significant decrease in permeability if built on, causing surface water runoff to increase. An increase in surface water runoff following any development would need to mitigated, e.g. through SUDs.

### Other Environmental Considerations

3.183 The north east of the area is likely to be subject to noise pollution, and other associated air quality issues from the nearby A-road. The very south of the area has potential contamination issues. These are considered unlikely to have a significant adverse impact on any residential development.

### Resources

3.184 The land does not have an agricultural classification.

3.185 The area is located within zone 3 groundwater Source Protection Zone (SPZ). Residential development is considered unlikely to cause an adverse impact on water quality.

### Infrastructure

3.186 Thames Water has concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network capacity in this area at present is considered unlikely to be able to support the demand anticipated from development. Drainage Infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a drainage strategy would be required from the
developer to determine the exact impact on existing infrastructure and the significance of the infrastructure to support development. It should be noted that in the event of an upgrade to assets being required, up to three years lead in time could be necessary for the delivery of the infrastructure.

3.187 Most existing primary schools in the area are currently full with limited options for expansion to add extra capacity. It is likely that extra secondary school places in the town would also be required.

3.188 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace.

Highways and Accessibility

3.189 The area has extensive frontage to Cannon Road north of Foundation Park. Access can be derived directly to Cannon Road by way of new priority T-junctions. Depending upon the number of units right turn facilities may be required. Any frontage development involving individual accesses to serve new dwellings would require the provision of adequate on-site parking and turning facilities to ensure that the flow and safety of users of Cannon Lane would not be adversely affected. There may be future pressure to extend the 30mph speed restriction to the south of the area along the road frontage but this would need to be considered along with associated measures to reduce traffic speeds.

3.190 If taken forward the development would require a Transport Statement and should be considered in combination with any other areas in the vicinity through a strategic model. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.191 The nearest local centre is approximately 650m away to the east. The nearest health facilities are approximately 30m to the east of the area.

3.192 The area is approximately 570m away from the national cycle network, benefits from bus routes along Cannon Lane to the east, and is 2.8km away from Maidenhead train station.

Sustainability Appraisal

3.193 The area scored -11 when assessed against sustainability objectives.

Availability

3.194 Most of the area has been promoted through the SHLAA (ref: WM CG 0004). The land is currently owned by Claire’s Court School. The promoted land amounts to 21.41 ha. The strip of land to the east is approximately 1.9ha.
Area Analysis

Area 4B Cox Green - West of Woodlands Park; South of the Railway Line

Area Description

3.195 The northern part of the area lies off Cannon Lane and is north of Breadcroft Lane. The southern part of the area encompasses part of White Waltham Airfield, accessed from Waltham Road. The area is approximately 30 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.196 The area lies to the west of Cox Green south of the railway line, which extends into open countryside.

3.197 The area has some defensible boundaries in the north of the area, forming a triangle of land south of the railway and bounded by roads. By contrast the airfield has poor defensible boundaries, with only the railway line in the north providing a boundary that could clearly prevent future encroachment of development into the countryside. There are no defensible boundaries to the west. Thus development on the site could harm the openness of the Green Belt.
Countryside setting and topography

3.198 The area is characterised in the north by a triangle of open land (bounded by the railway line to the north and Breadcroft Lane to the south) and to the south by open land used by White Waltham Airfield and its associated infrastructure. The area south of Breadcroft Lane would result in the loss or relocation of airfield activities which provide employment and recreation opportunities for the local and wider area.

3.199 The topography of the area rises gently to the north and westwards across the area in the triangle of land to the south of the railway, and is relatively flat around the airfield.

Agriculture

3.200 The north of the area is mostly classified as Grade 2 Best and Most Versatile Agricultural Land (BMVAL) though it does not appear to have been in agricultural use for some time, being laid fallow with scattered trees. Accordingly, it is not considered that development on this land would result in the loss of BMVAL. The land south of the railway (and the north east of the land in the triangle of land north of Breadcroft Lane) is unclassified.

Nature conservation and ancient woodland

3.201 Whilst there are Berkshire protected species in the area, the area itself is not designated for its ecological value.

3.202 There is no ancient woodland within the area.

Historic environment

3.203 There are no known heritage assets in the immediate area.

Pollution

3.204 Most of the area is constrained by contamination buffers, and noise pollution potential is an additional constraint to the north owing to the railway line, apart from a small area near in the north bounded by Breadcroft Lane. The buffers into the triangle of land are not considered to make the land unsuitable for residential development in principle.

Minerals

3.205 There are no mineral workings in or surrounding the area.

Stage 2: Conclusion

Pass in part

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria for the triangle of land to the north. Despite its agricultural land classification, the area has not been in active agricultural use for some time.

Reject in part

Adverse impacts have been demonstrated through the assessment of Stage 2 criteria for the land south of Breadcroft Lane around the airfield. Development would harm the openness of the Green Belt and does not have defensible boundaries.
Area Analysis

Stage 3 Assessment (Area south of railway and north of Breadcroft Lane)

Planning History / Background

3.206 A planning application was refused in 1998 for development of this area for 128 residential properties (ref: 98/33172). This application was refused on grounds of: reliance on provision of affordable housing as a special circumstance for residential development in the Green Belt, the design of the scheme and number of houses were seen as over-development not in-keeping with the surrounding area, seeking to provide a train station but not including viability assessment work, and sustainability and highway concerns which were unresolved at the time of the application was being considered.

3.207 A previous application was submitted in 1986 but was withdrawn before a decision was made. The area is approximately 5.6ha in size.

Green Belt and Countryside Character

3.208 Noting that the airfield has already been excluded from further consideration (see Stage 2 assessment), development in the triangle of land bounded by the railway, Cannon Land and Breadcroft Lane would be seen against existing built form to the north, east and south. The area would be an infilling in the existing settlement boundary, only extending as far as the current built form to the west.

3.209 The railway line to the north and a road to the south form good defensible boundaries to prevent westward encroachment beyond the existing settlement extent.
3.210 The area is within the 'Open Chalk Farmland' landscape character area. According to the Landscape Character Assessment this landscape is distinctive due to its open and simple rural character. The expansive flat arable fields of cereal crops are defined by well maintained monoculture hedgerows. There are long distance views, sometimes panoramic. Scrub of elderberry, ash and brambles line the railway embankment of the Great Western railway line which runs through this landscape dissecting it in two. Activity at the Waltham Airfield and Maidenhead Business Park is apparent on the horizon to the east and is the only indicator of the proximity of the landscape to the western edge of Maidenhead. The study deems the overall capacity for change as being low.

3.211 The area itself is currently open grassland.

Settlement and Townscape Character

3.212 The area is connected to the existing settlement on the east, north and south. The surrounding land uses are residential properties to the east and south, and an industrial estate to the north beyond the railway. It is likely that development in this area would be able to connect to the existing urban area.

3.213 The area abuts the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 O) to the east. This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends. The area is linked to the 'Inter War Suburbs' townscape character area (8F) to the south. This area is characterised by medium density residential suburbs consisting of a distinctive network of curvilinear streets (crescents), linear streets (avenues) and ‘dead ends’ (closes). The north of the area is linked to 'Industrial and Commercial Estates' (17B) characterised by low density industrial and commercial development including industrial estates, business parks and offices, where development is within large plots, accessed by roads terminating in dead ends.

Historic Environment

3.214 There are no known heritage assets in the immediate area.

3.215 There are no features or finds noted on the Berkshire Historic Environment Record within the area boundaries, although it is located within a wider area considered to be of moderate potential for Prehistoric, Roman and Medieval archaeology. The tree and scrub cover on the area is likely to have disturbed any shallow deposits but further features may survive in area. Therefore a programme of assessment and evaluation would be required prior to submission of any planning application for this site, to inform development proposals. Depending on the results of this investigation, further work may be required to ensure that the impact on archaeology can be mitigated satisfactorily.

Biodiversity

3.216 The habitat for much of the area is mainly neutral grassland. The area is not designated for its ecological value.

3.217 There are Berkshire protected species in the area.

Flooding

3.218 The area is in floodzone 1 low probability, which, according to the SFRA means the area is assessed as having a less than 1 in 1000 chance of flooding (<0.1%) in any year. As the area is greenfield it is likely to experience a significant decrease in permeability if built on, causing surface water runoff to increase. An increase in surface water runoff following any development would need to be mitigated, e.g. through SUDs.

Other Environmental Considerations

3.219 Approximately 75% of the area lies within a contamination or railway buffer from the surrounding land uses. There are also potential noise pollution issues from surrounding land uses.

Resources

3.220 Although most of the land is classified as Grade 2 Agricultural Land with small portion to the north east unclassified, the land does not appear to have been in agricultural use for some time. According to national guidance, Grade 2 is classified as Best and Most Versatile Agricultural Land (BMVA). National guidance seeks
Area Analysis

to avoid development on BMVA (defined as grades 1, 2 and 3a of the Agricultural Land Classification). Thus although this area is classified as Grade 2, it is considered that there would be little harm in terms of the loss of agricultural land since the land does not appear to have been used for agriculture for some time.

3.221 The area is located within zone 3 groundwater Source Protection Zone (SPZ). Residential development is considered unlikely to cause an adverse impact on water quality.

Infrastructure

3.222 Thames Water has concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network capacity in this area at present is considered unlikely to be able to support the demand anticipated from development. Drainage Infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a drainage strategy would be required from the developer to determine the exact impact on existing infrastructure and the significance of the infrastructure to support development. It should be noted that in the event of an upgrade to assets being required, up to three years lead in time could be necessary for the delivery of the infrastructure.

3.223 The increase in demand from additional dwellings from sites 4A and 4B combined would need to be studied.

3.224 Most existing primary schools in the area are currently full with limited options for expansion to add extra capacity. It is likely that extra secondary school places in the town would also be required.

3.225 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace. This area arguably provides access to natural greenspace via public rights of way, so these would need to be taken into account in any proposals.

Highways and Accessibility

3.226 This section of Cannon Lane is subject to a 30mph speed restriction and is lit. There is an existing field gate access in close proximity to the traffic lights beneath the railway bridge. The triangular shaped area of land also fronts Breadcroft Lane which is generally substandard in width and also geometric layout and visibility at the junction with Cannon Lane. There is scope to provide an access to serve any development on the western side of Cannon Lane between the existing field gate access and the junction with Bissley Drive but this may involve some localised widening (and slight realignment of a bend in the road) to provide a 6.0m wide carriageway with a minimum 2.0m wide footway. In addition it would be appropriate to provide a number of pedestrian refuges to help reduce problems with severance and assist those wishing to cross the road.

3.227 The proposal would add to peak hour congestion which would need to be tested through the strategic model together with any other areas that emerge. This would be in addition to junction operation modelling testing which would be undertaken through the Transport Assessment. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.228 The nearest local centre is approximately 750m away to the east. The nearest health facilities area approximately 330m away to the south.

3.229 The area has access to bus services to the south of the area along Woodlands Park Road and Waltham Road. The nearest train station is Maidenhead railway station located in the town centre. The area can be accessed from either Cannon Lane in the east or Breadcroft Lane to the south.

Sustainability Appraisal

3.230 The area scored -17 when assessed against sustainability objectives.

Availability

3.231 Almost the entire area has been promoted through the SHLAA (ref: WM WW 0001). The area promoted is 3.85 ha.
Area 4C Cox Green - South of Woodlands Park

Area Description

3.232 The area lies to the south of Woodlands Park covering the area around Heywood Farm, south Maidenhead. The area is approximately 35.81 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.233 The area lies to the south of Woodlands Park, in a wide gap between it and White Waltham to the south. The land extends well beyond the existing settlement boundary of Woodlands Park, encroaching into the gap between it and the beginning of White Waltham. The gap is approximately 450m.

3.234 The area has defensible boundaries in the south in the form of a road leading to Heywood Farm. To the west a defensible boundary takes the form of Waltham Road, and to the east is Great Thrift Wood. These clear boundaries could act to avoid the future encroachment of development.

Countryside setting and topography

3.235 The area is characterised by open arable farmland, with the associated farm buildings located to the east.
Area Analysis

3.236 The topography of the area is relatively flat.

Agriculture

3.237 Much of the land is classified as Grade 2 Best and Most Versatile Agricultural Land, with the remaining land to the east Grade 3 and the far west unclassified. The unclassified area to the west or the Grade 3 to the east would not enable a logical settlement boundary to be created, representing protrusions into the Green Belt.

Nature conservation and ancient woodland

3.238 Great Thrift Wood to the immediate east of the area is designated as an SSSI, with riparian waterways along its edges. The area itself is not designated for its ecological value.

3.239 Much of the south and east of the site is within a 500m buffer of ancient woodland. Given the open nature of the area from the woodland to the site, it is considered that it is likely there would be an impact if the area was developed for housing.

Historic environment

3.240 There are several listed buildings associated with the farm complex.

Pollution

3.241 Parts of the area to the south and the west are in a contamination buffer, however these are not deemed to make the area unsuitable.

Minerals

3.242 There are no mineral workings in or surrounding the area.

Stage 2: Conclusion

Reject.

Adverse impacts have been demonstrated through assessment of the Stage 2 criteria. Development would encroach into the gap between Cox Green and White Waltham.
Area Description

3.243 The area is located off Woodlands Park Road and includes Lillibrooke Manor, south of Cox Green. The area is approximately 58.39 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.244 The area lies to the south of Cox Green, bounded to the west by the existing excluded settlement. As such development of the area would not result in encroachment beyond the urban edge into the open countryside.

3.245 The site has defensible boundaries on most sides, abutting the existing urban area to the north and west. The extent of Woodland Park in the west and the M4 to the very far south, mean any development should not impact on a settlement gap.

Countryside setting and topography

3.246 The area is characterised by open farmland, with mature trees forming demarcations within the area.

3.247 The topography of the area is relatively flat.
Area Analysis

Agriculture

3.248 The northern part of the area is classified as Grade 2 agricultural land, with the remaining land to the south Grade 3 and the uppermost northern tip unclassified. Whilst it is unknown whether the Grade 3 agricultural land to the south is Best and Most Versatile, it would not enable a logical settlement boundary to be created. It would instead represent a protrusion into the Green Belt since development would not be seen against built form.

Nature conservation and ancient woodland

3.249 Great Thrift Wood to the south is designated as an SSSI. Much of the south and east of the site is within a 500m buffer of ancient woodland. Given the open nature of the area from the woodland to the site, it is considered that it is likely there would be an impact if the area was developed for housing.

Historic environment

3.250 There are several Grade II listed buildings associated with Lillibrook Manor in the north east of the area. The area lies outside the restrictive covenant of Ockwells Manor.

Pollution

3.251 The land near Woodland Park industrial estate is within a contamination buffer for factory works, however this is not deemed to make the area unsuitable due to existing surrounding housing.

Minerals

3.252 There are no mineral workings in or surrounding the area.

Stage 2: Conclusion

Reject.

Adverse impacts have been demonstrated through the assessment of Stage 2 criteria.

Due to the Grade 2 Best and Most Versatile Agricultural Land classification to the north of the area, and the inability to create a subsequent logical settlement boundary with the remaining land to the south of the area, the area is not suitable for further consideration.
Area Description

3.253 The area lies south of Maidenhead, incorporating most of Maidenhead Golf Course. The area is approximately 53 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.254 The area lies south of Maidenhead, bounded to the east and west by existing excluded settlement. The area is not in a settlement gap.

3.255 The area has a defensible boundary to the south in the form of Harvest Hill Road, which provides a clear boundary and could act to avoid the future encroachment of development.

Countryside setting and topography

3.256 The area is characterised by open grassland currently being used as a golf course.

3.257 The topography rises gently, with the highest point being in the centre of the area.
Area Analysis

Agriculture

3.258 The area has no agricultural classification.

Nature conservation and ancient woodland

3.259 There are Berkshire protected species in the area. The area itself is not designated for its ecological value.

3.260 There is some mature woodland to the north of the area (Rushington Copse) which is considered likely to be ancient, and to contain native flora and fauna. The trees in the area are considered to be of local importance, providing visible tree lines when viewed from Braywick Park.

Historic environment

3.261 There are no known heritage assets in the immediate area.

Pollution

3.262 The north east of the area lies within an air quality buffer, however it is considered that any impact of development on the site could be mitigated.

Minerals

3.263 There are no mineral workings in the area, though there is a safeguarded minerals area to the south.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria.

Stage 3 Assessment

Planning History / Background

3.264 There have been several planning applications in the area in relation to its existing use for golf.

Green Belt and Countryside Character

3.265 Development in this location would be seen against existing built form to the east, north and west. The area would be an infilling of a green 'lung' into the urban area, which provides access to outdoor sports and recreation facilities for the surrounding urban area. Development of the area would only extend as far as the current built form to the east and west as far as Harvest Hill Road to the south. The topography of the area is such that this area is not visible from the strategic highway network to the south.

3.266 The area has good defensible boundaries to the south providing a clear boundary which could act to avoid the future encroachment of development.

3.267 The area is within the 'Settled Farmed Sands and Clays' landscape character area. This landscape has a diverse yet generally intact rural character. The M4 motorway corridor (west of Junction 8/9), which dissect this landscape to the south of the area, has only a localised impact on character due to the low lying nature of the landform and the presence of woodland copses and hedgerows which intercept views. The landscape character assessment considers the perceived quietness of this landscape and rural character make it sensitive to increases in traffic, noise and lighting, through farm diversification and residential development, for example. The study deems the overall capacity for change as being low.

3.268 The area itself is currently used as a golf course and its associated buildings, comprising managed open grassland with mature trees for the remainder.
Settlement and Townscape Character

3.269 The area is connected to the existing settlement boundary on three sides. The surrounding area is characterised by a variety of residential property types. The topography of the area slopes down steeply southeastwards towards Harvest Hill Road. Although the surrounding area is already developed, if this whole area were to be added to the urban area, it would change the character of the area. Indeed in open space terms the golf course provides an outdoor sports facility, and can also be accessed via a public right of way from the urban area in both the east and west. Notwithstanding this, there is potential to develop towards to the north of the area, since this part of the area is particularly close to Maidenhead town centre services and facilities.

3.270 The area predominantly abuts the 'Leafy Residential Suburbs' (13N) and 'Industrial and Commercial Estates' (17E) to the north. The former is characterised by low to medium density residential suburbs with characteristic 'leafy' streets. The latter area is characterised by low density industrial and commercial development including industrial estates, business parks and offices, where development is within large plots, accessed by roads terminating in dead ends. Although the area does not directly abut the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 O), this is adjacent beyond the A404M to the west. This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends.

Historic Environment

3.271 There are no known heritage assets with the area.

3.272 The area is within an area of archaeological potential, being situated on a gravel terrace known to have been favoured for settlement and other activities throughout the Prehistoric period. The Berkshire Historic Environment Record notes a possible Roman villa a short distance to the west, and ring ditches have also been noted at the nearby Larchfield School (observed through aerial photography). Iron Age pits containing pottery and worked flint were found during excavation at Courtlands, and several finds of Prehistoric and Roman date are recorded from the immediate vicinity. Therefore an archaeological desk-based assessment would be required at an early stage, and this should focus, as well as the archaeological background, on any impacts that can be demonstrated from previous land uses (e.g. landscaping related to the golf course). This information would be needed prior to determination of any planning application for large-scale redevelopment, to ensure that any impacts on important remains can be mitigated, either through preservation in situ or "by record" (through careful excavation, recording and analysis).

Biodiversity

3.273 The habitat of the area is predominantly grassland, with some mature lowland mixed deciduous woodland in copses.

3.274 The area has some TPOs in the area to the west bounds Shoppenhangers Road.

3.275 The area contains some Berkshire protected species.

Flooding

3.276 The area is in floodzone 1 low probability, which according to the SFRA means the area is assessed as having a less than 1 in 1000 chance of flooding (<0.1%) in any year. As the area is greenfield it is likely to experience a significant decrease in permeability if built on, causing surface water runoff to increase. An increase in surface water runoff following any development would need to mitigated, e.g. through SUDs. The topography of the area slopes gently southwards, so although the flood risk to the settlement is relatively low, this factor would need to be given careful consideration through design.

Other Environmental Considerations

3.277 The north east of the area falls within a buffer of an Air Quality Management Area. There are a couple of areas of potential contamination due to unknown filled ground from previous land uses to the south of the area.

Resources

3.278 The area has no agricultural land classification.
Area Analysis

3.279 The area falls within groundwater Source Protection Zones (SPZ) 2 and 3. Residential development is considered unlikely to cause an adverse impact on water quality.

Infrastructure

3.280 Thames Water has significant concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network in this area at present is highly unlikely to be able to support the demand anticipated from this development. Significant drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a detailed drainage strategy would be required from the developer to determine the exact impact on the infrastructure and the significance of the infrastructure to support the development. It should be noted that in the highly likely event of an upgrade to assets being required, there could be a period of over 3 years required for the delivery of the infrastructure.

3.281 An impact study would be required because this area could result in a large development. The local network is small in diameter, or may have rising mains, so accordingly new and upsized network would be required. The cumulative impact of other surrounding areas would be significant. Thames Water would need to assess impact on network and Sewage Treatment Works.

3.282 Currently local primary schools are mostly full and there are limited opportunities for further expansion. It is therefore likely that a new primary school would need to be built, particularly if other areas locally were developed. There is space on secondary school sites to expand, although this may be needed for children already in Maidenhead primary schools.

3.283 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace. The area itself provides outdoor recreation space for sports, and also contains public rights of way.

3.284 The north of the area has good access to Maidenhead town centre and its associated community facilities. The area overall should have good access to existing community facilities given it is bounded on three sides by excluded settlement.

Highways and Accessibility

3.285 Access to the highway network is derived from the north of the area via the existing golf course entrance situated opposite a school on the eastern side of Shoppenhangers Road, a classified un-numbered road. There is scope to improve the current access to include footways etc to serve some limited development, but not the scale envisaged. To the south, the site also has extensive frontage along Harvest Hill Road (another classified un-numbered road) and there is a difference in levels between the public highway down to the golf course itself. There appears to be scope for some localised widening to provide a T-junction with a right turn lane and associated pedestrian refuges to serve a larger scale development off Harvest Hill Road between the Kimbers Lane junction and Manor Lane. It should be noted that a very large development would require more than one means of access.

3.286 It is expected that the Transport Assessment would identify significant problems with the operation of junctions already overloaded at peak times particularly in connection with a large development. In addition providing access from Harvest Hill Road would mean traffic wishing to access the network to the east would have to turn left onto the A308 Braywick Road, travel a short distance northwards and U-turn to access the southbound dual carriageway. Notwithstanding concerns about accessing the area, appropriate mitigation measures/works will need to be identified and sought if a development of this scale and size does come forward, as well as assessing the cumulative impacts if other areas nearby were to come forward also. The area is considered to have significant highways issues.

3.287 Maidenhead town centre is approximately 200m away to the north. The nearest health facilities are approximately 300m to the west of the area.

3.288 The area is approximately 70m away from the national cycle network, benefits from bus routes along Braywick Road to the east and Shoppenhangers Road to the west, and is 200m away from Maidenhead train station. The strategic road network is easily accessible to the south.
Sustainability Appraisal

3.289 The area scored 15 when assessed against sustainability appraisal objectives.

Availability

3.290 The golf course land is owned by the Borough Council. The current tenant has an on-going lease with a term ending 28th September 2039. No land in the area is known to be currently available for development.
Area Description

3.291 The area lies to the south of Ockwells Road, bounded to the east by the A404M, south of Cox Green in Maidenhead. The area is approximately 21.39 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.292 The area lies south of Maidenhead linking to the existing excluded settlement to the north. The area is not in a settlement gap, but combined with the other areas, forms a green entrance into Maidenhead from the strategic highway network.

3.293 The area has good defensible boundaries provided by roads on all but the western side, which is provided by the restrictive Ockwells covenant. Despite these good defensible boundaries, if the entire area were to be developed it may not create a logical settlement pattern, extending further south than the existing excluded settlement.

Countryside setting and topography

3.294 The area contains a farm to the north with some residential dwellings. Overall the area is characterised by agricultural land with some mature trees and vegetation providing demarcation.
3.295  The topography of the area is relatively flat.

Agriculture

3.296  The area is mostly classified as Grade 3 agricultural land, with some land to the far north and far south unclassified. It is unknown whether the land is classified as Best and Most Versatile Agricultural Land.

Nature conservation and ancient woodland

3.297  The area itself is not designated for its ecological value.

3.298  The area does not have any ancient woodland. The south west of the area is within a 500m buffer of ancient woodland contained in nearby Great Thrift Wood.

Historic environment

3.299  There are no known heritage assets in the immediate area, though the area could be classified as part of the wider setting of Grade I listed Ockwells Manor which lies to the west.

Pollution

3.300  The north, east and southern parts of the site are in noise pollution buffers from the surrounding road network, however it is considered that the impact of this could be mitigated if this site was developed.

Minerals

3.301  There are no mineral workings in the area.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria.

Stage 3 Assessment

Planning History / Background

3.302  There is no relevant planning history.

Green Belt and Countryside Character

3.303  The area forms part of the green entrance into Maidenhead from the strategic highway network. Whilst the M4 and A404M ultimately form defensible boundaries to the south and east respectively, the restrictive Ockwells Manor covenant to the west means that the area is not able to relate well to the main existing excluded settlement in the north, with the area overall representing a southern extension that protrudes into the countryside. From the perspective of someone standing in the countryside, development of the area would not be seen against the built area behind, bringing the urban area visibility into the countryside. The area would result in the inefficient use of land and equate to urban sprawl into the Green Belt. This is exacerbated further when only the land known to be available for development is considered.

3.304  The area is within the 'Settled Farmed Sands and Clays' landscape character area. This landscape has a diverse yet generally intact rural character. The M4 motorway corridor (west of Junction 8/9), which dissects this landscape, has only a localised impact on character due to the low lying nature of the landform and the presence of woodland copses and hedgerows which intercept views. The landscape character assessment considers the perceived quietness of this landscape and rural character make it sensitive to increases in traffic, noise and lighting, through farm diversification and residential development, for example. The study deems the overall capacity of the area for change as being low.

3.305  The area itself is currently used for arable farming and has public rights of way providing access to the south beyond the M4.
Settlement and Townscape Character

3.306 The area is connected to the existing settlement via Ockwells Road to the north. There is already some residential housing (large detached dwellings) along this road and a working farm to the far east. It is likely that development in this location would be isolated from the wider urban area and therefore find it difficult to integrate with the existing community, both by the strategic highway network to the east, and by virtue of protruding southwards well beyond the existing excluded settlement boundary.

3.307 The area abuts the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 O). This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends.

Historic Environment

3.308 There are no known heritage assets within the area, though the west of the area follows the Ockwells Manor covenant, so the area boarders the wider setting of this important building.

3.309 The area is located in an area where little archaeological work has been undertaken, hence no features are recorded within the boundaries on the Berkshire Historic Environment Record. However its position, between the Medieval manors of Ockwells and Cresswells, and also close to the nationally important Neolithic and Saxon site at Moor Farm, means that it must be assumed to be of high archaeological potential. Therefore a programme of assessment and evaluation would be required prior to submission of any planning application for this area, to inform development proposals. Depending on the results of this investigation, further work may be required to ensure that the impact on archaeology can be mitigated satisfactorily.

Biodiversity

3.310 The south west of the area is within a 500m buffer of ancient woodland contained in nearby Great Thrift Wood. Given the open nature of the area from the woodland to the site, it is considered there could be an impact if this part of the area was developed for housing. However there are a couple of riparian waterways between the area and the woodland.

3.311 The habitat for much of the area is mainly improved grassland, with broad-leaved woodland to the south.

Flooding

3.312 Approximately half the area to the south west is within floodzone 3a (high risk), with additional land within floodzone 2 (medium risk). The SFRA states that areas of ‘high’ probability of flooding are assessed as having a 1 in 100 or greater chance of river flooding (>1%) in any year, and are referred to as Zone 3 High Probability. Development within these areas may only be considered following application of the Sequential Test and where necessary the Exception Test. More vulnerable development (e.g. housing) should be avoided wherever possible. Any development on land covered by floodzone 2 would require an application of the Sequential Test. Therefore any development in this area would need to be focused towards the north.

Other Environmental Considerations

3.313 The south and east of the area is likely to be subject to noise pollution, and other associated air quality issues from the strategic highway network, however it is considered that the impact of this could be mitigated through careful design.

Resources

3.314 Most of the land is classified as Grade 3 Agricultural Land with small portion to the south unclassified. According to national guidance, Grade 3A is classified as Best and Most Versatile Agricultural Land (BMVAL) and Grade 3B is not. It is unknown whether this area is Grade 3A or 3B and therefore a cautious approach must be applied, and the higher classification used. National guidance seeks to avoid development on BMVAL (defined as grades 1, 2 and 3a of the Agricultural Land Classification). Since this area is classified as Grade 3, it is considered that there would be harm in terms of the loss to agricultural land.

3.315 The area falls within groundwater Source Protection Zone (SPZ) 3. Residential development is not considered likely to cause an adverse impact on water quality.
Infrastructure

3.316 Thames Water has significant concerns regarding Waste Water Services in relation to this site. Specifically, the sewerage network in this area at present is highly unlikely to be able to support the demand anticipated from this development. Significant drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a detailed drainage strategy would be required from the developer to determine the exact impact on the infrastructure and the significance of the infrastructure to support the development. It should be noted that in the highly likely event of an upgrade to assets being required, there could be a period of over 3 years required for the delivery of the infrastructure.

3.317 The local network is small diameter, or may have rising mains, so new and upsized network would be required. The cumulative impact of other areas would be significant, so there would be a need to assess impact on network and Sewage Treatment Works.

3.318 Currently local primary schools are mostly full and there are limited opportunities for further expansion. It is therefore likely that a new primary school would need to be built, particularly if other areas locally were developed. There is space on secondary school sites to expand, although this may be needed for children already in Maidenhead primary schools.

3.319 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace. This area arguably provides access to natural greenspace via public rights of way, so these would need to be taken into account in any proposals.

3.320 The area is able to access existing community facilities in Cox Green.

Highways and Accessibility

3.321 Access to the network is gained in a westerly direction to the bifurcated junction with Cox Green Road and then northwards to the roundabout junction with Shoppenhangers Road. There is only one point of access and that is via the existing 6.0m access point to the site off Ockwells Road adjacent to the pedestrian access to/from the A404(M) overbridge. This entrance would need to be widened to accommodate footways and verges and this would affect land to the west adjoining the existing entrance. There is no visibility splay available at this entrance so engineering works would be needed to re-profile the turning area. Towards to bifurcated junction with Cox Green Road the carriageway narrows to 4.8m and is rural in character with no footways. If developed the site access and approach roads would need substantial improvement to be brought up to a standard and there would be a need to provide a secondary means of access for emergency vehicles. The site has significant highway issues which would require third party land and need further investigation.

3.322 The area is accessed off Ockwells Road to the north, which is a no-through road resulting in a dead-end where it meets the A404M to the east. Access over the A404M is only available via a footbridge over the road. The nearest local centre is approximately 1.4m away to the north west. The nearest health facilities are approximately 700m to the north of the area.

3.323 The area is approximately 750m away from the national cycle network, the nearest bus route is along Shoppenhangers Road and Woodlands Park Road to the north, and is 1.6km away from Maidenhead train station.

Sustainability Appraisal

3.324 The area scored -17 when assessed against sustainability objectives.

Availability

3.325 Much of the area has been promoted through the SHLAA (ref. WM CG 0011). This promoted area equate to approximately 14.4 ha.

3.326 The north west, and to the very far east and south of the area is not known to be available.
Area Analysis

Area 5C Maidenhead - Triangle M4, A308(M) and Ascot Road

Area Description

3.327 The area lies to the south of Maidenhead, with its boundaries formed by the M4, the A308(M) and the Ascot Road. The area is approximately 25.5ha in size.

Stage 2 Assessment

Gaps and boundaries

3.328 The area is not located in a gap between settlements nor does it form part of the setting of a historic town.

3.329 The area has a defensible boundaries formed by the M4, the A308(M) and the Ascot Road, which provide clear boundaries and could act to avoid the future encroachment of development.

Countryside setting and topography

3.330 The site is largely flat in nature and is characterised by open land with some mature trees and vegetation. It is not actively farmed.

3.331 The topography of the area is generally flat, though the surrounding road network provides the appearance of the site being lower than its surrounds.
Agriculture

3.332 The area has no agricultural classification.

Nature conservation and ancient woodland

3.333 The area itself is not designated for its ecological value.
3.334 The area does not contain any ancient woodland.

Historic environment

3.335 The area contains a scheduled ancient monument and archaeological potential in the north.

Pollution

3.336 The north east of the area lies within an air quality buffer, however it is considered that the impact could be mitigated.

Minerals

3.337 There are no mineral workings in the area, though there is a safeguarded minerals area to the north, beyond the A308M.

Stage 2: Conclusion
Pass.
Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria.

Stage 3 Assessment

Planning History / Background

3.338 There was a proposal in 1997 for a 'service area for eastbound M4 motorway traffic including fuel area amenity building travel lodge and parking' which was withdrawn. The area itself is currently open grassland with mature trees and vegetation. It is used for recreation events periodically throughout the year. There have been recent discussions about the possibility of locating a 'super-hospital' in the area.

Green Belt and Countryside Character

3.339 The area comprises open land in the Green Belt. Whilst contributing to the Green Belt, it is not in a gap or the setting of a historic town. The strong physical boundaries to the area in the form of major roads stops potential future encroachment, however the containment also means that development would not be viewed against other built up areas from some perspective in the countryside.

3.340 The area forms part of the green 'entrance' into Maidenhead. Highly prominent development would impact upon this this character. Mature vegetation screens views towards the sites form the Ascot Road, particularly the western side of the area. Whilst views are possible into the site from the M4 and the A308(M), the most prominent views are to the western side.

3.341 The area is within the 'Settled Farmed Sands and Clays' landscape character area. This landscape has a diverse yet generally intact rural character. The M4 motorway corridor (west of Junction 8/9), which dissects this landscape, has only a localised impact on character due to the low lying nature of the landform and the presence of woodland copses and hedgerows which intercept views. The landscape character assessment considers the perceived quietness of this landscape and rural character make it sensitive to increases in traffic, noise and lighting, through farm diversification and residential development, for example. The study deems the overall capacity for change as being low.
Area Analysis

Settlement and Townscape Character

3.342 The eastern side of the area is in proximity to the residential properties in Willow Drive, Windsor Road and Priors Way. Notwithstanding the self-containment of the site, caused primarily by the surrounding main roads, development here may feel slightly detached and it would be more difficult to integrate development into the wider area.

3.343 The area predominantly is in proximity to the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 X). This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends. The area is also linked to the 'Industrial and Commercial Estates' townscape character area (17 N) and 'Villas in a Woodland Setting (14 C)'. The former area is characterised by low density industrial and commercial development including industrial estates, business parks and offices, where development is within large plots, accessed by roads terminating in dead ends. The latter character area is characterised by an extremely low density residential suburb comprising large villas set in large, irregular plots, with dwellings occupy large footprints, set within extremely large garden plots.

Historic Environment

3.344 This area contains a nationally important Mesolithic site, designated as a Scheduled Ancient Monument (NHL ref 1006974), known to be overlain with equally significant Saxon settlement. Lithic finds from the site suggest occupation through the late Mesolithic and into the Neolithic period, as well as some exploitation in the Bronze Age. Such finds do not occur in isolation and there is potential for similar deposits throughout this area. Any associated remains would be considered to be regionally or nationally important, and require preservation in situ, as well as consideration of their setting, which should also be protected.

3.345 However, large parts of this site outside of the scheduled area have been affected by gravel extraction and construction works which will have had a severe impact on archaeological deposits, usually resulting in serious truncation or total removal. Therefore archaeological assessment within a heritage statement should focus on known and demonstrable previous impacts, identifying (and testing) areas where potential is thought to have been removed, and assessing through field evaluation any areas outside the former gravel workings, where archaeological remains of significance may still survive. These works should be carried out prior to any detailed designs, so that appropriate mitigation can be ensured.

Biodiversity

3.346 The habitat of the area is predominantly grassland, with some mature lowland mixed deciduous woodland bordering the A308M and M4 to the west and south.

3.347 Some trees along the east side of Ascot Road are protected through Tree Preservation Orders.

Flooding

3.348 The Cut runs along the northern boundary of the area. Approximately half of the area to the north and west is within floodzone 3a (high risk), with additional land within floodzone 2 (medium risk). The SFRA states that areas of ‘high’ probability of flooding are assessed as having a 1 in 100 or greater chance of river flooding (>1%) in any year, and are referred to as Zone 3 High Probability. Development within these areas may only be considered following application of the Sequential Test and where necessary the Exception Test. More vulnerable development (e.g. housing) should be avoided wherever possible. As such it is deemed inappropriate to propose land for housing on the south west of the site in floodzone 3. Any development on land covered by floodzone 2 would require an application of the Sequential Test. Therefore any development in this area should be focused towards the east.

Other Environmental Considerations

3.349 All sides of the area are likely to be subject to noise pollution, and other associated air quality issues from the strategic highway network, and A-roads. However it is considered that the adverse impact could be mitigated through careful design.

Resources

3.350 This area is not classified as agricultural land.
3.351 The area falls within groundwater Source Protection Zone (SPZ) 3. Residential development is considered unlikely to cause adverse impacts on water quality.

**Infrastructure**

3.352 Thames Water has significant concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network in this area at present is highly unlikely to be able to support the demand anticipated from this development. Significant drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a detailed drainage strategy would be required from the developer to determine the exact impact on the infrastructure and the significance of the infrastructure to support the development. It should be noted that in the highly likely event of an upgrade to assets being required, there could be a period of over 3 years required for the delivery of the infrastructure.

3.353 The local network is small diameter, or may have rising mains, so new and upsized network would be required. The cumulative impact of other areas would be significant. Therefore would need to assess impact on network and Sewage Treatment Works.

3.354 Currently local primary schools are mostly full and there are limited opportunities for further expansion. It is therefore likely that a new primary school would need to be built, particularly if other areas locally were developed. There is space on secondary school sites to expand, although this may be needed for children already in Maidenhead primary schools.

3.355 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace.

3.356 The area has access to existing community facilities in Maidenhead town centre and Holyport.

**Highways and Accessibility**

3.357 The area has frontage and direct access to the A330 Ascot Road and this road is the site’s connection to the rest of the highway network primarily via the roundabout junction at Bray Wick. This roundabout junction already has five arms; another arm off the roundabout junction to serve the area is considered to be unsuitable since it would likely cause problems with conflicting vehicle movements and drivers misinterpreting signals. There may be scope to provide two points of access (with right turn facilities) to the Ascot Road but this would require careful consideration of junction spacing between any additional access to this site and existing points of access. Subject to agreement from the Department for Transport/Highways Agency (Dft/HA) there may be another way to provide secondary access to the site and that would be by way of an entry only off the A308(M).

3.358 New priority T-Junction access points to the area from the A330 Ascot Road should be provided, and a speed check should be carried out. If speeds are consistently being exceeded then it may be prudent to introduce appropriate mitigation measures as part of any development. In any event, a series of crossing points at least by way of pedestrian refuges and junction protection traffic islands together with environmental features should be introduced to help address any future issues that may arise with regard to safety and severance. The proposal would add to peak hour congestion which would need to be tested together with any other areas that emerge. This would be in addition to junction operation modelling testing which would be undertaken through a Transport Assessment. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.359 The nearest local centre is approximately 750m away to the south. The nearest health facilities are approximately 750m to the south of the area.

3.360 The area is approximately 150m away from the national cycle network, benefits from bus routes along Ascot Road to the east, and is 1.7km away from Maidenhead train station. The strategic road network is easily accessible to the north.

**Sustainability Appraisal**

3.361 The area scored -14 when assessed against sustainability appraisal objectives.
Area Analysis

Availability

3.362 The entire area has been promoted through the SHLAA (ref: WM BR 0018). The promoted land equates to approximately 25.5ha.
Area Description

3.363 The area lies to the south of Manor Road and Harvest Hill Road, Maidenhead. The area is approximately 8 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.364 The area lies south of Maidenhead, bounded to the north by existing excluded settlement. The area is not in a settlement gap.

3.365 Clear defensible boundaries are formed by the A404M and Kimbers Lane roads, and extensive mature vegetation.

Countryside setting and topography

3.366 The area is characterised by open grassland to the west, and a residential property with substantial grounds to the east.

3.367 The land rises steeply from the south to the north. Notwithstanding this, views into the site are restricted by the mature boundary vegetation.
Area Analysis

Agriculture

3.368 There is a small piece of Grade 3 classified agricultural land however the majority of the area is unclassified.

Nature conservation and ancient woodland

3.369 The area itself is not designated for its ecological value.

3.370 The area does not contain any ancient woodland.

Historic environment

3.371 There are no known heritage assets in the immediate area.

Pollution

3.372 The area's proximity to the A404(M) means that traffic noise is present across the site, but is more pronounced towards the south.

Minerals

3.373 There are no mineral workings in the area, though there is a safeguarded minerals area beyond to the south of Kimbers Lane.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through assessment of Stage 2 criteria.

Stage 3 Assessment

Planning History / Background

3.374 There have been householder planning applications in relation to existing properties in the area.

Green Belt and Countryside Character

3.375 The area comprises a mixture of open land and land within a residential curtilage. Whilst contributing to the Green Belt, it is not in a gap to prevent neighbouring towns merging into one another. The surrounding roads provide strong physical boundaries. The extensive mature vegetation provides a high level of screening from outside of the area limiting any visual impacts.

3.376 The area is within the ‘Settled Farmed Sands and Clays' landscape character area. This landscape has a diverse yet generally intact rural character. The M4 motorway corridor (west of Junction 8/9), which dissects this landscape to the south of the area, has only a localised impact on character due to the low lying nature of the landform and the presence of woodland copses and hedgerows which intercept views. The landscape character assessment considers the perceived quietness of this landscape and rural character make it sensitive to increases in traffic, noise and lighting, through farm diversification and residential development, for example. The study deems the overall capacity for change as being low.

Settlement and Townscape Character

3.377 The urban form at this location is one which evolves from an urban environment into one of a more spacious, green setting. The area is connected to the existing settlement boundary to the north and west. It is likely that development in this area could be designed to integrate into the wider area.

3.378 The area predominantly abuts the 'Leafy Residential Suburbs' (13N) and 'Industrial and Commercial Estates' (17E) to the north. The former is characterised by low to medium density residential suburbs with characteristic ‘leafy’ streets. The latter area is characterised by low density industrial and commercial
development including industrial estates, business parks and offices, where development is within large plots, accessed by roads terminating in dead ends. Although the area does not directly abut the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 O), this is adjacent beyond the A404M to the west. This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends.

**Historic Environment**

3.379 There are no known heritage assets in the immediate area.

3.380 The geology and the general pattern of exploitation in the Prehistoric and Roman periods mean that some archaeological potential must be assumed. Given the undeveloped nature of large parts of this area, it is likely that archaeological features from these periods survive below ground, and the potential significance of these means they should be a consideration in the planning of any redevelopment. A full archaeological desk-based assessment would be required prior to any application, and a phase of fieldwork evaluation is likely to be needed before determination, to demonstrate that appropriate mitigation is possible.

**Biodiversity**

3.381 The habitat of the area is predominantly grassland, with some mature lowland mixed deciduous woodland bordering the A404M to the west.

3.382 Some of the trees in proximity to the site of the former Shoppenhangers Manor are protected through Tree Preservation Orders.

**Flooding**

3.383 The area is in floodzone 1 (low probability), which according to the SFRA means the area is assessed as having a less than 1 in 1000 chance of flooding (<0.1%) in any year. As the area is greenfield it is likely to experience a significant decrease in permeability if built on, causing surface water runoff to increase. An increase in surface water runoff following any development would need to be mitigated, e.g. through SUDs. The topography of the area slopes away from the existing settlement so the flood risk to the settlement is relatively low.

**Other Environmental Considerations**

3.384 The west of the area is likely to be subject to noise pollution, and other associated air quality issues from the strategic highway network, and A-roads.

**Resources**

3.385 The majority of the area has no Agricultural Land Classification. A small portion of land to the south along Kimbers Lane is Grade 3, but this land is not currently in use for agriculture. It is not considered that there would be harm in terms of the loss of agricultural land.

3.386 The area is located within zone 3 of a groundwater Source Protection Zone (SPZ). Residential development is considered unlikely to cause an adverse impact on water quality.

**Infrastructure**

3.387 Thames Water has significant concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network in this area at present is highly unlikely to be able to support the demand anticipated from this development. Significant drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a detailed drainage strategy would be required from the developer to determine the exact impact on the infrastructure and the significance of the infrastructure to support the development. It should be noted that in the highly likely event of an upgrade to assets being required, there could be a period of over 3 years required for the delivery of the infrastructure.

3.388 The local network is small diameter, or may have rising mains, so new and upsized network would be required. The cumulative impact of other areas would be significant. Therefore would need to assess impact on network and Sewage Treatment Works.
Area Analysis

3.389 Currently local primary schools are mostly full and there are limited opportunities for further expansion. It is therefore likely that a new primary school would need to be built, particularly if other areas locally were developed. There is space on secondary school sites to expand, although this may be needed for children already in Maidenhead primary schools.

3.390 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace.

3.391 The area is able to access existing community facilities in the surrounding urban area.

Highways and Accessibility

3.392 Access to the network is derived by way of Shoppenhangers Road (a classified un-numbered road), via Manor Lane and Harvest Hill Road (a classified un-numbered road), via Manor Road and Kimbers Lane. The carriageway is generally 6.0m wide but this narrows to 4.8m east of its junction with Spring Hill towards Manor House. Since Spring Hill is only 3.6m wide with hardly any verge. In connection with any development this could possibly be restricted for use by pedestrians and cyclists and equestrian traffic only. Kimbers Lane is rural in character and would need to be widened and make provision for pedestrians if it is to serve residential development for this area. There is potential to provide access road(s) to serve residential development at various points along Manor Lane but it may be necessary to undertake some localised widening at its eastern end.

3.393 Visibility is sufficient at the existing Kimbers Lane and Manor Lane junctions with Harvest Hill Road. A right turn lane is already envisaged as part of the Shoppenhangers Manor appeal development at the Manor Lane junction with Shoppenhangers Road. The proposal would add to peak hour congestion which would also need to be tested through the strategic model together with any other sites that, in addition to junction operation modelling testing which would be undertaken through a Transport Assessment. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.394 Maidenhead town centre is approximately 1.3km away to the north. The nearest health facilities are approximately 380m to the north of the area.

3.395 The area is approximately 570m away from the national cycle network, benefits from bus routes along Shoppenhangers Road to the north, and is 1.2km away from Maidenhead train station. The strategic road network is easily accessible to the north west.

Sustainability Appraisal

3.396 The area scored -6 when assessed against sustainability appraisal objectives.

Availability

3.397 Almost the entire area has been promoted through the SHLAA (refs: WM MA 5031 and WM MA 5085). The boundaries of the areas promoted do not fully align with the sub-area, but the promoted land does link to cover the area overall. The land promoted equates to approximately 10.17 ha.
Area 5E Maidenhead - Area south of Harvest Hill Road and east of Kimbers Lane

**Area Description**

3.398 The area is located to the south of Harvest Hill Road in Maidenhead. The area is approximately 34.5 ha in size.

**Stage 2 Assessment**

Gaps and boundaries

3.399 The area lies south of Maidenhead, and in combination with other areas it forms a green entrance to Maidenhead from the strategic road network. The area is not in a settlement gap.

3.400 The area has good defensible boundaries, although it only connects to the existing excluded settlement on the eastern boundary. Whilst a small area to the east could be deemed to create a more logical settlement boundary, this land has extensive tree coverage which would need to be considered carefully.

**Countryside setting and topography**

3.401 The area is characterised by open grassland for the most part, with minerals workings in the south west.

3.402 The area slopes steeply down to the A308M in the south.
Area Analysis

Agriculture

3.403 The west of the area is classified as Grade 3 agricultural land. Whilst the remainder has no agricultural classification.

Nature conservation and ancient woodland

3.404 Whilst there are Berkshire protected species in the area; the area itself is not designated for its ecological value.

3.405 The area does not contain any ancient woodland.

Historic environment

3.406 In the south west the area is in the setting of Braywick House, a Grade II* listed building.

Pollution

3.407 There is a small area with potential contamination in the north of the area from unknown filled ground and sewage, and potential noise pollution to the south where it bounds the A308M. However it is considered that the noise impacts could be mitigated if the site was developed.

Minerals

3.408 There is an area is safeguarded for secondary / recycled minerals aggregates (Kimbers Lane) in the west of the area.

Stage 2: Conclusion

Pass in part
Unacceptable adverse impacts have not been demonstrated through assessment of Stage 2 criteria.

The east of the area does not have an agricultural land classification and is closest to where the area connects to the existing settlement.

Reject in part
Adverse impacts have been demonstrated through assessment of Stage 2 criteria.

The west of the area contains Kimbers Lane safeguarded site for secondary / recycled minerals aggregates.
Stage 3 Assessment (land south of Harvest Hill Road)

Planning History / Background

3.409 There have been several planning applications with regards the current minerals workings. There have also been householder applications in relation to the existing residential properties within the area, and applications in relation to Braywick House. The area is approximately 11ha in size.

Green Belt and Countryside Character

3.410 The area forms part of the green entrance into Maidenhead, therefore development in this area would be highly visible and could change the character of the entrance into Maidenhead. Development in this location would affect the openness of the Green Belt, since it would not been seen against existing built form. A further consideration is that where the area abuts the existing settlement, this land has extensive tree coverage, beyond which there are limited defensible boundaries.

3.411 The A308M forms defensible boundaries to the south, and to the north Harvest Hill Road provides a boundary. However there is no existing defensible boundary to prevent future encroachment to the west.

3.412 The area is within the 'Settled Farmed Sands and Clays' landscape character area. This landscape has a diverse yet generally intact rural character. The M4 motorway corridor (west of Junction 8/9), which dissect this landscape, has only a localised impact on character due to the low lying nature of the landform and the presence of woodland copses and hedgerows which intercept views. The landscape character
Area Analysis

Assessment considers the perceived quietness of this landscape and rural character make it sensitive to increases in traffic, noise and lighting, through farm diversification and residential development, for example. The study deems the overall capacity for change as being low.

3.413 The area itself is currently used for several rural uses, including both pasture and arable farming.

Settlement and Townscape Character

3.414 The area is connected to the existing settlement via Braywick Road to the east. At this point along the road, there is a mix of commercial office buildings, and some larger residential properties. It is likely that development in this sub-area would be isolated from the wider urban area, being both south of Harvest Hill Road which divides the undeveloped area south of Maidenhead, and by extending a considerable distance east away from the existing urban area. This could make it difficult to integrate any development with the existing community.

3.415 The area predominantly abuts the 'Late 20th Century Suburbs (1960s onwards)' townscape character area (10 O). This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends. The area is also linked to the 'Industrial and Commercial Estates' townscape character area (17 O). This area is characterised by low density industrial and commercial development including industrial estates, business parks and offices, where development is within large plots, accessed by roads terminating in dead ends.

Historic Environment

3.416 There are no heritage assets with the area itself.

3.417 The east of the area is close or could be considered in the setting Braywick House, a Grade II* listed building. There is a Scheduled Ancient Monument adjacent the area to the south of the A308M.

3.418 The area is adjacent to the Neolithic and Saxon site at Moor Farm, which is legally designated as being of national importance, meaning there is significant potential for similar significant remains to survive below ground. The Berkshire Historic Environment Record also shows Prehistoric finds scattered in the area. Previous land uses will inevitably have had an impact on survival of archaeological features in some parts of the area, and archaeological assessment (prior to submission of any planning application) should include an impact assessment to demonstrate areas that may be eliminated from further exploration.

Biodiversity

3.419 The area contains some TPOs along Harvest Hill Road and in a wooded area to the east.

3.420 The habitat of the area is primarily improved grassland.

Flooding

3.421 Approximately half the area to the south is within floodzone 2 (medium risk). The SFRA states that areas of 'medium' probability of flooding are assessed as having between a 1 in 100 and 1 in 1000 chance of river flooding (1% to 0.1%) in any year. Any development on land covered by floodzone 2 would require an application of the Sequential Test.

3.422 The remainder of the area is in floodzone 1 low probability, which according to the SFRA means the area is assessed as having a less than 1 in 1000 chance of flooding (<0.1%) in any year. As the area is greenfield it is likely to experience a significant decrease in permeability if built on, causing surface water runoff to increase. An increase in surface water runoff following any development would need to mitigated, e.g. through SUDs. Most of the areas topography slopes away from the existing settlement, so the flood risk to the existing settlement is relatively low.

Other Environmental Considerations

3.423 The south and east of the area is likely to be subject to noise pollution, and other associated air quality issues from the strategic highway network, and A-roads.
Resources

3.424 A small parcel of land to the west is classified as Grade 3 Agricultural Land with the remainder unclassified. According to national guidance, Grade 3A is classified as Best and Most Versatile Agricultural Land (BMVAL) and Grade 3B is not. It is unknown whether this area is Grade 3A or 3B and therefore a cautious approach must be applied, and the higher classification used. National guidance seeks to avoid development on BMVAL (defined as grades 1, 2 and 3a of the Agricultural Land Classification). Where significant development of agricultural land is necessary, local planning authorities should seek lower grades (3b, 4, 5, and 6).

3.425 The area is located within zone 3 of a groundwater Source Protection Zone (SPZ). Residential development is considered unlikely to cause an adverse impact on water quality.

3.426 There is an area safeguarded for secondary / recycled minerals aggregates (Kimbers Lane) to the west of the area.

Infrastructure

3.427 Thames Water has significant concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network in this area at present is highly unlikely to be able to support the demand anticipated from this development. Significant drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a detailed drainage strategy would be required from the developer to determine the exact impact on the infrastructure and the significance of the infrastructure to support the development. It should be noted that in the highly likely event of an upgrade to assets being required, there could be a period of over 3 years required for the delivery of the infrastructure.

3.428 An impact study would be required. The local network is small diameter, or may have rising mains, so new and upsized network would be required. The cumulative impact of other areas would be significant. The Maidenhead Sewage Treatment Works (STW) is already reaching its flow consent. Therefore would need to assess impact on network and STW.

3.429 Currently local primary schools are mostly full and there are limited opportunities for further expansion. It is therefore likely that a new primary school would need to be built, particularly if other areas locally were developed. There is space on secondary school sites to expand, although this may be needed for children already in Maidenhead primary schools.

3.430 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfalls in natural and semi-natural greenspace.

3.431 The area is able to access existing community facilities in the surrounding urban area.

Highways and Accessibility

3.432 The eastern part of the area has frontage to Harvest Hill Road a classified un-numbered road. Access to the network to the west is derived by way of a priority T-Junction to Shoppenhangers Road. There are a number of existing points serving agricultural land and residential properties at Harvest Hill. The road winds down through a series of bends, past part of the frontage under consideration. Here the land to the south falls away sharply and there is little prospect of providing a safe and satisfactory access for development even via improved agricultural access points. The other potential options would be to access the eastern part of the area through third party land which would prove difficult given the alignment of the road.

3.433 The proposal would add to peak hour congestion which would also need to be tested through the strategic model together with any other areas that emerge in the wider area. This would be in addition to junction operation modelling testing which would be undertaken through a Transport Assessment. The area is considered to have significant highways issues.

3.434 Maidenhead town centre is approximately 1.4km away to the north. The nearest health facilities are approximately 650m to the north of the area.

3.435 The area is approximately 65m away from the national cycle network, benefits from bus routes along Braywick Road to the east, and is 1.4km away from Maidenhead train station. The strategic road network is easily accessible to the south east.
Area Analysis

Sustainability Appraisal

3.436 The area scored -13 when assessed against sustainability appraisal objectives.

Availability

3.437 There are two parcels of land that have been promoted through the SHLAA (refs: WM BR 0055 and WM BR 0020).

3.438 The remaining land in the area is not known to be available for development.
Area Description

3.439 The area is situated south of Stafferton Way, Maidenhead. The southern boundary is formed by Braywick Park. The area contains a number of uses including a former parking facility, allotments, an area of undeveloped land, a waste water treatment plant and a household waste and recycling centre. The area is approximately 13.8 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.440 The area lies to the south of Maidenhead town centre. Whilst being within the Green Belt, a large proportion of the area is actively used, containing hard standing, buildings and other structures. The area does not form a gap between settlements or the setting of a historic town.

Countryside setting and topography

3.441 The area is largely flat and in spite of some low-rise buildings and structures is open in character.

Agriculture

3.442 The area has no agricultural land classification.
Area Analysis

Nature conservation and ancient woodland

3.443 There are no sites of ecological value or protected species within the area.

Historic Environment

3.444 There are no historic assets in the area.

Pollution

3.445 Most of the area is in a contamination buffer and a small area is subject to road noise.

Minerals

3.446 There are no mineral workings in the area.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through consideration of Stage 2 criteria.

Stage 3 Assessment

Planning History / Background

02/39167/TEMP Construction of temporary car park with ancillary infrastructure and off site works. Permitted.
11/02476/FULL Change of Use of vacant land to a temporary park and ride to be used in connection with the 2012 Olympic Games together with temporary structures and associated works. Permitted.

Green Belt and Countryside Character

3.447 The area lies to the south of Stafferton Way and is on the edge of Maidenhead town centre. The land is used for a number of activities and is generally of poor visual quality. Development would not significantly impact on the openness of the Green Belt.

3.448 The area is within the Settled Developed Floodplain landscape character area. The condition of the landscape in this character area is poor due to the spread of ‘edge of town’ development radiating from the urban conurbations of Windsor and Maidenhead. The landscape condition is declining - derelict.

Settlement and Townscape Character

3.449 Maidenhead has a compact form at this point, however being in proximity to the town centre there are a number of larger format commercial premises in addition to residential properties. It is likely that development in this area would be able to integrate into the wider urban area.

3.450 The area has defensible boundaries with residential uses in the west, the York Stream in the east and a former garage in the north and Braywick Park in the south.

Historic Environment

3.451 There are no known heritage assets in the immediate area.

3.452 Archaeological assessment nearby has shown that this area has some potential for Palaeolithic and Roman archaeology, with little likelihood of features from other periods. The previous uses of the area will undoubtedly have caused some truncation and ground disturbance, thereby reducing the potential further. Therefore it is likely that any remaining potential could be dealt with post-determination, by a condition requiring a programme of archaeological works to be agreed and implemented.
Biodiversity

3.453 The area is within 500m of ancient woodland at Maidenhead Golf Course. However the woodland is separated from the area by Braywick Road and development is unlikely to have any impact. The waterway running to the east of the area is a local wildlife site.

Flooding

3.454 The majority of the area lies in flood zone 2 which is a medium probability of flood risk. This zone comprises land assessed as having between 1 in 100 and 1 in 1,000 annual probability of river flooding. A small part of the area lies within flood zone 3a which is an area of high probability of flood risk and for which housing is not an appropriate use. Any development on land covered by floodzone 2 and 3 would require an application of the Sequential Test. The remainder of the area is in floodzone 1 low probability, which according to the SFRA means the area is assessed as having a less than 1 in 1000 chance of flooding (<0.1%) in any year.

Other Environmental Considerations

3.455 Due to the various waste uses in the area most of the area is within a contamination buffer. There is a possibility that remediation is necessary. The area is also subject to road noise from Braywick Road.

Resources

3.456 The area has no agricultural land classification.

3.457 The area lies within source protection zone 2. As such, residential development is considered unlikely to cause adverse impacts to water quality.

Infrastructure

3.458 Thames Water do not have any concerns regarding waste water infrastructure capacity. However, more detail on the phasing of the various areas proposed is required and the cumulative impact would need to be considered. A drainage strategy would be required from the developer to determine the exact impact on existing infrastructure and the significance of the infrastructure to support development. An Odour Impact Assessment for development close to a sewage works has been undertaken and demonstrates that the area is not detrimentally affected by odour from the Sewage Treatment Works.

3.459 Development of the area would lead to concerns with regard to school places. It is possible that new primary schools to be built in the area will provide sufficient capacity, although a larger, more comprehensive development of the area will need further expansion of the existing primary school capacity. There is space on secondary school sites to expand, although this may be needed for children already in Maidenhead primary schools.

3.460 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfall in natural and semi-natural greenspace.

3.461 There is a waste water treatment plant and a household waste recycling site in the area. The household waste recycling site is a safeguarded site in policy WLP21 of the Berkshire Waste Local Plan.

Highways and Accessibility

3.462 The Council has proposals for the construction of the Stafferton Way Link Road which will connect the A308 Braywick Road with the B3028 Bray Road.

3.463 Access is recommended via an improved industrial access road currently serving the sewage works and recycling centre as opposed to Green Lane which is considered to be too narrow to serve further residential development on the scale as currently envisaged. On-street parking also occurs along the residential area of Green Lane. In addition, a further constraint is the single track bridge which poses numerous conflicting movement problems for pedestrians/cyclists with skip lorries transferring waste at the triangular site opposite the allotments. In connection with any residential development this section of Green Lane should be converted for use by pedestrians/cyclists.
Area Analysis

3.464 The industrial access road junction with Stafferton Way is a mini-roundabout comprising a spot on the road and will need upgrading, certainly in connection with the larger scale development. This is likely to affect third party land. The type of junction improvements will depend upon the numbers involved and further analysis. It may also be necessary for some localised widening works to be undertaken to the industrial access road. Access to the area via a T-Junction off the industrial access road to serve the northern part of the area would require sufficient visibility in each direction.

3.465 A Transport Assessment and Residential Travel Plan would be required in connection with any development of this area.

3.466 The proposal would add to peak hour congestion which would also need to be tested through the strategic model together with any other areas that may come forward. This would be in addition to junction operation modelling testing which would be undertaken through the requisite Transport Assessment. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.467 There are 4 dentists and 3 pharmacies within 800m of the area and the nearest doctors’ surgery is within 900m on Cookham Road. Maidenhead town centre is within walking distance of the area with the range of services and facilities in the town centre, including pubs, restaurants, post office, community facilities, supermarkets, and other shops.

Sustainability Appraisal

3.468 The area scored 24 when assessed against sustainability objectives.

Availability

3.469 The area including the hardstanding (former parking facility) and the undeveloped land has been promoted as being available. The allotments and household waste recycling site are Council-owned. The remainder of the area has not been promoted as available at the present time.
Area 6B Maidenhead - Area east of A308 Bray Wick

Area Description

3.470  The area contains Braywick Park and lies to the east of the A308. The area is 84.3 ha in size. The broad area continues south towards the M4 and east of the Cut (waterway). The area has a number of open space uses including a cemetery, play area, sports and recreation ground, golf driving range and a park. Other uses include a sports hall, nursery (plants) and a mineral site in the southern tip of the area.

Stage 2 Assessment

Gaps and boundaries

3.471  The area has defensible boundaries in the form of treelines, roads and the Greenway Corridor (The Cut). The area is not in a settlement gap.

Countryside setting and topography

3.472  The area is characterised by a park landscape (sports and park uses) with mature trees and woodland north of the Hibbert Road and open grassland, treebelts and mineral workings in the south.
Area Analysis

Agriculture

3.473 Most of the area has no agricultural land classification. A very small area in the south western tip is Grade 1 Agricultural Land.

Nature conservation and ancient woodland

3.474 There are over 10 Berkshire protected species in the area. There is ancient woodland and most of the area lies within a 500m ancient woodland buffer.

3.475 The area contains the Braywick Park local wildlife site which contains important grassland, woodland and wetland habitats. Local wildlife site the Greenway Corridor traverses the area. The Greenway Corridor also runs along the eastern boundary of the area. The Bray Meadows SSSI borders the area on the eastern side.

Historic Environment

3.476 There are no historic assets in the area. Bray Village conservation area is nearby to the east of the area.

Pollution

3.477 There are issues with contamination in the northern part of the area. Some smaller parts of the area near the M4 motorway also lie in noise and air quality buffer zones.

Minerals

3.478 There is a working safeguarded sand and gravel minerals site in the south of the area.

Stage 2: Conclusion

Reject.

Unacceptable adverse impacts of development have been demonstrated through consideration of the Stage 2 criteria.

The area comprises a number of areas of biodiversity and ecological value. These include Berkshire protected species, ancient woodland and a buffer zone and two local wildlife sites. The area south of Braywick Park contains a minerals safeguarding zone.
Area 7A Land west of Holyport - Area between Ascot Road and Holyport Road

Area Description

3.479 The area is located east of Ascot Road and west of Holyport Road and is approximately 17 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.480 Defensible boundaries surround most of the area and take the form of two roads (east and west), a lane and treelines. The area is not in a settlement gap.

Countryside setting and topography

3.481 The area is characterised by open land with pastures and trees and contains a complex of farm buildings to the south and a small number of residential dwellings (at Philberds House). The topography varies slightly and generally slopes northwards.

Agriculture

3.482 Most of the area is agricultural land of which 70% is Grade 3 agricultural land. The remainder has no agricultural land classification.
Area Analysis

Nature conservation and ancient woodland

3.483 There are some trees in the south of the area. There are no sites of ecological value in the area.

Historic environment

3.484 The area abuts the Holyport Conservation Area to the south. Development of the area is likely to have an impact on the Conservation Area.

Pollution

3.485 Due to the roads that border the area, some road noise is evident but this is unlikely to affect development.

Minerals

3.486 There are no mineral workings in the area.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria.

The area has good defensible boundaries and connections with the existing settlement of Holyport.

Stage 3 Assessment

Planning History / Background

3.487 There has been a planning permission for the reconstruction of eight 2-bedroom flats on three floors following demolition of existing fire damaged building (04/00803/FULL).

Green Belt and Countryside Character

3.488 The area forms part of the green entrance into Holyport. The area is visible from the Ascot Road and development would impact on the openness of the Green Belt. The area is used for farming and pastures. The area is within the Settled Farmed Sands and Clays landscape character area. This landscape has a diverse yet generally intact rural character. The Holyport Settled Farmed Sands and Clays landscape character area comprises of dispersed settlement within an agricultural setting. Recent residential development has resulted in the coalescence of the historic village of Holyport with Bray Wick, and the linear settlements of Stud Green, Moneyrow Green, Touchen-end and Paley Street now form a continuous low level development along the Ascot Road (A330) and the B3024. Landscape condition overall is considered to be good - declining. The overall capacity for change is low.

Settlement and Townscape Character

3.489 The area is situated directly north and west of the existing excluded settlement of Holyport and new development would connect well with the existing area. The Ascot Road (A330) and the Holyport Road are firm defensible boundaries and the remaining two sides have a combination of tree lines, a lane and existing urban area in the form of residential dwellings.

3.490 The Townscape Character Assessment states that the area borders 'Leafy residential suburbs' (13X) in the east. This area is characterised by spacious suburban style detached two storey houses, on medium to large plots. Urban form is defined by wide streets (curvilinear and straight) with secondary streets culminating in ‘dead ends’, cul-de-sacs or vegetated ‘turning circles’. Gardens are private which provides a strong sense of enclosure and privacy to dwellings. The area also borders “Late 20th Century Suburbs in the north (10X). This area type is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul-de-sacs/dead ends.
Historic Environment

3.491 The area abuts the Holyport Conservation Area. Development in the southern portion of the site would materially impact the open character of the Holyport Conservation Area and impact on the relationship it holds with the wider countryside. This would likely cause a significant level of harm.

3.492 This area includes the earthworks of a Medieval moat, associated with the former Hyndens manor, which comprise a rare example of the survival of upstanding earthworks in the borough. As such, it should be conserved and its setting protected. Further earthworks and associated below ground remains are likely to survive within the vicinity, and these will also be of some significance. Therefore a programme of assessment, survey and evaluation would be required prior to submission of any planning application for this area, to inform development proposals and identify features requiring in situ preservation. Depending on the results of this investigation, further work is likely to be required to ensure that the impact on archaeology can be mitigated satisfactorily.

Biodiversity

3.493 None of the area itself or land adjoining it is designated for its ecological value. There is a small number of trees in the area.

Flooding

3.494 Some 50% of the area lies in flood zone 2 which is a medium probability of flood risk. This zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding. Any development on land covered by floodzone 2 would require an application of the Sequential Test. The remainder of the area is in floodzone 1 low probability, which according to the SFRA means the area is assessed as having a less than 1 in 1000 chance of flooding (<0.1%) in any year.

Other Environmental Considerations

3.495 A small part of the area is subject to road noise caused by the Ascot Road and M4.

Resources

3.496 Most of the area is Grade 3 agricultural land (70%) and is in use for pastures and farming. The NPPF seeks to avoid development on the best and most versatile agricultural land (defined as grades 1, 2 and 3a of the Agricultural Land Classification). Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. It is unknown whether this area is Grade 3a or Grade 3b and therefore a cautionary approach is taken and the higher classification used. Development of the land might therefore lead to a loss of agricultural land.

3.497 Most of the area falls within source protection zone (SPZ) 3. As such, residential development is considered unlikely to cause adverse impacts to water quality.

Infrastructure

3.498 Thames Water has significant concerns regarding Waste Water Services in relation to this site. Specifically, the sewerage network in this area at present is highly unlikely to be able to support the demand anticipated from this development. Significant drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a detailed drainage strategy would be required from the developer to determine the exact impact on the infrastructure and the significance of the infrastructure to support the development. It should be noted that in the highly likely event of an upgrade to assets being required, there could be a period of over 3 years required for the delivery of the infrastructure. This would be a fairly large development and the local network is small diameter, or rising mains, therefore new and upsized network would be required. Cumulative impact of other areas would be significant. Would need to assess impact on network and Sewage Treatment Works.

3.499 Currently there is no capacity for further expansion in the local, full, primary school, although some places may be available in the new free school at Hibbert Road. There is space on secondary school sites to expand, although this may be needed for children already in Maidenhead primary schools.
3.500 The Maidenhead area has a shortfall of provision in terms of total amount of open space balanced against the recommended local standard for each typology. The total shortfall of open space provision is primarily due to significant shortfall in natural and semi-natural greenspace.

Highways & Accessibility

3.501 There is an existing access to the A330 Ascot Road at Philberds Lodge and this is centrally located in terms of the site frontage. Planning permission has been granted for access to the land to the south-west of Holyport Road for agricultural purposes only. If access is to be derived from Ascot Road then a speed check should be carried out. It would be necessary to introduce appropriate mitigation measures as part of any development, if speeds were found to be consistently exceeded.

3.502 Some localised widening of Holyport Road may be necessary. In any event, a series of crossing points at least by way of pedestrian refuges and junction protection traffic islands together with environmental features should be introduced to help address any future issues that may arise with regard to safety and severance. Dependant on final numbers the provision of a right turn lane may need to be investigated. Some very limited form of development may be able to be served from Holyport Street but this should not be to the detriment to the safety and character of the street and Blind Lane. However Holyport Street can be used for pedestrian / cycle access.

3.503 For access to Holyport Road, the priority T-Junction(s) would need to be provided with sufficient visibility splay in each direction. Dependant on final numbers the provision of a right turn lane may need to be investigated.

3.504 A Transport Assessment and Residential Travel Plan would be required in connection with any development of this site. The proposal would add to peak hour congestion which would also need to be tested through the strategic model together with other sites should they emerge. This would be in addition to junction operation modelling testing which would be undertaken through the requisite Transport Assessment.

3.505 To ensure the wider primary highway network is used to distribute the majority of vehicles no vehicular through route should be considered between Ascot Road and Holyport Road. However a pedestrian cycle through route needs to be included. Although the site has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.506 The area is served by 2 bus services Courtney Coaches (A330) and First Bus Coaches (Money Row Green). The area benefits from good access to local services, including shops, health care and schools. The distance to the nearest doctor is 124 metres and pharmacy is 129 metres, the nearest school is 140 metres distance away and the local centre is 117 metres away. Maidenhead railway station is 3.6 km away.

Sustainability Appraisal

3.507 The area scored -7 when assessed against sustainability objectives.

Availability

3.508 Most of the area is available for development.
**Area Description**

3.509 The area is located south of the A308, east of Holyport. The area contains a former landfill site and part of a farm. The area is 52 ha in size.

**Stage 2 Assessment**

**Gaps and boundaries**

3.510 The area has limited defensible boundaries and connects to the existing urban area on the northern and western side of the area. The defensible boundary consists of a track from Stroud Farm Road to Stroud Farm. Development of the area would protrude into the countryside and could affect the openness of the area. The scale of the development would not relate to the existing settlement. The area does not fall within a gap.

**Countryside setting and topography**

3.511 This relatively flat area is characterised by open fields and hedges/treelines.

**Agriculture**

3.512 The area contains a farm but the land itself has no agricultural classification.
Area Analysis

Nature conservation and ancient woodland

3.513 There are no sites with ecological value in the area.

Historic environment

3.514 There are two listed buildings in the area. A Grade II listed building (cattle shelter Stroud Farm) and a Grade II* listed building (barn Stroud Farm).

Pollution

3.515 The area consists of a former landfill site and is constrained by contamination buffers and would need to be remediated.

Minerals

3.516 There are no mineral workings in the area.

Stage 2: Conclusion

Reject.

Unacceptable adverse impacts of development have been demonstrated through consideration of the Stage 2 criteria.

There is a lack of defensible boundaries, two listed buildings and there are contamination / landfill gas issues.
Area 7C Maidenhead/Holyport - Area east of Gays Lane and south of Stroud Farm Road

Area Description

3.517 This area is located south of Stroud Farm Road, to the east of Gays Lane, south of Lindores Road and south-west of Stroud Farm. It is used for open space (playing field, allotments) and agricultural land. The area is 5.21 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.518 The area has limited defensible boundaries. The defensible boundaries consists of a track from Stroud Farm Road to Stroud Farm and a tree-line on the south-western side of the area. Development in the area would protrude into the countryside and affect the openness of the Green Belt. The area is not in a settlement gap.

Countryside setting and topography

3.519 This relatively flat area is characterised by open fields/farm land for most part. It also has playing fields and allotments.
Area Analysis

Agriculture

3.520 Two thirds of the area is classed as Grade 3 agricultural land.

Nature conservation and ancient woodland

3.521 There are no sites of ecological value or protect species in the area.

Historic Environment

3.522 There is a Grade II* Listed Building in the area (Stroud Farmhouse).

Pollution

3.523 A small area is potentially contaminated due to filled in ground.

Minerals

3.524 There are no mineral workings in the area.

Stage 2: Conclusion

Reject.

Unacceptable adverse impacts of development have been demonstrated through consideration of the Stage 2 criteria.

There is a lack of defensible boundaries on the southern side and a Grade II* listed building.
Area Description

3.525 The area is located south of Bray Lake, north of the A308. The area is 9.25 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.526 The area has a defensible boundary in the north as the lake borders the area and the boundary in the east consists of trees. The area is bordered by residential areas west and east, Bray Lake in the north and the Windsor Road in the south. The area is not in a gap.

Countryside setting and topography

3.527 This area consists of relatively flat open farmland with treelines around the edges. There is a cluster of trees in the east of the area.

Agriculture

3.528 Most of the area is Grade 1 agricultural land and development may lead to the loss of Best and Most Versatile Agricultural Land (BMVAL).
Area Analysis

Nature conservation and ancient woodland

3.529 There are no areas of ecological value in the area but the area lies in an ancient wood buffer.

Historic Environment

3.530 There are no historic assets in the area.

Pollution

3.531 The area lies in contamination and road noise buffers including an AQMA. This does not adversely affect development in the area.

Minerals

3.532 There are no mineral workings in the area.

Stage 2: Conclusion

Reject.

Unacceptable adverse impacts of development have been demonstrated through assessment of the Stage 2 criteria.

Development would result in the loss of Best and Most Versatile Agricultural Land (Grade 1).
Area Description

3.533 The area is located to the east of Bray Lane and to the west of Bray Marina. A small sliver of land in the south is adjacent to the existing residential area. The area contains an existing safeguarded mineral site and water treatment plant. The area is 10.45 ha in size.

Stage 2 Assessment

Gaps and boundaries

3.534 The area has defensible boundaries. The narrow strip of land lies in the gap between Maidenhead (Bray) and Windsor. This is an open area and development would be an encroachment of the countryside.

Countryside setting and topography

3.535 The northern part of the area is grassland and the remainder is a mineral workings site and a waste water plant. The narrow strip of land in the south consists of trees and grassland. The area is relatively flat.

Agriculture

3.536 The area has no classified agricultural land.
Area Analysis

Nature conservation and ancient woodland

3.537 The area borders the Bray Pennyroyal Field SSSI in the south-east. The local wildlife sites - the Greenway Corridor and the Cut run along the northern edge of the area. Berkshire protected species are evident just outside the area.

Historic Environment

3.538 There are no historic assets in the area.

Pollution

3.539 There is potential contamination from the existing waste water treatment plant, the gravel and sand pit and disturbed ground. The area also lies in road noise buffers from the A308.

Minerals

3.540 The area comprises a safeguarded minerals site, Monkey Island.

Stage 2: Conclusion

Reject.

Unacceptable adverse impacts of development have been demonstrated through consideration of the Stage 2 criteria.

The area is open and development would be an encroachment of the countryside and there is an existing minerals site that needs to be safeguarded.
Area Analysis

Area 8A Windsor - Area north of A308, south of Maidenhead Road

Area Description

3.541 The area is located to the west of Windsor, north of the A308 and south of the Maidenhead Road. The area is 5.3 ha in size. There is a residential caravan site to the north and housing to the east and west of the area.

Stage 2 Assessment

Gaps and boundaries

3.542 The area lies on the edge of Windsor, between it and Maidenhead. The area boundaries are formed by roads to the north and south and property boundaries to the east and west. Whilst being located in the gap between Windsor and Maidenhead, the area is located between areas which are previously developed and does not extent beyond these into the open countryside.

Countryside setting and topography

3.543 The land is flat in nature and consists of grassland with trees and is close to the River Thames.

Agricultural Land

3.544 The area is classified as Grade 3 agricultural land.
Area Analysis

Nature conservation and ancient woodland

3.545 There are no nature conservation designations within the area.

Historic Environment

3.546 There are no historical assets in the area.

Pollution

3.547 A small part of the area is within a contamination buffer and the southern part of the area is adjacent to a main road.

Minerals

3.548 There are no mineral workings in the area.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria.

The area has few constraints and good defensible boundaries. Although it is in the gap between Windsor and Maidenhead the area is secluded and screened from the gap.

Stage 3 Assessment

Planning History/Background

3.549 No relevant planning applications.

Green Belt and Countryside Character

3.550 The area comprises open land in the Green Belt. Whilst contributing to the purposes and openness of the Green Belt, the area is well screened and sits between areas of previously developed land so limiting any visual impacts of development.

3.551 As set out in the Landscape Character Assessment the landscape character type for this area is Settled Developed Floodplain and the area is an urban edge area part of the river Thames setting. The landscape condition is declining to derelict. The condition of the area has been affected by gravel extraction and 'edge of town' development although there is no gravel extraction in this parcel of land. Housing development could have a potential impact of continued decline of the condition and character of the landscape. The area is shown as having a medium capacity to accept development.

3.552 Whilst the area is open, the mature vegetation and defensible boundaries would make the visual impact of development largely self contained and would guard against future encroachment.

Settlement and Townscape Character

3.553 The area is closely related to adjacent areas of previously developed land. The area is just south of an existing urban area north of Maidenhead Road where a caravan park is located. Existing housing to the east and west of the area can be integrated in the area and developing this area would be filling in a field situated between two already developed residential areas in the Green Belt. Once the area would be developed the new area would form an urban area that would connect with the existing settlement. It would form a logical extension of the excluded settlement of Windsor.

3.554 The townscape character area nearest to this area is ‘Late 20th century suburbs (1960s onwards)’ (10AI) and is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul de sacs/dead ends. These are housing estates planned to
accommodate families with schools, parks and outdoor sports facilities e.g. tennis courts, sports pitches, playing fields. Built form is defined by suburban style semi-detached and detached two storey houses, set in regular plots with short front, and long back, gardens.

Historic Environment

3.555 There are no known heritage assets in the area.

3.556 Archaeological assessment of this area has shown evidence for human habitation since the Mesolithic period, with large amounts of material relating to exploitation of the fertile land close to the river, and good survival of significant sites. The previously undeveloped nature of the area means that archaeological remains are likely to survive in situ. Therefore prior to submission of any planning application for this area, a programme of assessment and evaluation would be required, to inform development proposals. Depending on the results of this investigation, further work may be required to ensure that the impact on archaeology can be mitigated satisfactorily.

Biodiversity

3.557 The habitat is pastures with scattered trees. There are no nature conservation sites or protected species. There are protected species in the neighbouring wooded residential area to the west.

Flooding

3.558 The area is considered to be at low risk of flooding being located within flood zone 1 (less than a 1 in 1,000 change of flooding in any year. A very small part of the area boundary to the east and north is in flood zone 2 (medium risk of flooding). As the area is greenfield it is likely to experience a significant decrease in permeability if built on, causing surface water runoff to increase. An increase in surface water runoff following any development would need to be mitigated, e.g. through SUDs.

Other Environmental Considerations

3.559 There is a contamination buffer in the north western corner of the field (laundry and dry cleaning) and a road noise zone in the south from the A308. Neither of these are considered to be a barrier to development.

Resources

3.560 The area is classified as Grade 3 agricultural land but is not actively used for farming. According to national guidance, Grade 3A is classified as Best and Most Versatile Agricultural Land (BMVAL) and Grade 3B is not. It is unknown whether this area is Grade 3A or 3B and therefore a cautious approach must be applied, and the higher classification used. Development might therefore lead to the loss of BMVAL.

3.561 The land does not fall within a source protection zone.

Infrastructure

3.562 Thames Water has concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network capacity in this area at present is considered unlikely to be able to support the demand anticipated from development. Drainage Infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a drainage strategy would be required from the developer to determine the exact impact on existing infrastructure and the significance of the infrastructure to support development. It should be noted that in the event of an upgrade to assets being required, up to three years lead in time could be necessary for the delivery of the infrastructure. There are confirmed local issues due to infiltration, inundation and flooding in the area. Further network investigations would be required.

3.563 For the assessment of the impact of development on school places areas 8A, 8B and 8C have been combined. If released for housing this land would generate the need for more first, middle and upper school places. There is capacity for expansion at some of the local first schools, most of which are already full. There is the potential for expansion at the middle schools in the town, although this will be needed for children already in the first schools. There is limited potential for expansion at the upper schools in the town, and this will be needed for children already in the first and middle schools. A new middle and/or upper school may, therefore, be required.
Area Analysis

3.564 According to the Open Space Strategy the Windsor area has a good amount of open space provision when balanced against the recommended local standard for each typology. This equates to a total of 62 hectares of open space above the recommended minimum total level of provision. A significant proportion of this total amount of open space comprises outdoor sports facilities. Children’s play provision, outdoor teenage facilities and allotment provision are also all above the recommended minimum level. In contrast, natural and semi-natural greenspace and amenity greenspace are below the recommended minimum level. Parks and gardens provision is adequate when balanced against the recommended local standard.

Highways and Accessibility

3.565 The area has frontage to the main A308 Windsor Road and also the old Maidenhead Road which is now cul-de-sac unclassified road serving a Garden Centre, The Willows Riverside Park, Windsor Marina and further residential properties.

3.566 The A308 Windsor Road is subject to the national derestricted speed limit. Direct access is not recommended as this would adversely affect the safety and flow of traffic. Access therefore should be derived by way of a new centrally positioned priority T-Junction to be located on the south side of the old Maidenhead Road, which has some street lighting provision and is subject to 30mph speed restriction.

3.567 The section of old Maidenhead Road across the area frontage has a wide verge. The footway on the opposite side serves as a shared pedestrian/cycleway route. Most cyclists were observed using the carriageway (a quiet route) itself. Any new residential development creates a need to provide a continuous footway along the area frontage. The new priority T-junction should be provided with sufficient visibility splays in each direction and these appear to be achievable within the frontage.

3.568 A Transport Assessment (TA) and Residential Travel Plan would be required in connection with any development of this area. The TA is likely to identify operational problems at the A308 roundabout junction during peak times and accordingly appropriate mitigation measures should be sought.

3.569 The proposal, together with that which may emerge through area 8B (north of Dedworth Road / south of the A308) and 8C (south of Dedworth Road) would add to peak hour congestion in the area. In addition to junction operations modelling testing which would be undertaken through the requisite Transport Assessment, this would also need to be tested against the strategic model. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.

3.570 The area is served by First Bus on the Maidenhead Road and Ruddles Way. The cycle network runs on the northern edge of the area. The area has good access to public transport and the cycle network but access to shops, services, schools and facilities is reasonable to poor. The nearest local centre is 1.1 km away and the nearest health service is 1.5 km away. Windsor Town Centre is 5 km away and Windsor & Eton Central train station is 5.1 km away.

Sustainability Appraisal

3.571 The area scored -11 when assessed against sustainability objectives.

Availability

3.572 The whole area is available for development.
Area 8B Windsor - Area south of A308, east of Oakley Green Road and north of Dedworth Road

Area Description

3.573 The area is located to the west of Windsor, south of the A308 and extends to south of Dedworth Road. The area size is 23 ha. Existing uses in the area include a garden centre, health facilities and a number of individual dwellings along Dedworth Road.

Stage 2 Assessment

Gaps and boundaries

3.574 The area lies on the edge of Windsor, between it and Maidenhead. The area boundaries are formed by roads consisting of the A308 Windsor Road to the north, the B3383 Oakley Green Road to the west and the B3024 Dedworth Road in the south. Whilst being located in the gap between Windsor and Maidenhead, the area would maintain a reasonable gap between the settlements.

Countryside setting and topography

3.575 The land is flat in nature and consists of grassland / pasture.
Area Analysis

Agriculture

3.576 Most of the area is classified as Grade 3 agricultural land. Only a narrow part of the area on the eastern side does not fall within the agricultural land classification.

Nature Conservation and ancient woodland

3.577 There are no nature conservation sites or protected species in the area.

Historic Environment

3.578 The area contains a Grade II* listed building.

Pollution

3.579 There is road noise from the A308 and there are a few contamination buffers in the area.

Minerals

3.580 There are no mineral workings in the area.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria.

The area has few constraints and good defensible boundaries. Although it is in the gap between Windsor and Maidenhead the area is secluded and screened from the gap. The area is suitable for further consideration as a broad area.

Stage 3 Assessment

Planning History / Background

- 08/00290/FULL Change of use of existing barn from retail to consulting rooms for the clinic and associated additional parking. Permitted.
- 05/02455/FULL Change of use of barn for associated uses to the Cardinal Clinic including seminars and conferences. Permitted.

Green Belt and Countryside Character

3.581 The area comprises open land in the Green Belt. Whilst contributing to the purposes and openness of the Green Belt, the area is well screened and sits between areas of previously developed land so limiting any visual impacts of development.

3.582 The area is within the Settled Farmed Sands and Clays landscape character area. This landscape has a diverse yet generally intact rural character. Key features of the landscape that apply to the area are intermittent open and enclosed character with some long distance views, mixed farmland with areas of permanent pastures. Landscape condition overall is considered to be good - declining. The overall capacity for change is low.

3.583 Whilst large parts of the area are undeveloped, the vegetation and defensible boundaries would make the visual impact of development largely self contained and would guard against future encroachment.

Settlement and Townscape Character

3.584 Windsor has a compact settlement form and the area is connected to the excluded settlement to the west.
The townscape character area immediately east of this area is 'Late 20th century suburbs (1960s onwards)' (10AI and 10AK) and is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul de sacs/dead ends. These are housing estates planned to accommodate families with schools, parks and outdoor sports facilities e.g. tennis courts, sports pitches, playing fields. Built form is defined by suburban style semi-detached and detached two storey houses, set in regular plots with short front, and long back, gardens. A very small area in the south east abuts the Victorian Villages townscape character area.

The area has good defensible boundaries with the A308 Windsor Road is to the north, the B3383 Oakley Green Road to the west and the B3024 Dedworth Road in the south. The area does form a logical extension of the existing urban area of the excluded settlement of Windsor to the west.

Historic Environment

There is a Grade II* listed building situated north of Dedworth Road (The Old Farm House).

Archaeological assessment of this area has shown evidence for human habitation since the Mesolithic period, with large amounts of material relating to exploitation of the fertile land close to the river, and good survival of significant sites. Of particular note are the ridge and furrow earthworks of Medieval or early Post-Medieval date. Previous uses of the area may have disturbed archaeological remains in some areas but in the undeveloped parts archaeological remains are likely to survive in situ. Therefore prior to submission of any planning application for this area, a programme of assessment and evaluation would be required, to inform development proposals. Depending on the results of this investigation, further work may be required to ensure that the impact on archaeology can be mitigated satisfactorily.

Biodiversity

The habitat is pastures with small woodlands, tree belts and scattered trees.

Flooding

The majority of the area is considered to be at low risk of flooding being located within flood zone 1 (less than a 1 in 1,000 change of flooding in any year. A small area along the western border lies within flood zone 2 and 3a. Floodzone 3a is an area of high probability of flood risk. Development within these areas may only be considered following application of the Sequential Test and where necessary the Exception Test.

Other Environmental Considerations

There are three contamination buffers in the area due to potential ground contamination caused by filling in the past (unknown filled ground (Pond, marsh, river, stream, dock etc). None of these are considered to be a barrier to potential development.

Resources

Most of the area is classified as Grade 3 agricultural land. According to national guidance, Grade 3A is classified as Best and Most Versatile Agricultural Land (BMVAL) and Grade 3B is not. It is unknown whether this area is Grade 3A or 3B and therefore a cautious approach must be applied, and the higher classification used. Development might therefore lead to the loss of BMVAL.

The area does not fall within a groundwater source protection zone.

Infrastructure

Thames Water has concerns regarding Waste Water Services in relation to this area. Specifically, the sewerage network capacity in this area at present is considered unlikely to be able to support the demand anticipated from development. Drainage Infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. In the first instance a drainage strategy would be required from the developer to determine the exact impact on existing infrastructure and the significance of the infrastructure to support development. It should be noted that in the event of an upgrade to assets being required, up to three years lead in time could be necessary for the delivery of the infrastructure. There are confirmed local issues due to infiltration, inundation and flooding in the area. Further network investigations would be required.
Area Analysis

3.595 For the assessment of the impact of development on school places areas 8A, 8B and 8C have been combined. If released for housing this land would generate the need for more first, middle and upper school places. There is capacity for expansion at some of the local first schools, most of which are already full. There is the potential for expansion at the middle schools in the town, although this will be needed for children already in the first schools. There is limited potential for expansion at the upper schools in the town, and this will be needed for children already in the first and middle schools. A new middle and/or upper school may, therefore, be required.

3.596 According to the Open Space Strategy the Windsor area has a good amount of open space provision when balanced against the recommended local standard for each typology. This equates to a total of 62 hectares of open space above the recommended minimum total level of provision. A significant proportion of this total amount of open space comprises outdoor sports facilities. Children’s play provision, outdoor teenage facilities and allotment provision are also all above the recommended minimum level. In contrast, natural and semi-natural greenspace and amenity greenspace are below the recommended minimum level. Parks and gardens provision is adequate when balanced against the recommended local standard.

Highways and Accessibility

3.597 The area has frontage to the main A308 Windsor Road (southside), the B3383 Oakley Green Road and also the B3024 Dedworth Road. There are a number of existing access points to both the B3383 and B3024 roads but there is no direct access from the area to the A308 main Windsor to Maidenhead Road.

3.598 The area has frontage to three public highways. The A308 Windsor Road to the north is subject to the national derestricted speed limit. However, direct access to the main A308 road is not recommended as this would adversely affect the safety and flow of traffic and further impact on the operation of existing junctions.

3.599 To the west, the area frontage extends from the B3383 Oakley Green Road junction with the A308 Windsor Road in a southerly direction to the B3024 Dedworth Road junction with the B3383 Oakley Green Road. For access to be derived from the west, the B3383 road will need significant widening works to provide a sufficiently wide carriageway and new shared footway / cycleway on the eastern side. Oakley Green Road is currently subject to a 40mph speed restriction and has no street lighting, nor any provision for pedestrians.

3.600 Depending on the Transport Assessment outcomes it may also be necessary to upgrade the current B3383 Oakley Green Road T- junction with the A308 Windsor Road possibly to a roundabout. In any event the opportunity should be taken in connection with any widening works to improve the gradient at this junction. There may also be scope to improve the existing substandard Dedworth Road junction with Oakley Green Road.

3.601 Access to the south would be derived by Dedworth Road which to the west of the existing garden centre is subject to a 40mph speed restriction and 30mph to the east. Dedworth Road is also a bus route.

3.602 A staggered T-junction (with right turn lane where appropriate) to serve both areas 8B and 8C off Dedworth Road may suffice but area 8B would also need further access off an improved Oakley Green Road. Improved crossing points at least by way of pedestrian refuges and junction protection traffic islands should be introduced to help address and/or minimise any future issues that may arise with regard to safety and severance. Further works to provide continuous footways of adequate width, continuous street lighting together with a review of the current 40mph speed restriction to the west would also be required.

3.603 Any new priority T-junction accesses to the area should be provided with adequate visibility splays in each direction. The need for any right turn provision would be identified through the Transport Assessment. A Transport Assessment (TA) and Residential Travel Plan would be required in connection with any development of this area. The TA is likely to identify the main local impact as being at the A308 roundabout junction with Maidenhead Road and Ruddlesway, the priority T-junction right turn lane at the A308/B3383 Oakley Green Road and at the priority B3024 Dedworth Road/B3383 Oakley Green Road T-junction (currently no right turn lane). Accordingly appropriate mitigation measures should be sought.

3.604 The proposal, together with that which may emerge through area 8A (Windsor north of the A308) and 8C would add to peak hour congestion in the area. In addition to junction operations modelling testing which would be undertaken through the requisite Transport Assessment, this level of development would also need to be tested against the strategic model. Although the area has local highway issues, suitable mitigation measures can be sought to overcome these issues.
The area benefits from good access to local services, including shops, health care and schools. The local centre is 770 metres distance away. The nearest health service 1.1 km. Windsor Town Centre is 4.8 km away and Windsor & Eton Central station is 4.9 km away.

**Sustainability Appraisal**

The area scored 3 when assessed against sustainability objectives.

**Availability**

Most of the area north of Dedworth Road is available. The total available area is 15.9 hectares.
Area Analysis

Area 8C Windsor - Area south of Dedworth Road and west of Broom Farm Estate

Area Description

3.608 The area is located to the west of Windsor, south of the B3024 Dedworth Road, west of the Broom Farm Estate and east of Tarbay Lane. The area size is 13.8 ha. There are houses and a pub along Dedworth Road and the area contains Fair Acres Farm.

Stage 2 Assessment

Gaps and boundaries

3.609 The area lies on the edge of Windsor, between it and Maidenhead. The area boundaries are formed by Dedworth Road and Tarbay Lane in the north and west and a tree line in the south. The area abuts the existing urban area of the Broom Farm Estate in the east. Whilst being located in the gap between Windsor and Maidenhead, the area would maintain a reasonable gap between the settlements.

Countryside setting and topography

3.610 The land is flat in nature and consists of grassland / pasture and mature trees.

Agriculture

3.611 The area is classified as Grade 3 agricultural land.
Nature Conservation and ancient woodland

3.612 There are no nature conservation sites or protected species in the area, but the area does fall within a 500m ancient woodland buffer zone.

Historic Environment

3.613 There are Grade II listed buildings in the area.

Pollution

3.614 There a few contamination buffers in the area.

Minerals

3.615 There are no mineral workings in the area.

Stage 2: Conclusion

Pass.

Unacceptable adverse impacts have not been demonstrated through the assessment of Stage 2 criteria. The area has few constraints and good defensible boundaries. Although it is in the gap between Windsor and Maidenhead the area is secluded and screened from the gap. The area is suitable for further consideration as a broad area.

Stage 3 Assessment

Planning History / Background

3.616 No relevant planning applications.

Green Belt and Countryside Character

3.617 The area comprises open land in the Green Belt. Whilst contributing to the purposes and openness of the Green Belt, the area is well screened and sits between areas of previously developed land so limiting any visual impacts of development.

3.618 The area is within the Settled Farmed Sands and Clays landscape character area. This landscape has a diverse yet generally intact rural character. Key features of the landscape that apply to the area are intermittent open and enclosed character with some long distance views, mixed farmland with areas of permanent pastures. Landscape condition overall is considered to be good - declining. The overall capacity for change is low.

3.619 Whilst large parts of the area are undeveloped, the vegetation and defensible boundaries would make the visual impact of development largely self contained and would guard against future encroachment.

Settlement and Townscape Character

3.620 Windsor has a compact settlement form and the area is connected to the excluded settlement to the west.

3.621 The townscape character area immediately east of this area is 'Late 20th century suburbs (1960s onwards)' (10AI and 10AK) and is characterised by medium density residential suburbs consisting of long curvilinear feeder streets with short subsidiary roads culminating in cul de sacs/dead ends. These are housing estates planned to accommodate families with schools, parks and outdoor sports facilities e.g. tennis courts, sports pitches, playing fields. Built form is defined by suburban style semi-detached and detached two storey houses, set in regular plots with short front, and long back, gardens.